

Latitude 38

Latitude 38

VOLUME 360 June 2007

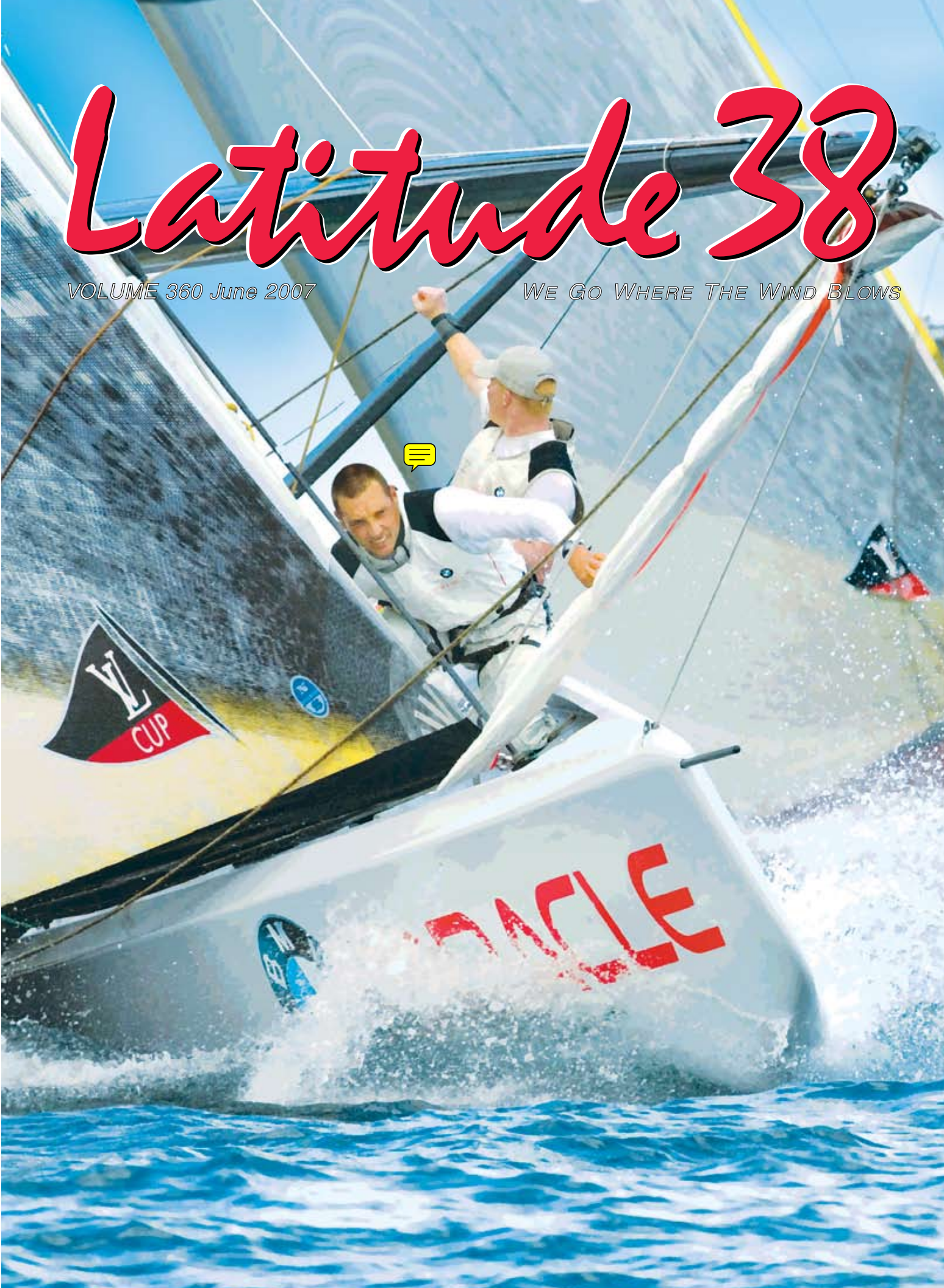
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JUNE 2007

VOLUME 360



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In March *Green Buffalo* won her division in the Doublehanded Lightship Race, sailed by Jim and 16-year-old son Andrew, and also won her division in the Doublehanded Farallones Race, sail by Jim and his wife, Mary. According to Jim, he and Mary are still married after blowing the jibe at the South Tower of the Golden Gate Bridge, creating a major spinnaker wrap, and realizing the spinnaker survived the ordeal just fine.

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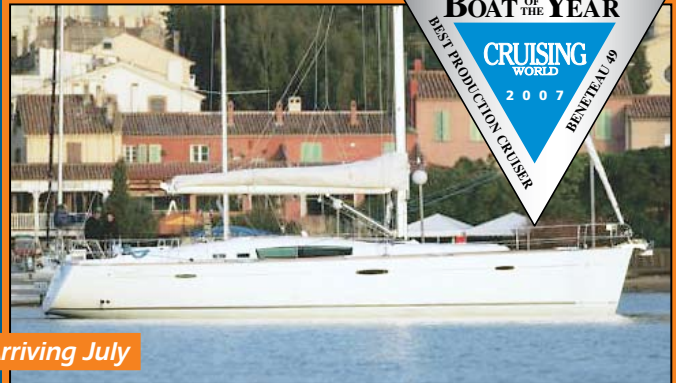
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BENETEAU: A New Generation...



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BENETEAU 46



At Our Docks

BENETEAU 49

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In an industry where builders offer one, or maybe two new models a year, Beneteau demonstrates their ability and commitment to remain the world's leader in sailing yachts by offering the best in innovation, design and value. Their investment in commissioning the world's best naval architects and designers, and the highest quality equipment and materials, has placed Beneteau in the #1 position in the U.S. market and kept them in the #1 position in the world for decades.

Simply put, it is never enough to rest on your accomplishments; you must continually strive to improve.

CRUISING

323

343

373

40

423

43

46

49

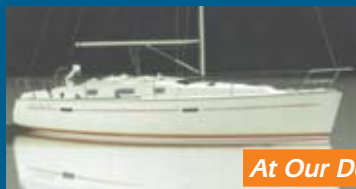
523

57



At Our Docks

BENETEAU 423 a classic



At Our Docks

BENETEAU 323 a big small yacht

RACING

10R

36.7

40.7

44.7

50



At Our Docks

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At Our Docks

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At Our Docks

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San Francisco, 2003 & 2005



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www.pussers.com

Charles Tobias
Charles Tobias, Chairman

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Cover:

Thanks for the memories - BMW Oracle at the Louis Vuitton semi finals.

Photo by: Gilles Martin-Raget

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



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POWER CATS

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37' MARYLAND, 2002.....	315,000

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36' MARINER, 1979



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\$45,000

40' HUNTER LEGEND



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HUNTER 29.5
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COMPAC 25
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35' SCHOCK, 1994



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3 stateroom**



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OPEN BOAT WEEKEND • JUNE 9-10



Gulfstar 50



Two to choose from Catalina 42 Mk II, 2006



Two to choose from Catalina 400, 2004



Two to choose from Catalina 36, 1985



Truant 370, 1981



Two to choose from Catalina 270, 2004

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- Catalina 350
- Catalina 34
- Catalina 320
- Catalina 309

PREOWNED CATALINA YACHTS

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Catalina 42 MkII	2004	195,000
Catalina 42 Mkl	1993	145,000
Catalina 400	2004	212,000
Catalina 400	2004	209,000
Catalina 36	1985	53,500
Catalina 36	1985	59,000
Catalina 34	2005	139,900

Catalina 270	2004	59,500
Catalina 270	2000	49,000

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Gulfstar 50	1976	168,000
Truant Marine 370	1981	119,000
Islander 36	1975	39,000
C&C 36	1981	47,000
Hunter 29.3	1996	45,000

POWER

Farallon Whaleback 26	1996	49,000
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**1979 Mason 43 - A
classic beauty. \$139K**



**2006 Hunter 38 - Boat
of the Year '05! \$199K**



**2005 Beneteau 393 -
Lightly used. \$199K**



**2005 Catalina MKII 36 -
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Boat of the Year \$239K**



**2002 Beneteau 42CC
- A MUST SEE! \$199K**

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2003 Jeanneau SO32	\$95,000	2005 Catalina MKII 36	\$159,500	1999 Hunter 410	\$169,000	2004 Hunter 466	\$279,000
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2004 Hunter 33	\$114,900	1998 Catalina 38	\$129,000	1994 Hunter Passage 42	\$149,000	2000 Jeanneau 52.2	\$429,900
2005 Hunter 33	\$112,900	2002 Hunter 380	\$134,900	2002 Beneteau 42CC	\$199,000	1982 Cooper Pilot 51	\$199,000
1983 Hunter 34	\$32,900	1984 Catalina 38	\$72,900	1989 Catalina 42	\$119,500	1981 Pearson 530	\$289,000
1983 Hunter 34	\$41,900	2006 Hunter 38	\$199,286	1995 Hunter 430	\$139,500	2004 Custom Kernan 55	\$399,000
1997 Hunter 340	\$75,500	1999 Hunter 380	\$120,000	2003 Jeanneau 43 DS	\$259,900	1983 Republic Yachts 82	\$398,000

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- Channel Island Boat Show - July 12-15
- Owner Rendezvous for Hunter, Jeanneau, Catalina & Powerboats - July/Aug
- See web for dates

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1977 Tayana 37
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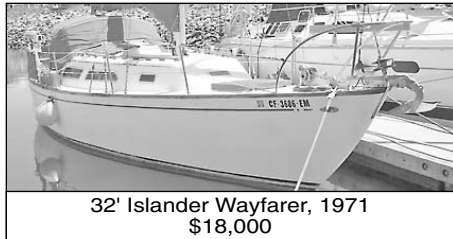
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Size	Brand/Model	Year	Price	Size	Brand/Model	Year	Price	Size	Brand/Model	Year	Price
86	Schooner Charterer	1970	70,000	40	Newporter Ketch	1957	49,900	35	Endurance PH Cutter	1988	44,000
57	Crealock Ketch	1995	170,000	37	Endeavour 37.5A Ctr Ketch	1979	65,000	32	Islander Wayfarer Sloop	1971	18,000
53	Mason Cutter	1983	349,000	37	Tayana Cutter	1976	79,000	30	Simpson-Wild Retractable Tri	1970	18,000
46	Hunter 460 Ctr Slp	2000	235,000	37	Tayana Ketch	1975	79,900	POWER			
44	Irwin CC Sloop	1987	105,000	37	Gulfstar Sloop	1977	77,900	71	Custom Passenger MY	1980	199,000
44	Miller 44 CC Cutter	1980	138,000	37	Islander Motorsailer	1970	44,900	60	Gladdings & Hearn Pilot	1960	210,000
43	Oyster 435	1987	330,000	36	Union Cutter	1983	89,900	48	Bluewater Coastal	1991	172,000
43	Spindrift Ctr PH	1981	85,000	36	Islander Freeport Sloop	1981	69,900	48	CHB Flybridge Cockpit MY	1988	Pending
43	Polaris Cutter	1979	139,500	36	Pearson 365 Ketch	1980	58,500	45	CHB Sedan	1981	169,000
43	Camper Nicholson	1970	99,000	36	Union Polaris Cutter	1979	82,500	42	Grand Banks Trawler	1970	79,000
42	Hylas Sloop	1987	159,000	36	Chung Hwa Magellan Ketch	1979	45,000	40	Hatteras Convertible Spish	1968	95,000
42	Passport Cutter	1985	SOLD	36	Mariner Sloop by N Hamshire	1979	54,900	26	Bayliner 2650	1986	12,000
40	Simpson Catamaran	2005	299,000	36	Chung Hwa Magellan Ketch	1977	49,900	26	Carver Sunseeker	1984	9,000
40	CS Sloop	2001	149,900	36	Westerly Conway Ketch	1976	38,900	23	Grady White Gulfstream	1989	48,000
40	Hardin Sea Wolf Ketch	1978	92,000	36	Islander Sloop	1972	28,000	20	Custom Launch	1988	12,200



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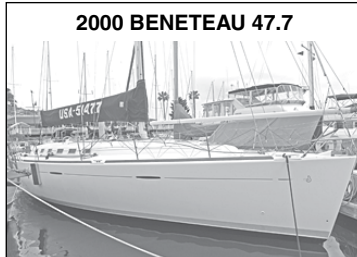
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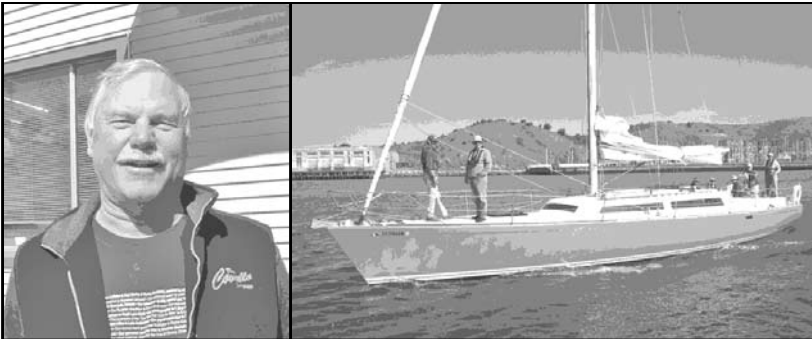
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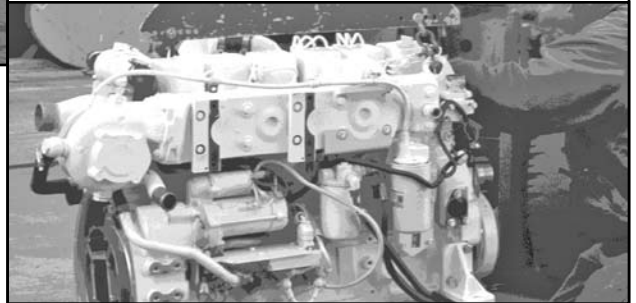
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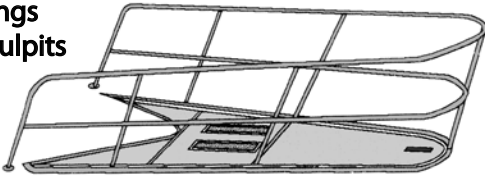
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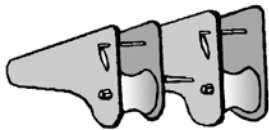
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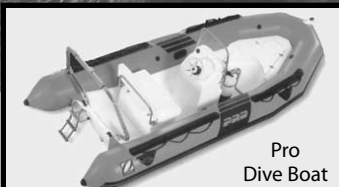
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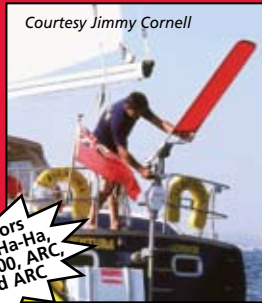
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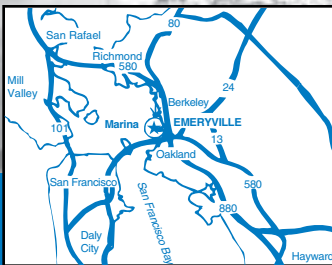
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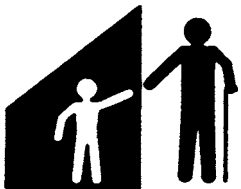
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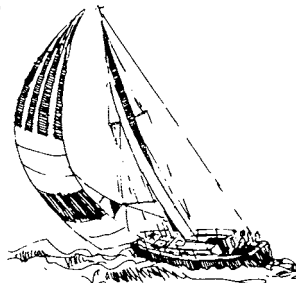


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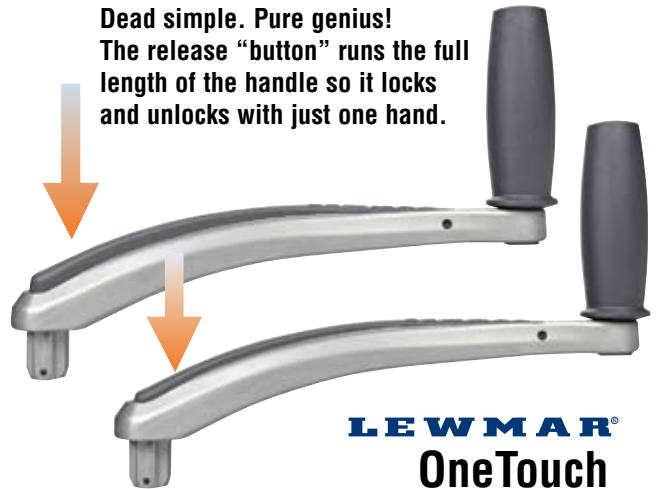
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Although the start of Baja Ha-Ha XIV is still nearly five months away, it's high time to start making your plans for this year's event, which officially begins October 29.

As we often explain in these pages, 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 Bahía Santa María.

Prospective entrants should be clear that this offshore sailing event definitely is *not* a hand-holding service for those incapable of making this trip on their own. However, it is a fabulous opportunity to get acquainted with hundreds of like-minded cruisers as you 'cruise-in-company' along the Baja coast. The two stops en route to Cabo give even the slowest boats a chance to catch up, and allow everyone to rest and recreate.

At this writing, over 90 prospective entrants have already requested entry packets. To get yours, send a check \$20 (for postage and handling) along with your name and address to: Baja Ha-Ha, Inc., 401-F Miller Ave., PMB 140, Mill Valley, CA 94941.

Application packets will be mailed out by June 8, complete with special offers from the sponsors listed in this ad.

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IMPORTANT DATES
Aug 11 — Ha-Ha Preview Potluck at Two Harbors, Catalina.
Sep 10 — Entry deadline.
Oct 3 — Mexico Only Crew List and Baja Ha-Ha Party, Encinal YC; 6 - 9 p.m.
Oct 28 — Skipper's meeting, 11 a.m., at Cabrillo Isle Marina, San Diego.
Oct 28 — Ha-Ha Halloween Costume Party and BBQ, 1 p.m. at Cabrillo Isle; co-hosted by West Marine.
Oct 29 — Start of Leg 1
Nov 10 — Awards presentations hosted by the Cabo Marina.

Baja Ha-Ha Inc.
 401-F Miller Ave., PMB 140
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www.baja-haha.com
 There is no phone number for the Baja Ha-Ha. And please don't phone Latitude 38 with questions, as the Ha-Ha is a completely separate operation.


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June 1-3 — 17th Annual Wauquiez Owners Association Rendezvous in Poulsbo, WA. Contact Ken Greff at (206) 295-8055 or kgreff@w-link.net.

June 2 — GPS for Mariners/Chart Reading course by USCGA at Bodega Bay Community Center, 9 a.m.-4 p.m. \$25 fee. To register, call (707) 838-1353.

June 3 — Coyote Point YC Open House, 1-4 p.m. For info email office@cpyc.com.

June 3 — Minney's Swap Meet, Newport Beach, 6 a.m. to Noon. Info, (949) 548-4192 or minneys@aol.com.

June 3, 17 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

June 3-24 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

June 5-Aug. 7 — Boating Skills and Seamanship class taught by UCSCA Flotilla 14, Tues, nights from 7:30-9:30 p.m. \$85 materials fee. To register, call Lex at (415) 453-5891 or Herb at (707) 996-5964.

June 6, 13, 20, 27 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Weds. Any YC members welcome. More info under the 'Events' tab at www.stfy.com.

June 6, 20 — Pt. Fermin Single Sailing YC invites singles to two monthly meetings. 6 p.m. at Acapulco Restaurant in San Pedro. Info, (310) 427-4817 or www.pfsyc.com.

June 7, 1978 — Kiwi Naomi James became the first woman to officially circumnavigate solo.

June 8 — World Ocean Day was created at the 1992 Earth Summit to celebrate the stuff that makes up 70% of our planet. Go to www.worldoceanday.com to get in on the fun.

June 9 — Corinthian YC presents their Women's Intermediate Sailing Seminar. CYC members, \$80; non-members, \$90. Info, www.cyc.org.

June 9 — Grand Opening of Club Nautique Marina Bay in Richmond, 11 a.m.-5 p.m. Info, www.clubnautique.net.

June 9 — Pacific Mariners YC Swap Meet in Marina del Rey, 8 a.m.-2 p.m. Info, (310) 823-9717 or www.pmyc.org.

June 9 — Launching of *Charlie Merrill* at Spaulding Wooden Boat Center in Sausalito, 1-4 p.m. Info, www.rbma.net.

June 13 — Tug captain Shane Smith will speak on the safety of recreational boats on the Bay at Loch Lomond YC in San Rafael, 6:30-8:30 p.m. Info, (415) 453-5891.

June 14 — If you want to meet other single sailors, learn to sail or need crew, Single Sailors Association's monthly meeting is at Oakland YC, 6:30 p.m. Info, www.singlesailors.org.

June 14 — The least known U.S. holiday: Flag Day.

June 15-17 — Tartan and Novis Marine-built C&C Owners Group Cruise to Isthmus at Catalina Island. Contact Doug Mills at dmlmills@uci.edu or Bill Solberg at wsolberg@ucla.edu.

June 16-17 — Demo Days at Helms Yacht Sales in Alameda. Info, (510) 865-2511 or www.helmsyacht.com.

June 17 — Take Dad sailing today!

June 17 — San Jose Sailing Club's 'Open Cruise' to Angel Island for prospective members. Info, contact Herb at (408) 399-7487 ext. 41 or go to www.sanjosesailingclub.com.

June 17 — Modern Sailing Academy Open House BBQ. Info, www.modernsailing.com or (800) 995-1668.

June 21 — Go pagan for the summer solstice.

June 23 — Open House at Glen Cove Marina in Vallejo. 10 a.m. Info, (707) 552-3236 or glencovemarina@gmail.com.

June 23 — Chula Vista Marina Nautical Swap Meet, 7 a.m.-1 p.m. Info, (619) 691-1860.

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Golfito	08/07	→	Vancouver	09/07
La Paz	09/07	→	Vancouver	09/07
Vancouver	09/07	→	Golfito	10/07
Vancouver	09/07	→	La Paz	09/07

PACIFIC WEST COAST TO EAST COAST USA

Ensenada	08/07	→	Port Everglades	08/07
Golfito	06/07	→	Port Everglades	06/07
La Paz	09/07	→	Port Everglades	10/07
Vancouver	09/07	→	Port Everglades	10/07

PACIFIC WEST COAST TO MEDITERRANEAN

Ensenada	08/07	→	Toulon	09/07
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VOYAGES FROM THE EAST COAST USA

EAST COAST USA TO MEDITERRANEAN

Newport	06/07	→	Marmaris	07/07
Newport	06/07	→	Toulon	07/07
Port Everglades	06/07	→	Toulon	07/07
Port Everglades	08/07	→	Toulon	09/07
Port Everglades	09/07	→	Toulon	10/07

EAST COAST USA TO NORTHERN EUROPE

Newport	06/07	→	Cherbourg	06/07
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EAST COAST USA TO CARIBBEAN

Newport	01/07	→	Freeport	10/07
Port Everglades	07/07	→	Martinique	06/07

EAST COAST USA TO PACIFIC WEST COAST

Port Everglades	08/07	→	Golfito	08/07
Port Everglades	08/07	→	La Paz	09/07
Port Everglades	08/07	→	Vancouver	09/07

VOYAGES FROM THE MEDITERRANEAN

MEDITERRANEAN TO EAST COAST USA

Genoa	09/07	→	Port Everglades	09/07
Genoa	09/07	→	Port Everglades	10/07
Marmaris	09/07	→	Port Everglades	10/07
Palma de Mallorca	09/07	→	Newport	11/07
Palma de Mallorca	06/07	→	Port Everglades	06/07
Palma de Mallorca	09/07	→	Port Everglades	10/07
Toulon	08/07	→	Port Everglades	08/07

MEDITERRANEAN TO CARIBBEAN

Marmaris	09/07	→	St. Thomas	10/07
Palma de Mallorca	09/07	→	St. Thomas	10/07

MEDITERRANEAN TO PACIFIC WEST COAST

Toulon	08/07	→	La Paz	09/07
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VOYAGES FROM SOUTHEAST ASIA

SOUTHEAST ASIA

Yantai	06/07	→	Kaohsiung	06/07
Kaohsiung	06/07	→	Hong Kong	06/07

SOUTHEAST ASIA TO SOUTH PACIFIC

Hong Kong	07/07	→	Auckland	07/07
Hong Kong	07/07	→	Brisbane	07/07
Kaohsiung	07/07	→	Auckland	07/07
Kaohsiung	06/07	→	Brisbane	07/07

SOUTHEAST ASIA TO PACIFIC WEST COAST

Hong Kong	07/07	→	Ensenada	08/07
Kaohsiung	06/07	→	Ensenada	08/07

SOUTHEAST ASIA TO EAST COAST USA

Hong Kong	06/07	→	Port Everglades	08/07
Kaohsiung	07/07	→	Port Everglades	08/07

SOUTHEAST ASIA TO MEDITERRANEAN

Hong Kong	07/07	→	Toulon	09/07
Kaohsiung	06/07	→	Toulon	09/07

VOYAGES FROM THE SOUTH PACIFIC

SOUTH PACIFIC

Brisbane	07/07	→	Auckland	07/07
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SOUTH PACIFIC TO EAST COAST USA

Auckland	07/07	→	Port Everglades	08/07
Brisbane	07/07	→	Port Everglades	08/07

SOUTH PACIFIC TO PACIFIC WEST COAST

Auckland	07/07	→	Ensenada	08/07
Auckland	02/08	→	Ensenada	02/08
Brisbane	07/07	→	Ensenada	08/07

SOUTH PACIFIC TO MEDITERRANEAN

Auckland	07/07	→	Toulon	09/07
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during the 'Summer Sailstice'. Sign up for fun prizes and see who'll be sailing in your area at www.summersailstice.com.

June 23-24 — Summer Sailstice Fundraiser for Treasure Island Sailing Center. Racing both days, photo scavenger hunt, cruise-in to Clipper Cove, and a party on Saturday. Live music, food and drink, raffle and auction benefiting TISC's Youth and Adaptive Outreach Sailing Programs. Tickets to the party are \$25. Info, www.tisailing.org or (415) 421-2225.



LATITUDE / JOHN A.

Raft up with your buddies to celebrate Summer Sailstice.

June 24 — Master Mariners' Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. \$10, kids under 12 free. Surf on over to www.mastermariners.org for more details.

June 28 — Modern Sailing Academy's Director, Mollie Hagar, will speak about a boat delivery from El Salvador to PV, 6:30-9 p.m. Info, (800) 995-1668.

June 30 — Sequoia YC Swap Meet and pancake breakfast in Redwood City, 8 a.m. Mike Harris, (650) 802-5800.

June 30 — Full moon on Saturday night.

June, 1977 — It Was Thirty Years Ago from the article *Winner!*:

Readers of our first issue may remember the 'Howlin Italian' Max, aka 'Two and a Half Fingers' Max, who challenged a Westsail 42 or 43 to a race against his Overseas 41 *Lily*. By the time Max sobered up and realized what he had done, there were several attractive women around and he was unable to back down from his challenge. So the race was on.

The event began at noon in light air at the start near Goat Island. Ty Knudson took an early lead in his Westsail 43 ketch *Sundowner*, which to this day Max insists is a well-disguised yawl. Before long, Max caught up, flying his big light air genny and mizzen staysail. The two boats remained neck and neck, just a boat length apart, until they came around the northwest end of Treasure Island. Hitting the unobstructed wind of 15 to 20 knots, Ty took off, flying two high clewed headsails. Max was caught with his light air genny up, and heeled over too far to foot well and maintain good boat speed. By the time Max decided to get his light air sails down, *Sundowner* had rounded Alcatraz and was on her way toward Angel Island. Max improved his boat speed with the smaller headsails he was now flying, and gained some ground on the leg between Alcatraz and Angel Island, but by that time *Sundowner* was out of sight heading into Raccoon Strait.

Ty pushed *Sundowner* over the finish line off Peninsula Point at the west end of Raccoon Strait just a few minutes over two hours after beginning the race. The Westsail was plowing through the heavy chop, sending walls of spray in all directions. Max chugged over the line a good twenty minutes later, his rail digging into the Bay and tossing spray over his boat, his crew and half of Belvedere.

The high aspect rig of *Sundowner*, combined with the



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smaller headsail, gave Ty much better performance going to windward, particularly as the breeze began to pick up as the race went on. Frankly, those of us on the committee boat, as well as Max and his crew, were very impressed by the way the big Westsail went to weather. It stood up and moved. Max's Garden design seemed to have a slight advantage in downwind conditions, particularly with the mizzen staysail, but it was nowhere near enough to make up for the difference in windward ability. We later saw Ty at the Rusty Scupper in Oakland, who were so generous in providing five free dinners to the victors. He seemed completely ecstatic with the events of the day — he has done a lot of cruising, but this was the first race he had ever been in, and he admitted he was very nervous. He thought the race was great and said, "I'm almost converted, and you can quote me on that." We did. Incidentally, Ty is taking off on *Sundowner* for Alaska in a few days, and then heading for a cruise to the South Pacific. It had been a chance for him to be with a group of friends he won't be seeing for some time. We'd like to wish Ty a pleasant voyage, and congratulate him on a fine race.

We're glad that Max took losing so well, particularly since we put him up to this race in the first place. He and his crew had as good a time as could be had in losing, and did sail an excellent race. Last we saw of Max, he was heading down Mission Street in San Francisco with the rest of his crew. He was waving a bottle of tequila out the window and didn't seem to be taking the loss too badly at the time.

July 4 — Celebrate Independence Day at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

July 7 — Oakland's Parks and Recreation invites all Bay Area high school kids to try out for their PCISA racing team at Jack London Square, 10 a.m.-3 p.m. Info, (510) 238-2196.

July 13-15 — 25th Annual Catalina Rendezvous at Catalina's Two Harbors. Info, www.catalinayachts.com.

July 21 — Nautical Swap Meet at Ballena Isle Marina in Alameda, 8 a.m.-noon. Info, (510) 523-5528.

July 26-29 — Hunter Owners Rendezvous at Catalina's Two Harbors. Info, www.hsyacht.com.

Aug. 4 — Flea Market & Maritime Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554.

Sept. 11-26 — Boat Smart Class taught by Marin Power Squadron in Novato, Tues. and Weds. nights from 7-9 p.m. \$35 textbook fee. Info, (415) 883-6777.

Racing

June 2 — In the Bay Race. SSS, www.sfbaysss.org.

June 2 — Delta Ditch Run. RYC/SSC, (510) 237-2821.

June 2 — YRA-HDA City. BVBC, www.yra.org.

June 2 — Knarr Qualifiers. SFYC, www.sfyf.org.

June 2-3 — 24th Annual Classic Mariners' Regatta in Port Townsend, WA. For wooden boats of classical design. Go to www.woodenboat.org for more info.

June 2-3 — Sydney 38 Open. SCYC, www.scyc.org.

June 2-3 — 'Go for the Gold' Regatta for one design classes, PHRF and Portsmouth boats on Scotts Flat Lake, Nevada City, CA. Info, Pierre at (530) 263-2157 or www.gcyf.net.

June 3 — South Bay YRA Summer #3, CPYC course. Info at <http://sbyra.home.comcast.net>.

June 3 — YRA-WBRA #7 & 8. SYC, www.yra.org.

June 9 — Women's Regatta. CYC, www.cyc.org.

June 9-10 — YRA-OYRA Drake's Bay I and II. CYC, www.yra.org.

June 9 — YRA-ODCA. SYC, www.yra.org.

June 9-10 — J/120 and Express 37 Invitational. SFYC,

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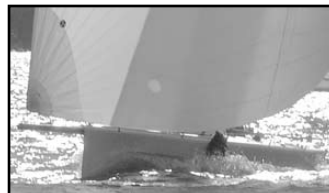
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40' Tripp, '92, <i>Snake Oil</i> **.....	\$89,900
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35' J/35, '90, <i>Unusual Attitude</i> **.....	Reduced \$59,900
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34' J/105, '00, #410, <i>Liberty</i>	\$119,000
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34' J/34, '85, <i>The Zoo</i> **.....	\$32,900
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www.sfyfc.org.

June 9-10 — Ronstan Bay Challenge. StFYC, www.stfyfc.com.

June 10 — RegattaPRO Women's Summer Series #2. For info, call Jeff Zarwell at (888) 313-8338.

June 10 — Spring Regatta on Lake Elizabeth. Fremont SC, www.fremontsailingclub.org.

June 16 — YRA-HDA South Bay. BVBC, www.yra.org.

June 16-17 — J/105 Invitational. SFYC, www.sfyfc.org.

June 21 — Coastal Cup, a 277-mile sprint to Santa Barbara. EYC, (510) 522-3272 or www.encinal.org.

June 22-24 — Woodies Invite. StFYC, www.stfyfc.com.

June 22-24 — South Tower Race, Stockton to YRA #16 and back. SSC, www.stocktonsc.org.

June 22-24 — Acura Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, www.lbrw.org.

June 23 — South Bay YRA Summer #4, CPYC course. Info at <http://sbyra.home.comcast.net>.

June 23 — YRA-HDA Summer Sailstice. SBYC, www.yra.org.

June 23 — YRA-ODCA Summer Sailstice. SBYC, www.yra.org.

June 23 — Lady & the Tramp Race on Folsom Lake. FLYC, www.flyc.org.

June 23-24 — Easom Founders Trophy Regatta (Etchells Fleet). SFYC, www.sfyfc.org or (415) 789-5647.

June 23-24 — Summer Sailstice Regatta at TISC (BAYS #2). Juniors: Optimis, CFJs, 420s, Lasers, Radials, 4.7s and 29ers. Adults: J/24s, Vanguard 15s, Express 27s, Flying Dutchmen and Lasers. Contact Amy at (415) 421-2225 or youthsailing@tisailing.org.

June 27 — SSS LongPac, a qualifier for next summer's Singlehanded TransPac. Info, Rob Macfarlane (510) 521-8393 or www.sfbayss.org.

June 30 — YRA-WBRA #9, 10, 11. BVBC, www.yra.org.

June 30 — Ladies Day Regatta. MPYC, www.mpyc.org.

June 30-July 1 — 40th Marina del Rey to San Diego Race. Info, www.smwyc.org or www.southwesternyc.org.

June 30-July 1 — Advanced Race Management Seminar for race officers by US Sailing's Stanton Betts at St. Francis YC. Registration required by June 8. \$85 for US Sailing members, \$110 for others. Info, (415) 563-6363.

July 1 — New Boreas Race, Half Moon Bay to Moss Landing, Elkhorn YC and HMBYC. Info, Luc at (831) 566-2009.

July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun for the whole family. TYC, www.tyc.org.

July 5-8 — 29er Nationals. SCYC, www.scyc.org.

July 6-8 — Express 27 Nationals. TYC, www.tyc.org.

July 7 — YRA-OYRA Lightship II. RYC, www.yra.org.

July 7 — Midnight Moonlight Maritime Marathon, a fun pursuit race from Raccoon Strait to the Carquinez Bridge and back. Starts begin at 5:30 p.m. SFYC, www.sfyfc.org.

July 7 — Hart Nunes for Mercuries. SFYC, www.sfyfc.org.

July 7-8 — Longboard SF Classic/UN Challenge. StFYC, www.stfyfc.com.

July 7-8 — Columbia 5.5 Nationals. Alameda YC, www.alamedadayachtclub.org.

July 7-8 — Crawdad Cup for cruising boats in the Delta. Andreas Cove YC, www.acyc-log.org.

July 7-8 — High Sierra Centerboard Regatta on Huntington Lake. FYC, www.fresnoyachtclub.org.

July 9, 12, 15 — 44th L.A. to Honolulu Race, better known as 'The TransPac'. Info, www.transpacificyc.org.

July 7-8 — GPS Speed Sailing Trials. Find out more at



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July 12-15 — Speed Invitational. GGYC, www.ggyc.org.

July 14 — 44th TransTahoe Regatta, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

July 14-15 — Belvedere Cup, match racing for J/105s. SFYC, www.sfyf.org.

July 14-15 — High Sierra Keel Boat Regatta on Huntington Lake. FYC, www.fresnoyachtclub.org.

July 14-15 — Silver Eagle Long Distance Race, with a shorter course for boats rating 150 or above. IYC, www.iyc.org.

July 15 — RegattaPRO Women's Summer Series #3. For info, call Jeff Zarwell at (888) 313-8338.

July 16-21 — Governor's Cup, int'l junior match racing championship. Balboa YC, www.balboayachtclub.com.

July 21 — 23rd Plastic Classic Regatta. Bay View BC, www.bbbc.org.

July 21-22 — PICYA Lipton Cup, the annual interclub all-star games, GGYC. Info, www.picya.org.

July 21-22 — BAYS #3 Youth Regatta and Smythe/Bemis Area G Qualifier. SFYC, www.sfyf.org.

July 21-22 — Albert T. Simpson Sportboat Regatta. StFYC, www.stfyf.com.

July 28-29 — Junior Olympics. RYC, www.richmondyc.org.

July 30-Aug. 3 — Hobie 16/20 NAs in Alameda. Info, www.hca-na.org.

Sept. 23-30 — Can't get enough of the America's Cup? Watch current generation teams compete in fleet and match racing in your own backyard. See *Sightings* for more info.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 6/8, 6/22, 7/13, 7/27, 8/10, 9/14, 9/28, 10/12, 10/26. Sarah, (510) 685-0021.

BAY VIEW BOAT CLUB — Monday Night Madness Spring Series: 6/11, 6/18. Peter McCool, (415) 864-4334.

BENICIA YC — Thursday nights through June and July-September. Ron Lee, (707) 554-8613.

BERKELEY YC — Every Friday night through 9/28. Paul Kamen, (510) 540-7968.

CAL SAILING CLUB — Year-round Sunday morning Lido 14 races, intraclub only. Ed, racing_chair@cal-sailing.com.

CORINTHIAN YC — Every Friday night through 8/31. Allyn Schafer, (415) 435-4812.

COYOTE POINT YC — Every Wednesday night through 6/27 & 7/11-10/17. Mark Misura, (650) 347-1505.

ENCINAL YC — Spring Twilight Series, Friday nights: 6/1, 6/15. Rodney Pimental, (510) 572-3272.

FOLSOM LAKE YC — Every Wednesday night through 9/26. Mark Eldrich, (916) 685-4869.

FREMONT SC — Sundays on Lake Elizabeth: 6/10, 6/24, 7/15, 7/22, 8/26, 9/9, 9/30. Roy, (408) 735-8765.

GOLDEN GATE YC — Friday nights: 6/8, 6/22, 7/6, 7/20, 8/3, 8/17, 8/31. Gary Salvo, (916) 363-4566.

HP SAILING CLUB — El Toro Races on Stevens Creek Reservoir. Every Wednesday night through 10/31. Dan Mills, (831) 420-3228 or www.hpsailingclub.org.

ISLAND YC — Spring Series, Friday nights: 6/8, 6/22. Joanne McFee, (510) 521-7442.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/24 (Intergalactic pursuit race 7/11). Kurt Rasmussen, (530) 541-1129.

LAKE WASHINGTON SC — Every Thursday night: May-September. Richard, (530) 304-7038 or rhleijon@pacbell.net.

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Rose of Sharon Turns Around

We'll admit it's a challenge making a U-turn in the yard with a boat that measures 65 feet overall, but isn't it a pretty sight? *Rose of Sharon*, a 51-foot (OA) schooner was hauled out recently for new bottom and topsides paint, and for a general spruce-up just in time for the Master Mariners race.

Rose of Sharon is owned by Byron Chamberlain, and she shares her time between Newport Beach; Poulsbo, Washington; and the Bay Area. The wooden beauty was originally launched in 1930 in Nova Scotia. Her displacement is 48,000 pounds. Her designer, W. Starling Burgess, also designed three America's Cup boats of the same era.



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LAKE YOSEMITE SAILING ASSN — Every Thursday through September. Craig Anderson, canderson@planada.k12.ca.us.

MONTEREY PENINSULA YC — Sunset Series, every Weds. night through 9/26. Bob Furney, (831) 372-9686.

OAKLAND YC — Sweet 16 Midweek Series, Weds. nights through 6/27 & 7/25-9/12. Steve Shaffer, (510) 368-5427.

RICHMOND YC — Weds. nights: 6/6, 6/20, 7/11, 7/18, 8/1, 8/15, 8/29 9/5, 9/19. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Every Wednesday night through 8/29. John Craig, (415) 563-6363.

SANTA CRUZ YC — Wet Wednesdays, every Weds. night during Daylight Saving Time. Larry, (831) 423-8111.

SAUSALITO YC — Spring Sunset Series, Tuesday nights: 6/5, 6/19. J. Rigler, (415) 332-6367.

SEQUOIA YC — Every Wednesday night through 10/10. Ron Brown, (650) 430-5567.

SOUTH BAY YRA — Summer Series: 6/2, 6/23, 8/4, 9/8, 10/13, 10/14. Larry Westland, (510) 459-5566.

SOUTH BEACH YC — Friday Night Series: 6/1, 6/22, 7/6, 7/13, 7/20, 7/27, 8/3, 8/17, 8/24. Nancy, (415) 409-1071.

STOCKTON SAILING CLUB — Every Wednesday Night: 6/6-8/22. Peggy, (209) 956-8488.

TAHOE YC — Spring Series, every Weds. night through 7/11 (no race 7/4, make-up on 7/5). Spring Laser Series, every Mon. night through 7/9. Darren Kramer, (530) 581-4700.

TIBURON YC — Friday nights: 6/8-8/24. Otto Shreier, pando@sonic.net or (415) 388-9094.

VALLEJO YC — Every Wednesday night through 6/27 & 7/11-9/26. Jerry Halterman, (707) 643-1254.

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

June Weekend Currents

date/day	slack	max	slack	max
6/02Sat	0200	0536/4.8E	0934	1237/3.5F
	1613	1812/1.8E	2100	
6/03Sun		0002/2.2F	0235	0618/4.8E
	1013	1317/3.4F	1656	1856/1.8E
	2139			
6/09Sat	0320	0558/2.1F	0854	1139/2.8E
	1505	1813/3.0F	2122	
6/10Sun		0023/3.8E	0422	0711/2.7F
	1016	1244/2.5E	1603	1906/3.0F
	2205			
6/16Sat	0157	0527/5.8E	0927	1236/4.4F
	1602	1810/2.2E	2110	
6/17Sun		0002/2.8F	0245	0614/5.5E
	1015	1322/4.1F	1648	1857/2.1E
	2203			
6/23Sat	0329	0615/1.7F	0857	1123/1.8E
	1506	1808/2.1F	2108	
6/24Sun		0011/2.9E	0427	0727/2.0F
	1013	1228/1.5E	1600	1858/2.0F
	2149			
6/30Sat	0109	0440/5.0E	0842	1147/3.7F
	1514	1716/1.9E	2013	2308/2.5F
7/01Sun	0148	0520/5.1E	0918	1222/3.8F
	1552	1756/2.1E	2052	2349/2.5F




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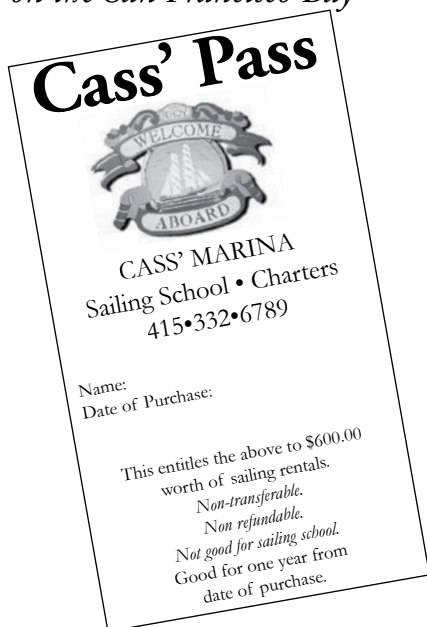
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LETTERS

↑↓ TAKE 90 DEGREES TO AVOID THE HORNS

I took the accompanying photos last month while hearing the sound every sailor fears most: five consecutive blasts from an approaching super tanker.

Cuyler Binion
San Francisco Bay

Readers — With the height of the sailing season upon us, can all of us small boat mariners do a little better job of keeping clear of ships? Many of us seem to be under the misconception



It's hard to tell exactly how close this sailboat came to being hit, but from this angle it seems much too close.

that as long as a ship has just enough room to get by us, there's no problem. That might be true if each of our little vessels were the only ones on the Bay. However, most of the time there are dozens of small boats on the water. As a result, the bar pilots and captains on ships not only have to worry about avoiding your boat, but also negotiating a path through the dozen or so other vessels ahead, many of which are being sailed on erratic courses. You can get a good idea of how nerve-wracking this can be for those in command of ships by standing mid-span on the east side of the Golden Gate Bridge and watching the bizarre things some skippers do in the path of large ships.

What's the best way to stay clear of ships? Simple — sail away from their path at a 90-degree angle, the earlier the better. This 'tells' the captain of the ship that you're giving him a wide open path and that he doesn't have to worry about you. We do it all the time. You would too if one of your friends had been killed as the result of his 29-ft sailboat being hit by a ship not far from Alcatraz.

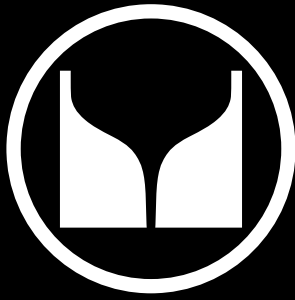
On a lighter note, do you know what five blasts on a ship's horn means if you're stuck in the ice at the high latitudes? It signals the approach of a polar bear. It's serious business, too, because, despite weighing 1,400 pounds, they can run up to 40 mph and have no fear of humans.

↑↓ I'M THINKING OF REMOVING MY LIFELINES

I am thinking about removing the lifelines on my 30-ft sloop. With the exception of providing protection for children, I have never really understood what lifelines do. In fact, I think they probably provide a false sense of security.

If conditions are rough and I'm on deck, I'm harnessed to the center of the boat. The boat provides plenty of inboard handholds and a substantial toe rail for moderate conditions. Because lifelines are generally well below my (and most people's) center of gravity, I think they would probably flip me into the water head first, if I did go overboard. When I have come in contact with the lifelines, it's because they have been in my way.

They also create one more maintenance issue I don't need, and sometimes contact my jib sheets in ways that don't please me. The lifeline stanchions are a tempting though, in my opinion, inappropriate hand hold for crew on the dock to



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LETTERS

grab to maneuver the boat.

Yet, given all this, I see lifelines on almost all boats with the exception of some racing boats and Folkboats. Am I missing something? I don't race or sit on the rail and never have children on board.

I can remove the stanchions and leave the stanchion bases to replace the lines for resale. I would be interested to hear of instances where lifelines have helped or hurt sailors.

Bill D.
Addie L., Yankee 30
San Francisco

Bill — *The only boats we can remember sailing on that didn't have lifelines were America's Cup boats and Endeavour, the 135-ft J Class yacht, so we don't have a lot of experience sailing without them. Nonetheless, we probably think they are worth keeping — a belief that we suspect would be shared by your insurance company. Anybody else have thoughts on this?*

Our main gripe with lifelines is — as you pointed out — many of them are so low that, for taller people, they almost cause you to fall overboard. We have 42-inch-high lifelines on Profligate, and they make you feel absolutely secure, so we love them. Alas, they'd look way out of proportion for most boats.

↑↓LOOKING FOR A SHORT SAILING ADVENTURE

With my 65th birthday coming up, I'd like to take my wife and two kids, and maybe one or two more, on a two to three-day sailing adventure. I have a fair amount of sailing experience and can help out, but I'd need a captain and a boat. My idea is to perhaps go out to the Farallon Islands and then up into the mouth of Tomales Bay to anchor for the night. Or maybe to Half Moon Bay and Santa Cruz. The locations are flexible. But there are no charter companies I can find that do this sort of thing, so I guess I need to find some private party with a decent boat that might want to earn some extra money by taking us out for a few days.

My birthday is October 24, so we'd like to go sometime around then. The kids are 13 and 16, and there might be a 30-year-old.

Do you have any suggestions about how to find somebody who might want to do this?

Peter Beckh
Northern California

Peter — *A two or three-day sailing adventure with your wife and two kids is a great idea — but only if you can be confident that you'll have decent weather. To our knowledge, there are no charter companies that regularly send boats to the entrance of Tomales Bay or Half Moon Bay or even Santa Cruz because of the reasonably good possibility that it might be rougher and colder outside the Gate than most casual sailors would prefer. And, unless we're mistaken, you want your adventure to be remembered for how much fun it was, not how cold and seasick*



LATITUDE / RICHARD

A hike to the southeast tip of Cat Harbor from Isthmus Cove is easy and scenic.

Tomales Bay or Half Moon Bay or even Santa Cruz because of the reasonably good possibility that it might be rougher and colder outside the Gate than most casual sailors would prefer. And, unless we're mistaken, you want your adventure to be remembered for how much fun it was, not how cold and seasick

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LETTERS

everyone was.

Fortunately, there's an excellent alternative to the possibilities you raised, one that offers reliably good weather and even more fun at the destination. We're talking about a weekend trip from Marina del Rey or Long Beach or Newport Beach to Catalina Island and back. It's much shorter to Catalina than it would be to either Tomales Bay or Santa Cruz, and chances are the weather would be both much warmer and more pleasant. And once you got to Catalina, there would be plenty of activities to enjoy at both Avalon and/or Two Harbors, the latter in particular. We're thinking about swimming, great hiking and ending the day(s) with a BBQ and bonfire on the beach.

We'd also encourage you to consider celebrating your birthday in September, as the weather at the island tends to be the best during August and September, with water warm enough for swimming. By the end of October, Indian Summer is just a memory and there are fewer hours of daylight.

It's true that it would be a little more expensive to travel to and from L.A. at the start and finish of your adventure, but advance purchase tickets from Southwest are often reasonable, and the end result would be an adventure that all of you could remember fondly for many years. Among the possibilities to consider are chartering a boat with a skipper or joining one of the number of larger boats that take groups out to the island. No matter which you choose, we think you'll end up agreeing that Catalina is the perfect West Coast destination for a two or three-day sailing adventure with the wife and kids.

↑↓ THE COST OF CRUISING MIGHT BE HIGHER

Greetings from the southwest Pacific! It's been a while since we corresponded, and I would like to comment on a number of issues raised by the authors of various letters in the May edition. By the way, we really appreciate being able to read *Letters* and *Changes in Latitude* on the Internet — made much easier by the new wifi coverage of the Neiafu harbor by Aquarium Café.

First, regarding the cost of cruising. You assured Charlie Ellery that he could easily cruise his Islander 30 on \$910 per month. This is in keeping with other reports that maintain cruising costs vary from \$500 — really? — to \$1,000 per month. In my experience, based on 14 years of cruising throughout Mexico, Central America, Ecuador, the Caribbean and the South Pacific, the claimed costs ignore some 'inconvenient truths' and are unduly optimistic when it comes to long-term cruising. I think it's time for a reality check.

If your readers really want to know the true cost of long-term cruising, there are a few more items to consider than the cost of a bag of fruit in a Third World market. Annual cruising costs should also include: 1) An annual haul-out for bottom painting, at least in the tropics; 2) Boat insurance — do you really want to have to go back to work if you lose your boat? 3) The cost of a survey every three years as required by the insurance company; 4) Health insurance can also be a major expense, particularly for us geriatric cruisers; 5) Trips back to the good old over-priced USA to visit family and friends, and to restock the spare parts inventory; 6) Mooring in a marina while you're back in the States.

The cost of long-term cruising should include the cost of replacing all standing and running rigging, sails, diesel engine, electronics, dinghy, outboard motor, canvas work, etc. — all amortized over a realistic lifespan of about 8 to 10 years. We're talking long-term cruising here. While you're at it, figure on the theft of your dinghy and/or outboard once every 10 years and, if cruising in Central America/Panama, the good chance of losing all of your electronics to a lightning strike. And it

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LETTERS

doesn't have to be a direct hit, just ask Les Sutton and Diane Grant of the Albin Nimus 42 *Gemini*.

Of course, you can put off these replacements until something breaks — that's expensive — or until you sell the boat, in which case, a knowledgeable buyer will discount the price to cover the deferred maintenance. One way or another, these expenses will be paid.

Fees are on the increase everywhere. As local officials observe the ever-increasing amount of floating real estate visiting their shores, a Pavlovian reflex sets in — and ingenious new fees and charges materialize. In Ecuador, for example, one of the most economical countries to visit, penalties for overstaying one's visa — by even a day — can result in fines from \$200 to \$2,000, up from \$0.50 per month prior to 2005. Fees for national *zarpes* tripled in one year.

A blister problem? If not now, count on it after 10 years of sailing in warm tropical waters. Repairs can run from a few hundred dollars to \$10,000 or more. Ever run aground? If you visit the coral reefs and atolls of the South Pacific, you probably will at some time. Repairs range from minor dings to the keel and/or rudder to total loss.

Taking all of the above into account, a realistic, long-term cruising cost for a 38-ft boat might be \$2,000 per month — a little less for Charlie's Islander 30. Finally, if you are heading to New Zealand, be aware that the prices there will blow your cruising budget very quickly. With the Kiwi dollar at more than \$0.70 USD — its normal range is \$0.50 to \$0.55 — prices are close to US levels.

Secondly, J.R. Floyd Beutler of the Catana 47 *Moon and Stars* was right on when he talked about fuel contamination. On the passage from the Galapagos to the Marquesas, our Volvo kept stopping while we were trying to charge the batteries. Inspection of the Racor filter showed heavy contamination, but repeated replacement of the 10-micron filter cartridge did not solve the problem. Finally, the engine would not run at all, even with a fresh cartridge. (Incidentally, in an emergency, it is possible to recycle these cartridges by washing them in a solvent such as acetone, blowing them dry, and dunking them in clean diesel.) It became clear that the pick-up line from the bottom of the tank was plugged, and I was unable to clear it. What was worse, the pick-up line had a bronze filter brazed to the lower end, and the pipe itself was welded to the stainless steel tank! It therefore could not be removed for cleaning, a very poor design. I even tried using a scuba tank to back-flush it. This worked for a short time, then the line plugged up again.

Since I bought the boat 14 years ago, every gallon of diesel fuel poured into the tank had passed through my Baja filter, and I assumed that the tank was clean. Big mistake! I have also consistently used Biobor JF, an additive to the fuel that prevents microbial growth. However, it's difficult to precisely measure the small amounts of Biobor needed, so I usually erred on the side of more rather than less. I have since learned that over-use of this product may produce the formation of solids. It even says so in the fine print!

Finally, using a 5-gallon jerry jug of clean fuel, I devised a separate fuel supply, or day-tank, to bypass the main fuel tank and feed the engine directly via the Racor filter. This took many hours working under rough conditions, which I barely managed without throwing up on the engine. Meanwhile, my partner Linda stood long watches without complaint while I fiddled with the engine fuel system — and other engine problems that I will save for another day — never got sea-sick and managed to serve up delicious cooked meals, even when the conditions were bad. Thanks, Linda!

PACIFIC OCEAN

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LETTERS

Upon completion of the bypass plumbing, we once again had a reliable engine and arrived in Fatu Hiva without further problems two weeks later. But the question remained of how to clean the main fuel tank and pick-up line. The only access to the tank was via a 2-inch-diameter port for the fuel gauge, which was too small to provide good access. I ended up using a wooden stick with a putty knife attached to the end. With this, I was able to scrape most, but not all, of the black, granular gunk off the bottom of the tank. The baffles and the bronze filter on the pick-up line made it hard. I then swabbed the tanks and used the electric in-line fuel pump — don't leave without one! — to repeatedly pump the contaminated fuel through the recycled Racor filters and into borrowed jerry cans. Finally, the tank and fuel were judged clean enough, and a nasty, messy job was completed.

Finally, on the subject of ICOM SSB and ham radios, I have to agree with Barry Paddy of *Zafarse* that the Icom IC706 MkIIIG represents much better value than the problem-prone 802. At half the price of the Icom M710, and close to one-third of that for the 802, this little radio — it's also less than half the size and weight of its big SSB brothers — does all that I require and has built-in trouble-shooting features. True, it is limited to 100 watts of power versus 150 watts for the 802, but this does not seem to matter if the antenna and ground system are installed properly. At that price, it becomes feasible to carry a spare! Perhaps someone can explain to me why the M710 and M802 SSB radios are so much bulkier, heavier and more expensive than the IC706 MkII ham radio?

With regard to the old M700, which was a great radio in its day, the only reason I got rid of it was because replacement parts were no longer available. In fact, the Icom dealer in Panama City told me that the only parts available were used parts — and they were probably faulty! Contrary to popular belief, and contrary to what some experts claimed, my M700 proved to be perfectly capable of supporting Pactor controllers. All that was needed was the drilling of a small hole in the case and a little soldering work on the mic board inside. If a retired mechanical engineer such as myself could manage it, anybody can!

John Kelly
Hawkeye, Sirena 38
Seattle / Tonga

John — Thanks for the terrific information based on your firsthand experience.

With regard to the cost of cruising, we think it can vary significantly depending on what kind of cruising is being done, whether it's an individual or couple, and how complicated one's boat is.



GEORGE CATHEY

Take it from George Cathey of the *Dragonfly 1200 'Impulse'*, there are few places in the world as inexpensive to cruise as the Sea of Cortez.

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LETTERS

cruising in Mexico. For example, here are some ways in which we think Ellery's cruising could easily be much less expensive than yours:

1) *No insurance.* With an easily replaceable Islander 30, it wouldn't make sense to us to pay insurance premiums. Because there's no insurance, there's no need for a survey every three years — assuming, of course, one has the basic knowledge to evaluate one's boat.

2) *No annual haulout.* If the bottom paint is holding up on Profligate, we sometimes go two years without hauling. It's particularly easy to do in Mexico, where the water is plenty warm to clean your own bottom.

3) *Trips back to the States are optional and/or depend on the number of family and friends one might want to see and where they live.* If time isn't an issue, the bus and/or off-season plane tickets back to the States can be reasonable.

4) *If you're part of the anchored out cruising community in places such as La Paz, Puerto Escondido, La Cruz, Tenacatita Bay, Barra or Zihua, you can easily find someone in the anchorage who would be happy to watch your boat while you are gone.*

5) *With a simple and inexpensive boat such as an Islander 30, we'd treat blisters as a non-issue — at least until water started seeping in.*

6) *Health care is a wild card. If we're not mistaken, Ellery is retired military and therefore covered. In addition, pretty darn good health care is available in Mexico at a fraction of what it costs in the States. But we agree that health insurance could be a major money drain.*

7) *When cruising in Mexico, there's no real need to replace a lot of electronics as they age or if they get hit by lightning. We twice sailed around the Sea of Cortez with boats that had nothing but a GPS. No depthsounder, no radar, no speedo, no HF radio — and no problems. We wouldn't do that if we were doing the kind*



COURTESY SAVANNAH

of cruising you're doing, of course, but in Mexico it's different.

Lots of couples spend \$2,000 — or more — a month, even when just cruising in Mexico, and

Teal and Linh Goben of the Williams 43 trimaran 'Savannah' had no trouble living on less than \$500 a month.

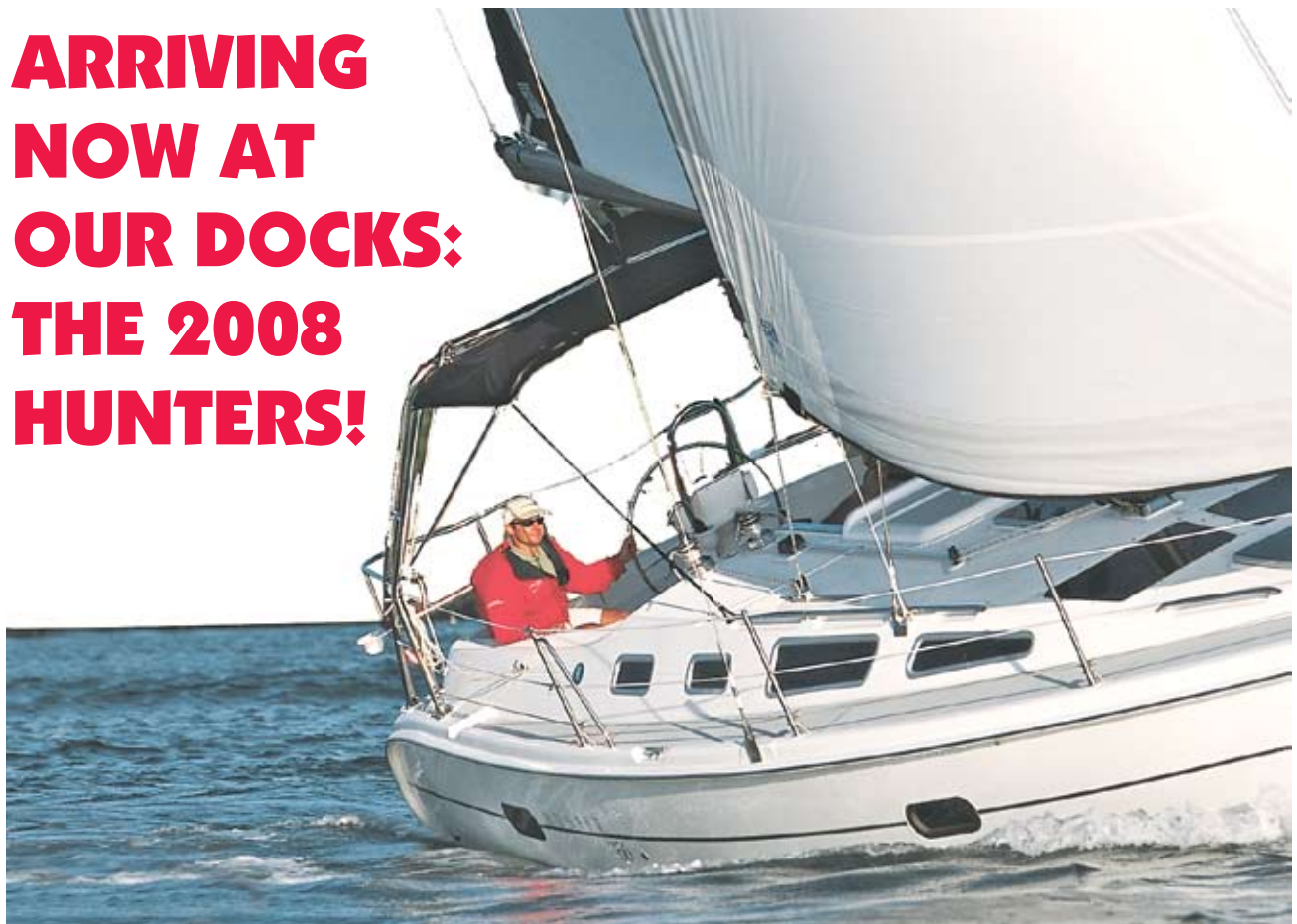
even without staying in marinas all the time. Based on firsthand accounts by people who enjoy being frugal, \$900/month is not out of the question for a couple in Mexico.

By the way, there's an article in this month's issue on how much it cost — down to the last dollar — a Midwestern couple to do a three-year circumnavigation. This was a couple with an ample cruising kitty, so they weren't concerned with cruising inexpensively.

↑↓DON'T SWEAT THE SALES TAX IN YOUR CASE

I'm seeking information and advice on California sales or use tax that might apply to my catamaran if I were to bring her to California for an extended stay. I'm a California resident who bought my boat used from the Moorings in Florida in

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LETTERS

the '90s. Since then she's been documented out of Delaware, and has been sailed and berthed in both the U.S. and foreign ports.

I recall reading stories about sales and use tax in previous *Latitudes*, but failed to keep and file those articles. I did research the California State Board of Equalization website and found what might be pertinent information. Under 'Tax-Exempt Watercraft' in Publication 40, it states, "Sailing in part on the high seas while traveling to and from California ports does not, by itself, qualify a craft for the exemption. Furthermore, vessels used exclusively to transport their owners' property do not qualify for this exemption." A more recent publication, 79b, looks at the issue of sales or use tax from the viewpoint of purchases made in another state, such as internet purchases, where no California sales tax has been paid, but where the boat was shipped to or brought into California by the purchaser. It says, "If you make such a purchase and then use, give away, store, or otherwise consume the item in this state, you may owe California use tax."

I have called the Equalization Board's information center (800-400-7115) without getting much helpful advice. Can you provide any further update on this matter? Or perhaps someone in your informed readership has wrestled with this potentially ruinous financial problem.

Roy
California

Roy — If you call another branch of the State Board of Equalization — which is usually quite helpful with such questions — we're sure they'll tell you that if you buy a boat outside of California, and keep and use it outside of California for more than a year, and can document that outside-of-the-state use, you won't owe sales or use tax. (By the way, sales tax is applied when you buy a new boat and is collected by the dealer; use tax is when you buy a used boat from another party and it's up to you to pay it to the state.)

However, once you bring the boat into California, the county you keep her in will begin to assess personal property tax of approximately 1% of the value of the boat per year.

↑↓ **THE TWO PLACES I WANT TO CRUISE ARE ON OPPOSITE SIDES OF THE WORLD**

I left Hawaii in 2004 in order to buy *Mana*, a 36-ft plywood ketch berthed in Sausalito. For 2.5 years I lived aboard and worked to restore her in preparation for my lifelong dream



LECTRONIC / RICHARD

Beautiful and chic Portofino, Italy is unfortunately almost as far away from Tonga as you can get.

— ocean voyaging. I enjoyed many sails on the Bay and then joined the Sausalito Cruising Club to bolster my contacts. For a guy who had to abandon Hana, Maui, to chase the biggest dream he's ever had, living and working on Richardson Bay was a great blessing. Now that I'm living aboard *Mana* on a mooring off Capitola for the summer, I more than ever appreciate all that Richardson Bay had to offer — glorious weather, inspiring views and tranquility.

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LETTERS

With the help of good friends, I departed San Francisco Bay on March 31, with my dad and Hawaiian mutt Pono along as crew. We sailed south to Half Moon Bay, then continued on to Santa Cruz the next day in a strong breeze and in company of one gray whale and a few seals. Andy and Christy, Santa Cruz residents who are my best friends, warmly greeted us at the harbor, and the next day we sailed to the mooring in Capitola. My plan is to enjoy a summer of surfing, fishing and sailing with my friends. I'll continue south in October, and probably sail to Hawaii in November, with the goal of reaching the South Pacific next spring.

There are two places in this world that I've always wanted to see — the South Pacific and Italy — but I never had the means to get there. Pietro Ferrante, my great-grandfather, a fisherman in Sicily, emigrated to the States at the turn of the century and became a founding father of Cannery Row in Monterey. In fact, there's even a bust of him in what is now the parking lot of the old wharf. Anyway, my heritage explains why I've always dreamed of seeing Italy. My desire to see the South Pacific comes from moving to Hawaii in the early '90s and learning to surf. I have witnessed the emergence of surf camps, and always wished I could be one of the lucky ones bringing home stories of surfing places such as Tavarua. And having lived and surfed in Hana, one of the friendliest lineups in Hawaii, I knew that the islands and lagoons of the South Pacific would be at the top of my cruising list.

I have visited the Caribbean twice, and was hoping to winter there on my way to Europe. So my question is this: Does anyone have experience with the routes from the South Pacific east toward Panama — via Galapagos, I imagine — versus continuing west to the Med via the Indian Ocean and the



LATITUDE / ANNIE

As cruising destinations go, Vernazza, Italy is about as good as they come.

Red Sea? My idea is that I would work my way west from the Marquesas, spending as much of the southern hemisphere winter in Moorea as possible — for the waves and protected bays — dodging weather to

reach as far west as Tonga, although probably not as far as Fiji. After that, I'd head south to the higher latitudes, with short layovers at Pitcairn and Easter Islands, before catching the Humboldt Current north toward Peru and maybe even do Peru to the Galapagos. Anyway, I'm looking for route advice from *Latitude* or *Latitude* readers.

Tony Smario
Mana, 36-ft ketch
Capitola
www.voyageofmana.com

Tony — Your passion for living out your dream is obvious, and that's great. But smart route planning is a major part of making your dreams come true, because, if your route requires too much battling against the ocean instead of working with it, your boat and your passion don't stand a snowball's chance in hell.

To start with, we'd urge you to make the California to Hawaii passage in early October as opposed to November. The



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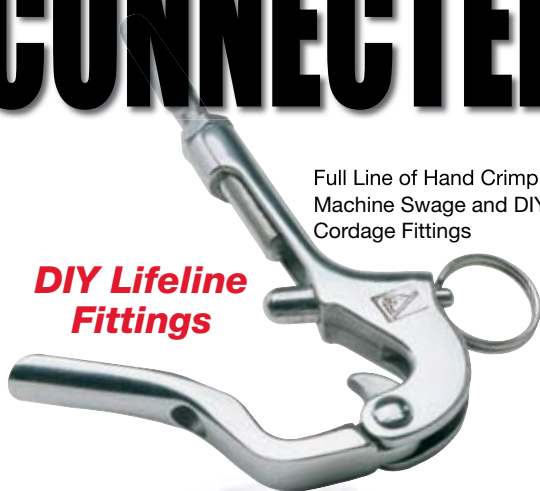
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LETTERS

problem with November is that the Pacific High will have moved north, so you can't be assured of having the great tradewind conditions that are so common in summer. Sure, it's possible that you might have nice sailing to the islands — but it's also possible that you might have to beat most of the way there and/or have to withstand a nasty winter storm or two. The risks of those far exceed the pleasure you might get from an additional month in California.

You also need to realize that, once you get to Hawaii, you'll be somewhat limited on where you can sail to in the South Pacific. For example, and with no disrespect, there is no way that you and your boat could lay the Marquesas or the Tuamotus from Hawaii, as it requires pointing extremely high in 20-25 knots of wind for 2,500 miles. It's even hard for ex-around-the-world racing boats such as the 65-ft Alaska Eagle to do it. At best, you'd probably only be able to lay Tahiti, which is 750 miles downwind and current of the Marquesas. A passionate guy like you might think, 'Alright, I'll lay Tahiti, then sail the 750 miles to the Marquesas.' But trust us, after sailing into fresh trades and adverse current for a day or two, the punishment you and your boat will have absorbed will make you a believer in something that Pietro Ferrante and everyone else who goes to sea learns quickly — that you want to fight the ocean as little as possible. Whenever possible, always go with the weather. We understand your reasons for wanting to sail to the South Pacific via Hawaii, and think you can lay Tahiti — particularly if you 'cheat' by motoring as far east as you can in the ITCZ and aren't adverse to beating for several weeks. But you should understand why almost everyone else heads to the South Pacific via Mexico rather than Hawaii, and decide whether that sentimental stop in Hawaii is that important to you.

Spend as much time in Moorea as possible? It's a beautiful place, but there are lots of islands to visit in the South Pacific, and many of them have better waves and fewer people. When we were in Mexico last winter, we met Evan Dill of the Santa Barbara-based Crowther 48 cat Java, who had just come back from years of sailing and surfing in the South Pacific. He said there were uncounted spots with great surf and no crowds, the very best of all of which was . . . wait, we can't tell you that. In any event, he told us had had surf there for four months, and nobody to share it with.

Once you got to Tonga, it would make no sense to not continue on to Fiji. That's akin to making a road trip from San Francisco to New Jersey, but saying you won't drive the last few miles through the tunnel to reach Manhattan. Relative to the totality of your proposed trip, Tonga and Fiji are right next to each other. And isn't Fiji home to Tavarua and lots of other great surfing?

Unless you're a complete glutton for punishment, we'd suggest that, once you're done with the South Pacific, you not even think of trying to sail east to Italy rather than continuing west around the world. If you look at a globe, you'll see that Italy is almost as far away from Tonga as possible. And if you look at a chart of the tradewinds of the world, you'll see that, by continuing west, you'll almost always be going with the wind and current, while if you head to Italy by going east, you'll be fighting the trades and current much of the time or having to circle around them. Going east to Italy would be a much, much harder and longer trip. To paraphrase Jimmy Cornell in his book *World Cruising Routes*, the vast majority of around-the-world voyages are east to west, the main reason being to take full advantage of the prevailing easterlies in the lower latitudes on either side of the equator. By the way, Cornell's book does a great job of describing the most popular around-the-world itineraries, so it's at least worth paging through.



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LETTERS

We'll end what we hope has been constructive criticism with the top two lessons from *World Cruising 101*: 1) Whenever possible, go with the wind and current rather than fighting against it. In this regard, it helps to buy one of those inflatable balls that have a map of the world and currents printed on them. They are easy to find on the Internet, and we refer to ours all the time. Then take a marking pencil and draw the tradewinds on the ball. The route you'll want to take around the world will quickly and clearly become obvious. 2) Don't microplan such a long trip. It's not at all bad to have major goals like wanting to surf the South Pacific and end up in your ancestral homeland of Italy — but be loose and open about exactly how it's going to come about. You have your goals, you can find the basic routes in Cornell's book, so just let things unfold in good time. And when you get to Capri, Elba, Portofino, Cinque Terra, Stromboli or any of the other great places in Italy, be sure to take some photos for Latitude.

↑↓ THE RACE SPONSOR ADDED INSULT TO INJURY

Thanks to it being an unusual upwind race, late April's Newport to Ensenada Race was the slowest in history and recorded the highest number of drop-outs ever. But Lexus, one of the



STEVE LANNEN

Lexus wasn't relentless enough in perfecting their message for their Ensenada Race banner.

Lexus, you'd be in Ensenada now." Why a company would sponsor a race and then insult the participants is beyond me. There were quite a few waves of disapproval sent skyward.

Steve Lannen
Piacere

Steve — It would have been an odd banner for Lexus to fly even if it had been a windy Ensenada Race. After all, who would



COURTESY MOON/TIDE

Newport Beach sailors have come up with a new alternative for whistling for the wind.

A banner that reads: "A free Lexus to every division winner!"

We heard the race was so light that some of the competitors

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LETTERS

eventually ran out of energy trying to whistle up some wind. On the Lagoon 470 Moontide, for example, they resorted to the female crew going topless to try to tempt the breeze. It didn't work, but it wasn't for lack of trying.

For more photo funnies from the Ensenada Race, see this month's Sightings.

↑↓WHAT ABOUT KEEL BOLTS?

Often in *Letters* or articles there are comments on the importance of checking or replacing keel bolts. However, when doing research on the web, I've found many references which describe checking them as almost impossibly challenging and prohibitively expensive to replace.

There are also different opinions about encapsulated keels, which are variously described as either "completely maintenance free" or "something I'd never have anything to do with." Could you offer any opinions on that subject?

Lastly, I've been very taken with the Cape Dory 30 ketch. Does anybody have any opinions on the design or quality of the boat — other than it's considered to be pretty slow?

Rick Katurbus
Thiells, New York

Rick — Checking or replacing the keel bolts is like just about everything else with a boat, it all depends on how thoughtfully they were designed, built and maintained. In the case of most production racer/cruisers with fin keels, the general assumption is that keels won't ever be removed. As such, it might be considerably harder to get at the bolts and, because they probably haven't been kept dry and rust free, they may be hard to remove. In the case of many racing boats, keels are made to be easily removed for transportation and other reasons. No matter if you've got a production racer/cruiser or an all-out racing boat, it's important for a knowledgeable person to periodically check the keel bolts just as they should periodically check other things such as the rudder shaft. After all, it's not unheard of for keels to fall off, and that's not a situation you ever want to find yourself in.

As you might expect, there are advantages and disadvantages to both encapsulated keels and fin keels. Encapsulated keels should be all but maintenance free, but because they are an integral part of the hull, they can't really be the optimum shape for performance. In addition, running aground or hitting a rock with an encapsulated keel is usually not a serious problem. On the other hand, a well-designed fin keel will provide much better performance, but there is always the risk — generally very small — that it might loosen up or, in rare cases, fall off, particularly if the keel had been run aground hard or hit coral. Some famous boats that lost their keels are Simon Le Bon's maxiDrum; the around-the-world racer Martella, a BMW Oracle America's Cup boat; and the San Francisco-based Holland 68 Charley. In addition, there have been several well-publicized cases of keels falling off production boats in Europe.

Cape Dorys are generally considered to be well built but not particularly stylish. They rate about 200 under PHRF, which is average for that type of boat, but slow compared to boats designed for higher performance. The one thing that you can be sure of is that the keel won't loosen up or fall off.

↑↓USE 'EM OR LOSE 'EM — TO THE PINNIES

I read your May 16 *Electronic* item about sea lions having returned to Newport Beach and Newport having passed ordinances requiring boatowners to take steps to prevent sea lions from moving on boats. Most of these low-freeboard boats that become resting stops for the males are, frankly speaking,

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Summer Sailstice Event Schedule

Live Music by **CRB (Caribbean Rythm and Blues)**

Friday, June 22nd

6pm - Reception - TIYC

7pm - Dinner and Speaker Series - TIYC

Saturday, June 23rd

Club Nautique Photo Scavenger Hunt - All Day

One Design and PHRF Regatta - All Day

12:30pm - Treasure Isle Marina BBQ - TI Marina

1-3pm - Free Boat Rides - TISC

4pm - Children's Treasure Hunt - TIYC

4pm to 7pm - Silent Auction

4-9 pm - Main Event - TISC

6:30pm - Welcome/Intros

6:45pm - YRA Trophy Presentation

7 to 9pm - Dancing, Dinner, and Live Band

9pm - TIYC Movie Night - TIYC

Sunday, June 24th

Club Nautique Photo Scavenger Hunt - All Day

One Design and PHRF Regatta - All Day

Free US Coast Guard Boat Inspections - All Day

8am - Pancake Breakfast - TIYC

1-3pm - Free Boat Rides - TISC

5pm - Sailstice Regatta Trophy Presentation

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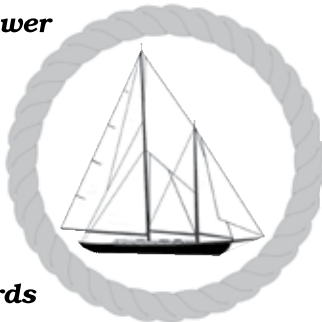
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LETTERS

floating crap, and they look as though they might as well be taken over by smelly ol' beasts. Besides, the owners aren't using them much anyhow. So my thought is to put some food on their decks and put the boats to use for homeless pinnies. If you can't take care of your boat and don't use it, you might as well lose it to the pinnies!

Arlene Taylor
Planet Earth

Arlene — We don't think you realize what you're asking for. It's true that the large ketch that sea lions sank by overloading a summer or two ago wasn't in the best condition but, based on our observations, sea lions are just as likely to try to make a home on frequently used and well-maintained boats. For example, they tried to set up a harem aboard Profligate, a boat that gets used far more than average. In addition, sea lions have also tried to inhabit aids to navigation, many of the 1,200 piers and docks in Newport, and made a real mess out of the white sea bass hatchery.

↑↓ THEY'RE NOT ON THE ENDANGERED SPECIES LIST

An open season on seal and sea lions who are a nuisance along the coasts of California and Oregon needs to be implemented now. Not only because they create herding problems on small boats and docks that is becoming an increasing problem in both states, but also for the sake of both sport and commercial salmon fisherman. None of these pinnipeds were protected 50 years ago, and their population density during those years was never in jeopardy. Sea lions and seals are quick studies, and it wouldn't take long for an open season to have the desired effect of reducing or eliminating the present problems. I feel very strongly that existing historical information about the use of population control measures ensure that its use would not add another species to the endangered list, and is the obvious long-term solution to the problem.

Kirby Kelley
Roseburg, Oregon

Kirby — The sea lion problem in Newport Beach is only a couple of years old, and at this point is mostly limited to the lower parts of the bay. At this point 'open season' on sea lions seems a little extreme to us, but we're not experts on their effect on fisheries. But we can tell you that sea lions are covered under the Marine Mammal Act of 1972, even though they are not an endangered species.

↑↓ BE QUICK ABOUT IT

Like most of God's creatures, sea lions are prone to developing lifelong habits in fairly short order. And any parent will tell you that habits, once established, are very hard to break. Therefore, the primary goal should be to act very promptly to counter such bad behavior, not waiting until the singular baddie becomes a photo-op gaggle of them such as Pier 39. As for specific tactics, at the risk of generating righteous PETA reaction, the first thing that came to my mind to create unwelcome consequences for sea lions trying to board boats might be tack strips or something like that. Of course, if one were to discover how to entice all the females to some other location, the problem would evaporate.

John McNeill
San Francisco

John — Doña de Mallorca's solution to sea lion invasions on Profligate was to cover the transom 'grand stairway' steps with those plastic sheets made for office chairs to roll on, but



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1990	46'	Wylie, <i>Stardust</i>	\$349,000
2005	43'	J/133, <i>Rum Funny</i>	\$525,000
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1998	40'	J/120, <i>Shenanigans</i>	\$209,000
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2004	35'	J/109, <i>High Flyer</i>	\$224,900
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2007	33'	Delphia	Base price \$130,823
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LETTERS

to place the sheets upside down with the 'tacks' facing up. No sea lions came aboard after that. Other boatowners have used chairs, kayaks, canvas covers, netting and other devices to keep the persistent sea lions away.

↑↓MAKE THE SEA LIONS A TOURIST ATTRACTION

I think the jurisdiction making the rules for Newport Harbor should install pontoons, such as at Pier 39, and make the sea lions a tourist attraction. Yes, the noise would be a problem, so the pontoon rafts should be away from homes but near where tourists could come. This would be a more positive step than requiring boatowners to create barriers to sea lions coming aboard, which is crazy. If I had my boat in Newport, I'd put up solid railing so they absolutely couldn't get aboard. Yachts are not a natural habitat for these creatures, so I'd do whatever it takes to protect my boat.

P.S. I'm halfway through my 20-year circumnavigation.

Fred Reynolds
Sarah, C&C 34
Cartegena, Colombia

Fred — The Newport Beach City Council didn't pass the ordinances they did to punish boatowners, but rather to try to develop a community-wide plan to nip the sea lion problem in the bud. The plan is two-fold. First, get everyone with a potential haul out area — meaning the owners of boats, of which there are 10,000 in Newport Harbor, and the owners of piers and docks, of which there are 1,200 — to make their facilities sea lion proof if sea lions are in the area. At this point they are only trying to occupy the lower part of the bay. The city and harbor patrol have posted photos on their website of the different methods that may be used to prevent sea lions from trying to haul out. The second part of the plan is to try to eliminate all direct and indirect feeding of sea lions by making it illegal to throw anything — including food and pieces of fish — into the water.

The last thing anybody wants is for sea lions — which are stinky, extremely noisy, and potentially aggressive — to become a Pier 39-type tourist attraction in Newport. Besides, Newport Beach land is extremely desirable and expensive, so there is absolutely no remote place where such sea lion haul out areas wouldn't be an extreme nuisance.

↑↓I'VE HAD SUCCESS WITH MY METHOD

How about providing more attractive rest stops arranged strategically around Newport Harbor. As smart as sea lions are, they would soon separate the easy access from the difficult. Then maybe some soothing pinniped music or a vibrating deck surface or Disney movies or other amenities that would make them really comfortable. Then, ever so slowly, move the digs to a more suitable location further away from humans. Hey, the same basic strategy worked with my kids!

Ray Thompson
Sea Amigo, Cross 38 trimaran
Eureka / San Carlos, Mexico

Ray — From May to July, male sea lions establish harems for breeding purposes. They are noisy as hell because the males, which displace up to 600 pounds, bark incessantly to defend their established territories. You don't want to encourage even temporary settlements.

↑↓SOLAR POWER COULD BE PART OF THE SOLUTION

Has anyone tried solar-powered electric fences to keep sea lions off boats? If I was going to do it, I'd put a grid down

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LETTERS

right on the deck and not try to electrify the lifelines or create a classic fence. A leaping 500-lb sea lion will break down such a fence before it would have a deterrent effect. But if Mr. Flipper landed on an electrified pad, he wouldn't want to stay long. Speaking from personal experience, such electric fences won't hurt you, but one shock is enough. Fences are available on the net for \$100 at places such as the Pet Warehouse.

Stan Wieg
Sacramento

Stan — That's an interesting idea. We wonder if such a fence would somehow run the boatowner afoul of the Marine Mammal Protection Act.

↑↓IT HASN'T BEEN BAD THIS YEAR — YET

The sea lions really haven't been too bad this year in Newport. The city and harbor patrol have done an excellent job promoting the idea that if boaters deny the sea lions boats as habitats, they'll just swim around the harbor looking for fish and keep relatively quiet. It's only when they find a place to hang out and bark — such as an unprotected boat — that they become a real nuisance.

Robert Spakowski
Raka
Newport Beach

Robert — We agree that the city and harbor patrol have done a good job of coming up with a plan to nip the problem in the bud, and we hope it works. But the real test will be in the next few months when the sea lions try to establish their breeding grounds.

↑↓MARINE BIOLOGY STUDENTS CAN BE A SOLUTION

When I lived aboard in Moss Landing for awhile, I used to have issues with sea lions on the dock. I kept the hose



LATITUDE / RICHARD

Despite the boat owner's best efforts to prevent sea lions from boarding, these guys came right over the netting and crushed the lifelines and stanchions.

handy, and found that a squirt would get them moving. My solution for the folks in Newport is to put a water tank on a utility boat and hire marine biology majors to go around squirting the critters with reclaimed water. Once they start getting squirted on a routine basis, perhaps they'd seek other places to haul out.

Dave Benjamin
Island Planet Sails
Portland

Dave — Ironically, sea lions really do dislike being squirted with water. As such, one of the preventative methods suggested by the city and harbor patrol is the 'Scarecrow', which combines a motion detector and a sprayer to try to squirt sea lions when they come aboard. The parts cost about \$600, and we're not sure how effective they've been.

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We think the idea of having some college kids on vacation running a 'sea lion' patrol is a great idea, particularly since there have been instances where sea lions have simply smashed down all barriers and taken over boats despite the best efforts of the boatowners. Because the sea lion infestation is currently limited to a small area of the lower bay, it would only take a couple of kids in kayaks with water pumps to patrol the whole area. It seems possible that the sea lions would quickly get the message and move out of the harbor entirely to their more natural habitats.

↑↓ GENUINE NEWPORT BEACH SEA LION SEA BOOTS?

I understand that we can't turn sea lions into some stylin' waterproof sea boots. Really I do, even though they'd look pretty damn nice with Dubarry soles and feel really fine with a nice set of Asics footbeds and insoles. I'm a size 9.5/43. My girlfriend, a size 7.5, wouldn't want a pair either, even though they'd be guaranteed to keep her feet warm and dry for years.

By the way, the seagulls in Marina Bay in Alameda are being forced to become a lot more cautious. Yesterday one of my neighbors was feeding the gulls — some people haven't figured out why their boats become covered in guano — when a blue shark of unknown size rolled up to the surface and scarfed down one of the feathered rats. Maybe Newport needs some predators.

Nick Salvador
Richmond

Nick — Newport has big problems with seagulls, too. Men, women, surfers, sailors, Dennis Rodman, sea lions, sea gulls — just about everybody and everything seems to be attracted to that high end waterfront community.

↑↓ IF THEY SEE THEM, THEY SHOULD SQUIRT THEM

I'm sure that most Newport Harbor Patrol boats have fire fighting systems on them, and sea lions hate being hit with high pressure streams of water. Most harbor patrol guys don't have that much to do, so why couldn't they, for a week, try to be very



LATITUDE / RICHARD

It might seem like harbor patrolmen have an easy job, but they go through a lot of training and have to be ready to effectively respond to emergencies.

vigilant by hosing every sea lion they see on a boat? What do they have to lose, as it would cost nothing extra? But it would have to be a constant effort for a week or so, not just a single dousing, to really drive the sea lions out. I know how much sea lions hate being squirted because I've seen it when they've come looking for food when I've been driving or docking party fishing boats.

Michael Dias
Newport Beach

Michael — Given the fact that Newport Beach is a busy 10,000-boat harbor, we're not buying the notion that the harbor patrol guys don't have that much to do. Indeed, just last

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LETTERS

month we watched as about 20 patrolmen on three or four boats moored an old aluminum boat next to ours and, fully kitted out, oxygen tanks and all, spent the next couple of hours practicing putting out boat fires with what appeared to be different materials and different techniques. Putting out a boat fire might sound as easy as peeing on a match, but after watching them battling to put out the fire for about the 20th time that morning, we came to appreciate the importance of technique and training, both to protect property and their own lives.

Nonetheless, a part of their job is to simply patrol the harbor with their boats, something they do on a regular basis. It seems to us they could carry a sprayer onboard — it doesn't even have to be high pressure — and squirt any sea lions they saw on boats. They could leave the full-time effort to college students in kayaks, but is there any reason they couldn't remove targets of opportunity? Of course, for all we know, they do that now. They will not, however, respond to calls from boatowners asking them to go out and get the sea lions off their boats.

↑↓ RAMPING UP TO DO NEXT YEAR'S PACIFIC CUP

I've enclosed a photo of our *Tiki Blue*, my Beneteau 423, as seen recently participating in the Vallejo Race, the largest



COURTESY TIKI BLUE

Even when headed in the wrong direction, Gary and his crew are getting closer to the islands every day.

inland sailing regatta in the United States. We got third place on Saturday on the way up, and second place on Sunday on the way home. Last week my 'Beneteau brother' Torben

Bentsen and I did the doublehanded ocean race aboard his Beneteau 42.7 *Tivoli*, and corrected out third. Torben and I are geared up to do the Pacific Cup next July, with additional crew of Judy, Torben's wife; Ricky, Judy's son; Ryan, my oldest son; and Gary, a beer can racing friend. My wife is excited also, as she'll be flying to Hawaii.

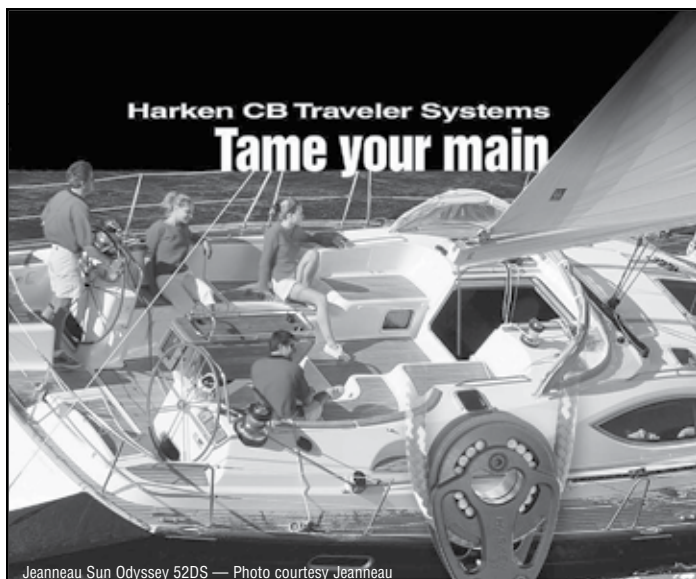
I used to do a lot of small boat racing out of the Richmond YC 25 years ago, then bought my Beneteau a couple of years ago. I'm really looking forward to the Pacific Cup, as it will be my first long ocean race. But until then, we've got to get ready for the Delta Ditch Run.

Gary Troxel
Tiki Blue, Beneteau 425
Richmond YC

Gary — *We love hearing from folks who are passionate about sailing. Good luck in all your sailing endeavours.*

↑↓ LOOKING FOR THE SURVIVOR'S STORY

Please help! My relatives and I have become obsessed with a non-fiction book that we read a couple of years ago. It was about a missionary, a pregnant woman, and another person who left from either Oregon or Washington aboard a trimaran, bound for missionary work in South America. The trimaran had been built by the missionary. Unfortunately, the boat



Jeanneau Sun Odyssey 52DS — Photo courtesy Jeanneau

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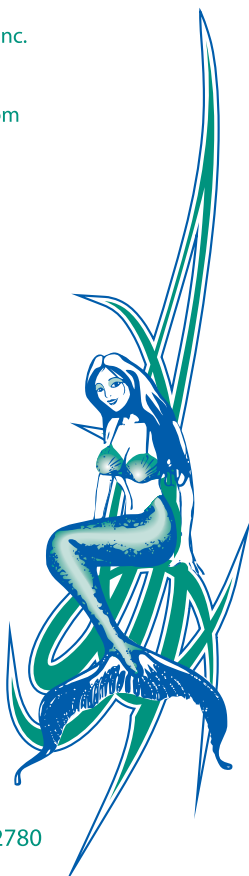
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LETTERS

and crew met with tragedy shortly after the start of their trip, and both the missionary and pregnant woman perished. The book was written by the third crewperson, the only one who survived. If you or any of your readers know the name of the book, please contact us at jreaney@charter.net.

Should I mention that *Latitude* is the best sailing magazine that I have ever read, and that I've been reading it for years?

Jim Reaney
California

Jim — Thanks, but don't mention it. But could you be a little more specific about having developed on "obsession" with the book? Was this tragedy much more gripping than others, was the book particularly well written — what's the deal?

↑↓ HUMAN ERROR CAN DESTROY CRUISE SHIPS, TOO

Our family was aboard our Shannon 38 in Key West when we got a call from Richard Wexler, my best friend. He was home early from his Mediterranean cruise and wanted to tell us why. He'd been aboard the *Sea Diamond* cruise ship that sank after hitting a reef — in the middle of the afternoon! — while entering the cove at Santorini, Greece.

For those of us used to being on boats, it may not have seemed like a big deal because it was daylight and the ship was sinking just a quarter of a mile from shore. But according to Richard, it was really a dangerous situation. The captain didn't alert the passengers of the problem for two hours, not all the emergency systems worked, and the crew was confused. Richard says there was panic everywhere, and he thought he was going to die.

The April 28 edition of *The Wall Street Journal* had an excellent article on the incident that left two of the 1,547 passengers dead because of the mistake.

Devan Mullin
Points Beyond, Shannon 38
Newport Beach

Readers — Sea Diamond was the first large cruise ship to sink in 14 years. Indicative of today's diminished sense of honor, the Greek captain elected not to go down with his ship.

↑↓ BALLS AND LUCK AREN'T ALWAYS ENOUGH

I agree with much of what Steve Hyatt said in his letter regarding Ken Barnes having to be rescued from his Gulfstream 44 *Privateer* far off the coast of Chile during what he hoped was going to be a non-stop circumnavigation. Armchair sailors smugly take solace in Barnes' failure because it justifies their own cowardice. They are just 'girlie men' who can only dream of living life with the enthusiasm that Hyatt and Barnes do.

Having said that, as a Pacific Northwest resident, I'd like to add that every year I read about the rescue efforts that must be undertaken to extricate idiot 'mountaineers' from the various volcanoes, who headed off with only Hyatt's recipe of "balls and a little luck." Their self-centered attitudes fail to take into account the fact that the lives of rescuers, volunteers or not, are needlessly endangered because of their small-minded need for self-affirmation. There's also the large financial burden involved in finding and removing their frozen asses, and the grief their loved ones will face if the worst happens. I have great admiration for those with the mental and physical qualities necessary to make a well-prepared, thoughtful, safety-conscious ascent. But I think the guy who attempts a winter climb without proper training or equipment, or full



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LETTERS

regard for potential bad weather, might do well to keep his extra large testicles warm within his cranial cavity because it is obviously otherwise occupied by only his ego.

I understand the need for adventure and that adventure, by its very nature, involves risk. But I would suggest that those who choose to apply Steve's recipe add one more ingredient — brains.

Steve Sprinkle
Mystic
Kirkland, Washington

Steve — When we look back at the adventurous things that we've done in our life, there were several times that the only thing that saved our butts was pure luck. And we thought that we'd always done a good job of assessing risk. But adventure necessarily entails risk, and risk necessarily entails the possibility of bad outcomes.

↑↓ THAT WAS THE STAD AMSTERDAM

On page 207 of the April issue, you ran a photo of a sailing ship at anchor in the Caribbean, but said you didn't know which one she was. She's the Dutch extreme clipper *Stad Amsterdam*.



ELECTRONIC / RICHARD

The mystery ship was the 'Stad Amsterdam'.

I had the pleasure of being a passenger aboard her during an Atlantic crossing earlier this year. We departed Las Palmas, Gran Canaria, Spain, on January 14, with our final destination being Marigot Bay, St. Martin. My journal indicates that, on the morning of January 31, we were anchored off St. Barth, prior to sailing to St. Martin later that day. The photo may also have been taken later in the winter, as the *Stad Amsterdam* continued to tour the Caribbean.

Tom Nuckton
San Francisco

Tom — We took the photo on January 31, a particularly lovely morning because of all the pink in the clouds for those aboard 'ti Profligate, which was anchored in her normal spot beneath Fort Oscar. Stad Amsterdam was anchored off Shell Beach, looking magnificent. That must have been a great trip across the Atlantic.

↑↓ EVERY SAILOR KNOWS EVERY OTHER SAILOR

Just when we thought that we realized how small the world was, it shrunk some more.

We don't know who wrote the February article about *Lone Fox*, the classic Robert Clark 65 ketch that is owned by Ira Epstein of Bolinas and now charters out of St. Barth, but please pass this along to him. While recently in Falmouth Harbor bars trying to find a ride for the Antigua Classic Regatta, we bumped into Randy West, who is surely a friend of the Wanderer's. West introduced us to Epstein. I told Ira that I thought I'd met him years before because he'd sailed with "the legendary" John Smith and another friend. "No,"



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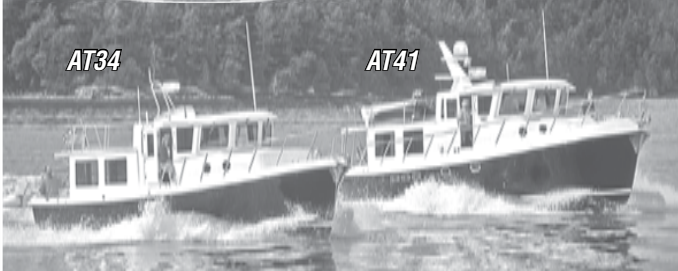
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LETTERS

Ira corrected me, "I sailed with John and his brother Bruce." Well, I'm Bruce's wife! Ira said that he hadn't seen Bruce in over 30 years. People mistake Bruce for John everywhere we go these days.

My husband Bruce had recently told me the story about Ira coming to the Caribbean for the first time, and how Dana, his college sweetheart, had come months later but broke up with him here. Dana turns out to be famed boat photographer Dana Jenkins, and she was also aboard *Lone Fox*, along with her daughter Jordan, who is editor of the super glossy *Boat International*.

Long story, small world.

Jan Hein
Woodwind, 34-ft gaff ketch
Gig Harbor / Caribbean

Jan — Small sailing world indeed. We wrote the *Lone Fox* story and, sure, we know D. Randy West. Met him in '86 when we did our first Antigua Sailing Week with Big O. He was sailing his catamaran



LECTRONIC / RICHARD

Skyjack, with none other than Doña de Mallorca as part of his crew. We met her for 10 minutes, then didn't see her again for 10 years. We saw a lot of West, though, as our first sail on a catamaran was aboard his Shadowfax, and we've had many subsequent adventures with him. In fact, we've made him an honorary Californian so he can join our West Coast group for the annual

'Lone Fox' took second in her class in the Classic Regatta in Antigua.

January 1 BBQ turkey feast at Auberge de la Petit Anse, St. Barth.

Speaking of *Lone Fox*, the day after Ira took possession, she was booked for a fashion shoot. The model turned out to be Brazilian supermodel Giselle Bündchen, and the shoot was of Victoria's Secret spring collection. Anybody seen that yet? To prove it's a small world, Victoria's Secret is owned by Leslie Wexner, whose beautiful 315-ft motoryacht *Limitless* was anchored nearby for much of the winter. Built in Germany, *Limitless* was the largest motoryacht in the world for about six years and, in fact, started the whole mega powerboat craze that continues unabated.

But now for the important stuff — did you get a ride on one of the 62 classic yachts, and if so, how was this year's Classic Regatta? By the way, Ira Epstein's friends will be delighted to learn that *Lone Fox* was second of nine boats in Class D. Chalk one up for the yacht center of Bolinas!

↑↓ WHAT A STRANGE REQUEST

Could I get a copy of the picture of Margaret Rintoul screaming along to use as background on my computer? I would love it, and so would my 82-year-old mother.

Eduardo Ruffat.
Vallejo / Oakland Riviera

Eduardo — What a strange request! If we're not mistaken,

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LETTERS

you're casually asking for a photo we took a quarter of a century ago, for god's sake, of what was a Frers 55 or something from Australia? What made the photo interesting was that she'd just set her chute at the windward mark of a Clipper Cup Series race off Diamond Head in very strong winds, and was screaming down the face of a wave, spray flying from both sides of her hull. It was such an exciting shot for its time that North Sails bought the rights to the photo to use in some of their ads. But if the truth be known, it's a rather dated shot. It was in black and white, and because it was an overcast day the exposure wasn't that hot. In addition, compared to the spray thrown by today's much faster Volvo 70s and such, it's not all that exciting. If you want to take the time to search our archives, be our guest, but we think you might be disappointed.

There were actually five Margaret Rintouls built for prestigious international events such as the Sydney to Hobart, Admiral's Cup, Clipper Cup and so forth. Who was Ms. Rintoul? It turns out that she was a domestic servant in Glasgow back in the late 1870s, who could neither read nor write. She had a daughter who, after World War I, married an Australian soldier named Edwards and moved to Oz. The descendants went on to found the well-known Rintoul construction and interior design company which even did the fitments for the Australian Parliament Building. Although the family surname had always been Edwards, Stan Edwards, who campaigned most of the boats, said they used the name Rintoul for all their boats and businesses because it had always brought them luck. So that explains that.

The mystery is why your 82-year-old mother would love a black & white photo of a boat, surfing off Honolulu, named after an illiterate domestic servant who lived in Scotland more than a century ago.

As you can see from the accompanying photograph, our extremely fond memories of those wonderful Clipper Cup days 25 years ago ultimately forced us to dig into the photo archives ourselves.



LATITUDE / RICHARD

The only boat we know named after an illiterate Scottish domestic servant flies down a wave near Diamond Head.

of '82 and '84 were, in many respects, the zenith of offshore yacht racing. A lot of relatively average people could afford to enter competitive boats, the racing itself was terrific, and just about everybody was an amateur. It was like yacht racing's version of the Summer of Love in San Francisco — something special the likes of which won't be seen again anytime soon.

We hope you like the shot, which is actually a little more dramatic than we remembered. By the way, it's our opinion that the Pan American Airlines Clipper Cups

↑↓WHO SWIPED THE HAPPY COATS?

I first met Jake Wood, who passed away last month, in the fall of 1973. Skip Jordan, a yacht broker in Marina del Rey, had called and told me that Jake had just bought a C&C 61 he would name *Sorcery*. I didn't know too much about the flush deck boat, but knew it was on the East Coast. I had been racing for four years at the time, loved the long distance races, and had six Mexican races, three Big Boat Series, and

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LETTERS

the '72 Tahiti Race under my belt. Being single and an L.A. County fireman allowed me to take off and pursue sailboat racing at its best.

Telling me that Jake was planning to do the Southern Ocean Racing Conference — a Florida event that, at the time, was the height of competitive offshore racing in the States — Skip told me to come by his new Newport 41 the next weekend to meet Jake and see if I could be crew. When I climbed aboard Skip's boat, he introduced me to Jake. We shook hands, and he offered me a beer like the one he had in his hand.

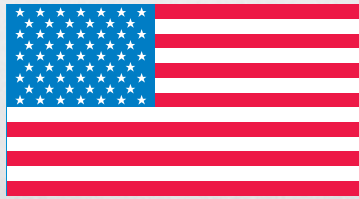
As the beer was coming, I looked Jake over and thought, "He looks like a country bumpkin!" He was wearing a pair of double-knit yellow pants, the loudest Hawaiian shirt that I'd ever seen, and black shoes with white socks! He picked his words carefully, speaking rather slowly between sips of beer and lighting Parliament cigarettes. We talked about his new boat and his future racing plans. I was starting to get excited, as a 61-ft custom racing boat was rare on the West Coast back then. We had Ken DeMuese's *Blackfin*, which I'd raced on in the '72 SORC, and the famous TransPac winner *Windward Passage*, also 73 feet. And Theo Stephens of Stephens Brothers in Stockton had *Lightning* on San Francisco Bay, but we didn't have any 60-ft racing boats in Southern California. Enthused, I asked Jake about his travel plans for the crew, how the guys get to Florida, and whether he was going to buy the plane tickets.

Jake took a drag on his cigarette, put his right hand on his chest, extended his forefinger straight up into the air, and looked me right in the eye. "Ugh! I don't buy plane tickets." Needless to say, I was a little taken aback. The year before, Allan Blunt and I had flown a red-eye to Tampa for the circuit and the fare had been \$100 — a lot of money in '72. Since Jake had been so forceful in expressing himself, I figured the meeting was over. But the yacht broker in good old Skip came out. He said, "Wait a minute, Phil. Don't you drive a VW bus?" I said that I did. Then Skip told Jake that he was going to need a vehicle to carry sails and extra gear around Florida and do things like buy food for the crew. "Jake," he said, "why don't you cover Phil's expenses driving his VW to Florida, then use it as a boat van." Jake thought for a minute, looked me in the eye, and said, "Hmm . . . I'll do that." We shook hands and that was that. It turned out to be the start of my 17-year involvement with Jake's *Sorcery*, which would take me to Mexico, Hawaii, Tahiti and Japan, and back.

Jake was a genius in the sense that he could look at some broken metal piece and make a replacement. If he had a tape measure or a pair of verniers, he would measure the part, never writing the dimensions down, go back to his factory, and make a new part. When he got to the boat, he'd say, "Try that little baby." It would always fit, and be better than the original.

Jake was also the most patient man I've ever met. When we left Hawaii to race to Japan in '75, Timmy Ray stole the toilet seat from Jake's head. Jake never forgot, and carried a tube of instant glue in his pocket for five years, waiting for a chance to repay Timmy for his transgression.

After the SORC in '74, Jake decided to do the inaugural Nassau to Jamaica Race. Bob Dixon and I remained on the boat in Nassau between events to watch over her and get her ready for the next race. In those days, we crew paid our own way to and from the races, so we had very little money. As such, we proceeded to eat everything there was to eat on the boat. When Jake returned from California two weeks later, he had to have the cook restock the entire boat — and wasn't



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LETTERS

happy about it. "If you guys would stay out of the bars," he told us, "you might have money to eat — know what I mean?" he said. Jake wasn't cheap in any way, but the way he viewed it, he provided the boat to race on and the crew needed to pay their own way."

We went on to win the race, tearing through the Windward Passage at 16 knots with a 1.5 chute up and getting in some good surfing. We finished off Port Royal at 5:30 p.m., and the pilot boat escorted us into Kingston Harbor and to the guest dock at the Royal Kingston YC. We were met by several hundred members of the club and three cases of Appleton Rum. Jake had a huge grin and was very proud of our performance. The boats that finished after us had to anchor overnight, as the pilot boat crew went home at 6 p.m.

I got a call from Jake in August of '75. It went something like, "Strauss . . . you want to go to Japan"? Jake, who would race his boat anywhere anytime, had accepted an invitation from the Japanese to race from Honolulu to Okinawa as part of their Expo '75. So in mid-October we took off across the Pacific to Japan with a crew of 13, including Jake. We arrived 22 days later, crossing the finish line in front of the six Japanese boats. We were given a hero's welcome, and were put up for the night at a very fancy hotel. On each of our beds were these beautiful house coats that are known as 'happy coats' in Japan. How were we supposed to know that they were only for wearing around the hotel and that we were supposed to leave them when we checked out the next day? That afternoon we were called to a crew meeting by Jake. He stood us up in a line, looked us over, and said, "OK, where are the happy coats you guys swiped from the hotel?" Jake was very big on maintaining a good image, and not insulting our hosts. Of course we returned them and all was forgiven.

We stayed in Okinawa for two weeks, and during that time Mr. Lane, the Ambassador-at-Large in the Pacific, brought various dignitaries to visit the boat and meet with Jake. But Jake wasn't much on formalities, and would rather have a few beers with the crew or other sailors. One day Ambassador Lane stopped by and told Jake that the Russian Ambassador would like to see his boat. Jake stopped cold, looked the American Ambassador dead in the eye, and said, "No Commie S.O.B. is coming on my boat!" That was typical Jake Wood.

Phil Strauss
Geumes Island, WA

↑↓ YOU COMPLETELY MISSED MY POINT!

Your reply to my comment on why I voted 'no' on the photo of Lisa Zittel for the May cover of *Latitude* was way, way off the point. As I remember, the question came about because you had taken a picture of a girl who had been crewing on your boat, and the girl asked, "Was the photo good enough to be a cover photo?" Lisa being married, me being married, sailing lifestyles, Mexico, other sailing magazines, Lisa's father's feelings, mother-in-law's feelings, and Lisa's father had nothing to do with the question. It was really a simple question of whether readers, such as myself, thought it would be a good photo for the cover. My answer was no, I didn't think so.

I still say that if a talented photographer took 100 pictures of a girl in a bathing suit, the one that appeared on your cover would rank about 75th out of the 100. There is, of course, the fact that I'm part of a generation ahead of you that has taste and does not live by the 'anything goes' or 'if it feels good, then do it' approach to life. It's that '60s mentality that has brought on the worthless TV and news reporting you have complained about.

The fact that I'm the only one to have voted against us—

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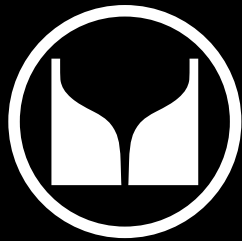
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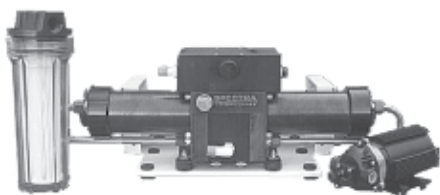
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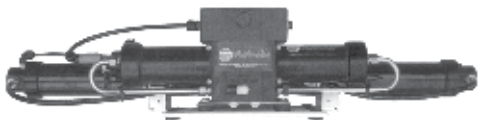
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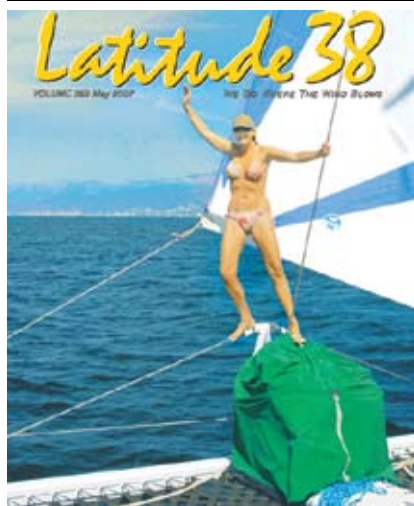
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LETTERS

ing the photo does not hold water either, as it's been shown that for every single vote there are 100 others who share the same opinion, but simply didn't bother to make their feelings known.

Robert Zimmerman
Zim, H36

Robert — We apologize for misconstruing the reasons for your objection, but have to confess we're still not sure we understand the problem. Last month we thought it was because Lisa was only wearing a swimming suit and therefore not leaving enough



to the imagination. But this month you tell us that a photographer more talented than we are — something not at all difficult to imagine — could have taken many photos of the same subject in a swimming suit, and almost all of them would have been more tasteful. Tasteful in what way? By having Lisa wear one of those new burka-style swimming suits developed for Muslim women? By having her strike a much more sedate pose?

Most readers think May's cover was in good taste — especially those who grew up after the '50s.

If we hadn't been driving the boat with the chute up while we were taking the photos, we're pretty sure we could have done a better job. We'd have had Lisa throw her head back more, eliminated the shadow on her face and neck, had her twist her torso so her hips faced the camera at a slightly lesser angle, and had her extend her left leg a little further forward. It would have been a better photo, but we don't imagine it would have been any more tasteful to the '50s generation. But that's the best we could do.

As for things like sailing lifestyles, Mexico, and the other things mentioned, of course they are pertinent. If, for example, we'd been taking photos of Condi Rice for a State Department publication, we wouldn't have shot her in a bikini on the seagull striker of our catamaran — because it would have been completely inappropriate. But in the case of Lisa, who was crewing on our boat, and who was wearing what's commonly worn on sailboats in the tropics, what could have been more real and appropriate?

While we're sure there are a few others who share your opinion, we've still yet to receive another complaint.

↑↓ ALSO REPORTING IN FROM ANOTHER GENERATION

At the next photo shoot for a *Latitude* cover, will you please remind the delightful young lady who was the model to remember high heel shoes, fishnet stockings and a gggarter belt? Oh man, I can't even say that word without stammering!

Lyn Reynolds
San Jose

Lyn — What is it with you more senior guys? The photo on the cover is of a healthy, vivacious, athletic, fun-loving

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LETTERS

crewmember dressed appropriately for an afternoon sail in the tropics. What would high heels, fishnet stockings, a garter belt and stammering have to do with it?

↑↓ **VICTORIAN CRINOLINES AND WHALEBONE CORSETS**

Congratulations on a tasteful May issue cover — a wonderful photograph of an athletic woman on a sailboat. Your description of the 'test marketing' you did — to see if the bluenoses or the politically correct crowd objected — was interesting. But still, one person did object.

As a couple who raised athletic kids — who are now raising athletic kids of their own — we can assure you and all your readers that we consider the May cover picture to be in good taste and very ladylike! Women do not long for a return to Victorian crinolines and whalebone corsets! An objection to a cover photo of a fit woman clad in a bikini — such as is commonly seen on any beach in the world — is all the more remarkable given our society's increase in obesity and our Puritan inability to feel comfortable with the human form — especially one that is aesthetically pleasing. Congrats for showing good common sense both in running the cover shot and in your gracious reply to the objector.

Les & Sue Polgar
Tonopah, C&C 37
Lafayette

Les and Sue — We're glad you liked it, but now it's got us wondering if we couldn't have done a better job. Maybe a little steamier but a little more "tasteful" at the same time. What do you say Lisa, shall we try it again for next May's cover?

↑↓ **WAY MORE THAN YOU ASKED FOR**

My wife and I would like to sail our Catalina 28 through the Golden Gate and up to Pt. Reyes, anchor for the night, then sail back the next day. We're wondering what would be the best time to leave the Bay — during the flood, ebb or slack? And which would be the best time to return? In addition, can you recommend a route? Based on looking at the charts, the Bonita Channel might be the way to go.

Grady Leaver
Brisbane

Grady — We're going to give you more information than you asked for, but that's just the way we are. Because it's just you and your wife on a relatively small boat, we're going to assume that you're making the trip for pleasure, not to prove anything in particular. Based on that assumption, the most important thing you can do is have an alternative destination in case it's blowing 25 knots and there are 10-ft seas outside the Gate. If it's too rough, you can just bail on the ocean and sail up the Petaluma or Napa Rivers, and still have a great weekend of sailing.

The other thing you want to do is get a relatively early start, like by 9 a.m. As such, we recommend you spend the night at Pier 39, Angel Island, Richardson Bay or some other place near the bridge.

Because it's going to be a relatively long sail on a 28-ft boat, we suggest trying to pick a weekend where there's a pretty good ebb between 8 and 10:30 a.m., which will whisk you right out. If there's any wind that early, it's going to be wetter and bouncier than if the current were slack or flooding, but that's much better than having a flat water flood holding you hostage inside the Gate.

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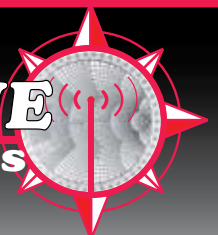
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Headlands. That's unlikely to happen until next fall, so unless there is a very large swell — in which case we'd recommend you sail up the Petaluma River instead of going to Pt. Reyes — you can use the Bonita Channel. But if you're riding out on a nice ebb, it wouldn't make much sense to sail out of it too quickly. From then on it's just going to be a beat up to Pt. Reyes.

The return trip is straightforward and, because it will almost certainly be downwind, should be much quicker and more pleasant. In the slight possibility that a large swell has come up, you'd want to be careful about using the Bonita Channel — or even being on the Potato Patch. But in a small or moderate swell, you can sail straight in. There's no real point in worrying about the state of the tide, because you'll round Pt. Bonita and sail into the Gate whenever you do. If there's a strong ebb in the center, you'll want to work the flooding countercurrent on either the north or south shore. If it's flooding, just sail right down the middle — keeping an eye out for ships, of course.

↑↓ I'LL HAVE A BOURBON AND A SPLASH OF 1IN3TRINITY

I thought *Latitude* readers might like to hear about 1in3Trinity, a completely new kind of energy drink that will fuel your body in a wholesome way! 1in3Trinity is a faith-inspired, fashion and lifestyle branded company that now makes an energy drink perfect for all-day regattas — or just an extra boost in your engine.

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Emily Larsen
Three Girls Media and Marketing

Emily — We're basically secular consumers, but thanks for the offer to try your products. Our readers might be interested to know that your media and marketing company are also responsible for — we're not making this up — Holy Chocolate, and managed to get Miracle Oil product placed in a recent issue of Penthouse. Somehow the image of a copy of the Bible next to a copy of Penthouse on the bedstand rings a little strange.

↑↓ WOULD YOU LIKE AN APPLE JUICE BLOODY MARY?

In response to Tony Badger's letter about wave period, I have to say that he was correct and that your editorial response that it was nonsense was not. Wave period does have much to do with how a wave will react, and your response that a one-foot swell, regardless of period, could never be an issue is false. Take the case of a tsunami, which in the open ocean will normally only displace a few feet of vertical height, but will have a wave period of thousands of feet or even miles. The tsunami wave is quite benign until it reaches shallow enough water where it can drag on the bottom and pile up on itself and go vertical due to the huge volume of water behind it.

In less dramatic fashion, we had a swell here a year or two ago from a huge storm in the South Pacific. When the swell got here, it was about six feet at a 25-second period, yet it produced huge waves in the south-facing bars and harbors. However, it was almost unnoticeable in open water.

To say that a long period between swells equates to a safe passage overall would be irresponsible — especially for those having to transit bars or other shallow — less than 50 feet

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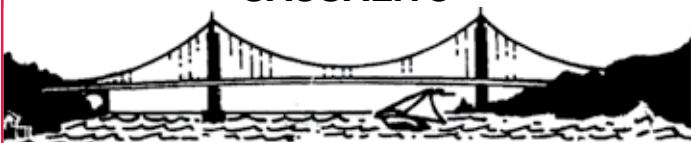
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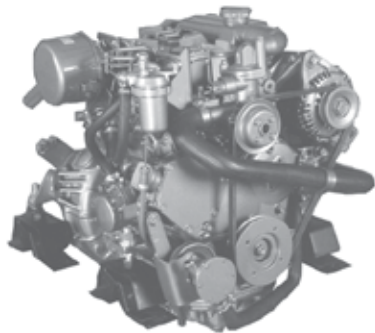
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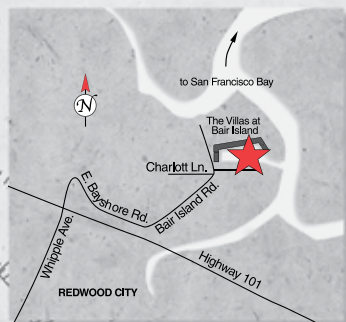
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LETTERS

— waters. There is no hard and true rule when it comes to wave dynamics once you factor in the influence of the bottom, as there are too many variables. Did I mention the current? At this point, only experience and knowledge of a particular area's dynamics are key, yet you're still never going to know for sure. All factors must be considered before determining whether any particular route may be safe given the conditions.

But one thing is clear — a long wave period is as much a factor in the creation of a breaking wave as is the wave height, once the bottom is involved. The reaction can be determined by a mathematical formula, and both the height and period are significant factors.

Captain Mike Giraud
Fishing Luhrs
Pacifica

Capt Mike — We think you're getting confused as a result of mixing apples with oranges with tomatoes — the open ocean swells being apples, tsunamis being oranges, and waves caused by swells hitting shallow water being tomatoes. The results are as predictable as trying to make a bloody mary using orange or apple juice.

Tsunamis are much more like tidal surges than open ocean swells and waves peaking/breaking in shallow water, in part because they travel at close to 500 mph on the open ocean yet usually can't even be felt. Up until about 20 years ago they had always been referred to as 'tidal waves', a term no longer used because it's so misleading. The case of a tsunami hitting Mexico's Tenacatita Bay about 15 years ago illustrates another of the differences. The first thing that happened was that the ocean receded about 200 feet all around the bay, which allowed locals to rush out and pick up disoriented fish floundering on the now-dry bottom. A few minutes later, the tsunami surge came in at about the pace of a normal person walking, and continued about 200 feet further inland than normal. The water went out and came back in a few more times in less dramatic fashion, then resumed its normal level in relation to the shore. As we all know from the tragic Sumatra-Andaman tsunami a few years ago, tsunamis can get much bigger than the one that hit Tenacatita Bay, but they still have significantly different characteristics than the waves surfers ride on California beaches.

Similarly, open ocean swells aren't like waves peaking or breaking on shallow bars or beaches. You can see that by standing on a beach for 10 minutes observing that the swell that doesn't break in deep water becomes a breaking wave in shallow water.

Having hopefully made those distinctions clear, we'll say it again, all other things being equal, the longer the wave period, the more pleasant the ocean sailing conditions are likely to be. You can prove this to yourself and your friends. The next time it's '8 by 16' — 8-ft waves at 16-second intervals — down at Pillar Point, take some friends out on your boat and motor into the seas for an hour. Then the next time it's '8 by 8' — 8-ft seas at 8-second intervals, motor your boat at the same speed for another hour. We'll bet you a salmon that your friends make you turn back in less than an hour, and that you'd be all too happy to comply.

As for the supposed 25-second period between waves in the swell from the "huge South Pacific storm" a few years ago, that's literally off NOAA's graph for the possible period between waves.

On a somewhat off-the-point but lighter note, the highest ocean waves believed to be reliably recorded were by the USS

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↑↓ I CHAINSAWED HER IN HALF TO ADD THREE FEET

A friend in Washington forwarded me a recent *Latitude* item about the inaugural Singlehanded Farallones Race back in 1977. I skippered my family's Piver cruising trimaran *Harmony* to second across the finish line behind Bill Lee and his 67-ft ultralight sled *Merlin*. It was definitely a race not to forget, as it was the most challenging race I'd ever been in.

With three decades having passed, I thought it was time to touch base and give an update on what's happened to us and *Harmony* since you took photos for an article on us at the Napa St. Pier in '77. In November of that year, my wife Mary, our seven-year-old daughter Amy, and I set out on our cruise across the Pacific, which began with a 21-day passage directly to the Marquesas. We then did the 'Milk Run' down through the Society Islands and across to Suvarov Atoll, where we stayed about a month. The lone occupant, Tom Neale, had been evacuated from the island months earlier because of a terminal illness, and his home and belongings were exactly as he had left them. We then proceeded to Samoa, Fiji, then Australia. We settled in Brisbane.

We still have *Harmony*, and she's still going strong, although presently she's up in the backyard waiting for me to pull the engine for a rebuild. She will be 34 years old from her launch in Novato this June 3. Thanks to an unusual modification, *Harmony* is now 3.5 feet longer than the 30 feet she was when she was launched.

When our daughter was born in '81, a 30-ft trimaran proved to be a little too small for us. Since I didn't have money for a new boat, my solution was to chainsaw the tri in half athwartships, and add about 3.5 feet to the midsection. It was all done by rule of thumb, but proved to be successful — as shown by our taking the Queensland Multihull Cruise/Race championships for two years in a row.

I worked in my trade as a wood boatbuilder and multihull builder for several years while doing some marine survey work. In the mid-'90s I converted to full-time marine surveying, which I've been doing since. I have been an active member of the Society of Accredited Marine Surveyors since '02, and am in daily contact with other surveyors in the Bay Area and around the U.S. who keep me informed of developments. I even have a *Profligate* T-shirt which I wear on appropriate occasions.

We are happily settled in the Brisbane suburb of Hemmant, near the mouth of the Brisbane river, and we love it here. I try to get back to the Bay Area every year to do professional training and visit my relatives, who reside in Larkspur. I don't see many *Latitudes* these days, but it has always been a very informative read.

Paul, Mary, Amy & Jessie Slivka
Brisbane, Australia

Paul — It has been a long, long time, and we recently got you confused with your brother, and the Brisbane here in the States with the one in Australia. Duh! Anyway, we're pleased to tell you that you can follow Latitude via the internet by subscribing to our eBook feature. Just go to www.latitude38.

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LETTERS

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↑↓ ONE IN A MILLION

The April *Latitude* had a short item about a *Parade* magazine article that listed what are supposedly the 10 Worst Inventions Ever. Coming in second was the Jet Ski.

However, a recent experience of mine has taken them off my list as "the most criminal sport on the water." I was motoring our Pearson 22 into Santa Cruz Harbor powered by a Johnson 6-hp outboard. Just as we got between the two jetties, the ends of which are probably less than a couple of hundred feet from each other, the outboard died and would not restart. Although both the wind and current were light, they were from the same direction, driving us toward the western jetty. While my partner continued to work with the engine, I hailed the closest vessel on the water — which happened to be a Jet Ski. The operator immediately came to our assistance, putting his Jet Ski between our Pearson and the jetty when we were less than 10 feet and 10 seconds from the rocks. Not only did he spin us out of the danger of contact, he positioned himself to tow us into the marina.

We secured a bridle to the Jet Ski from our boat, and put my partner on the back of the Jet Ski to oversee the lines. In addition to towing us into the marina, the operator took us to the Upper Harbor, which is where our slip is, first allowing us to lower our mast over him in order to clear a local bridge. He brought us into our slip at a perfect speed, then departed immediately with a cheerful wave.

That Jet Ski operator saved us from possibly having to jump onto the jetty to prevent getting a hole in our boat, and certainly from embarrassment. I'm not only grateful for the assistance, but the experience put Jet Skis and Jet Ski operators in a better light. I hope we learn to work with them cooperatively so that we can all have fun out there.

Mike Faulk
Gitana Azul, Pearson Electra
Santa Cruz

Mike — There is no doubt in our mind that there are some courteous and helpful Jet Skiers out there. It's all the others who bother us. We've never understood why people with PWCs behave as though there's nothing anybody would rather do than watch and listen to them roar around in circles. If you're one of those folks, here's the deal — none of us really want to see or hear you, so could you please do it away from us?

↑↓ THE END OF HF WEATHER FAXES?

While in the satellite fax section of the National Oceanographic and Atmospheric Administration's (NOAA) website, I learned that our illustrious government and the Coast Guard are considering closing down the HF Weather Fax system due to the cost of replacing antiquated equipment that is either beyond repair or for which no spare parts are available. After reading about all the Puddle Jumpers in a recent *Lectronic*, I thought you might want to comment on it.

If this service is discontinued, I, for one, will find it very hard to make the passage again, as I could not afford the alternate methods of getting weather faxes today. I did a South Pacific 'Milk Run' in '97-'98, and am getting *Mouse Pad* ready to do another next year. But I couldn't have completed my first trip in safety and comfort without the daily weather faxes transmitted by NOAA.

By the way, it's only taken me 10 long years — during which time I got divorced, had a heart attack and got plain lazy thinking about all the fun I'd had in the past and not

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LETTERS

about the future — to get my act together. While recovering from my heart attack in the summer of '05, I decided that 2007 would be my last in the United States. With or without a female partner, I'll be leaving for the South Pacific again, but this time I'll be continuing on to Malaysia, Micronesia, and eventually to the Mediterranean. The last time my 'jump off' point was Cabo San Lucas, but next time I'll sail directly from San Diego to the Marquesas.

In any event, I encourage everyone to send their comments on HF weather faxes to Russell.L.Levin@USCG.mil. The full document can be reviewed at <http://dmses.dot.gov>.

Phillip J. Seaman
Mouse Pad
Ventura

Readers — Jim Corenman, who circumnavigated with his wife Sue aboard the Schumacher 52 Heart of Gold, and who is the co-founder of SailMail, addresses the government's proposal to eliminate HF radio faxes in this month's Sightings.

↑↓LOOKING ON THE WRONG SIDE OF THE FENCE

I love your magazine's online content and am an avid reader. I particularly enjoy the letters from your readers, your responses, and the *Changes* section. Because you've brought me many hours of pleasure, it causes me great dismay to read your skepticism of a human-induced component to global warming. I certainly respect the skeptic in you, but within the scientific community, the debate is over. And not because we're all left-leaning touchy-feely sorts or have some other 'politics' creeping in to the science. The debate is over because hundreds of scientific articles by scientists in dozens of disciplines support the ideas that 1) the earth has warmed at an unprecedented rate in the past century, and 2) a significant portion of that warming is attributable to anthropogenic greenhouse gases.

This information is summarized in the latest IPCC report (see www.ipcc.ch). I urge you to take a look. Yes, the earth has gone through many natural climate cycles, but the current warming is decidedly not a part of any natural variability. At this point, the naysayers consist of a perhaps a half-dozen, vocal critics who are largely supported by oil companies who effectively act as their lobbyists. They call for doing nothing in the face of what is potentially the greatest challenge civilization has faced. If you want to find politics in the debate, you are looking on the wrong side of the fence.

Stephen Burns
Department of Geosciences, University of Massachusetts
Amherst, MA

Stephen — Our skepticism is all but gone, but you'll recall that, even when we were skeptical, we were in favor of a number of no-brainer CO2-limiting measures, in part because they also align with the geopolitical interests of every citizen in the U.S. and the country as a whole. For example, we vowed that our next car would be a 49/mpg VW diesel, and we can't wait for them to be available. For both geopolitical and environmental reasons, we can't understand how anybody can buy a car these days that doesn't get well over 30 miles a gallon. Sure, there are going to be a number of obvious exceptions, but for most of us it's inexcusable to enrich those who want to destroy us and not take advantage of the easiest way to limit emissions.

We also stated that, after the most recent generation of mega sailboats, which had already been in the hopper before climate change came to the attention of most everyone, we can't help but cast a jaundiced eye at new megayachts. As fantastic as



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LETTERS

they might be in many respects, how can they — like very large new homes — not be in bad taste? The worst of all, of course, are the mega motoryachts, which the yards simply can't build fast enough to meet the unprecedented international demand. How do new owners look themselves in the mirror without laughing, particularly the ones who claim they built the boats to "help save the oceans" and the planet. That makes about as much sense as Laurie David, the Queen of Conservation, flying around the country in her husband's private jet to warn the little people about the effects of excessive consumption, and Al Gore, the High Priest of Conservation, living in a house that had a gas and electric bill of \$30,000 a year. If you want to be a leader whose message is taken seriously, you've gotta walk da walk, not just talk da talk.

We also think there's a huge danger in the voted-for-Nader-in-'00-and-cost-Gore-the-election type idealists who are dead set against proven and potential technological solutions — such as nuclear power, developing oil sands and coal as clean fuels, trapping CO2 and all the rest. The notion that the world is going to be able to conserve its way out of the climate change problem strikes us as being absurdly wishful thinking. Even if every American suddenly switched to 50 mpg cars and reroofed their homes with solar panels, it's not going to come close to offsetting the fact that there are hundreds of millions of people who are in the process or have come out of extreme poverty in places such as China and India. The wealth of the world is migrating from the U.S. to the East, and the exploding demand in China and India for transportation, housing, travel, electronics — and every other kind of consumption — is going to far outweigh any conservation efforts we Americans can mount. And if anyone thinks one billion Chinese are going to deny themselves the very basics of life just to prevent a few islands from slipping beneath the waves of the Pacific, they don't have a clue about human nature. We're not saying that we Americans shouldn't conserve, but rather that tech got us into this climate change problem, and it's going to have to get us out. As such, environmentally as well as politically, these are extremely exciting times.

In reality, cutting back on consumptive things that aren't important to you isn't hard. For example, the Wanderer and Doña de Mallorca care a lot more about boats than homes, so when a San Francisco YC family suddenly needed a three-bedroom, two-bath home while their own home was being remodeled, we gladly moved into the cool granny unit that used to be a garage — and have come to love the utter simplicity of it. There's no room for anything but the basics, so we don't buy anything. Ah, the joys of the slightly more simple life.

(By the way, the San Francisco YC couple moved into their new house, so if anyone, preferably sailors, is looking to rent a completely rebuilt — vaulted ceilings, wood floors, two environmentally unfriendly fireplaces — three-bed, two-bath home in Tiburon, email donna@latitude38.com. This is a total kiddie neighborhood situation, and the elementary and middle schools are not only brand new palaces, but the school district is among the top in the state.)

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

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

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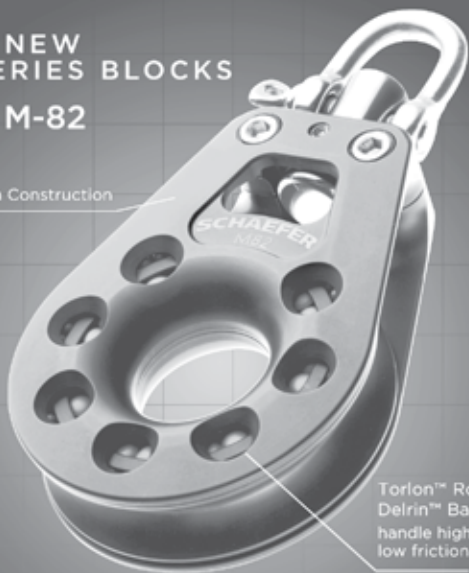
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Eight bells.

On a bright, sunny day in April, former Sausalito yacht broker Ken Underwood went for his last voyage on San Francisco Bay.



COURTESY/STEVEN UNDERWOOD

But instead of being at the helm of one of his many boats, his ashes were carried in the arms of his family. After they and friends wished him farewell, Underwood's last remains were cast to the winds and waters where he had spent most of his adult life.

Kenneth Ross Underwood was born February 27, 1931, in San Francisco. One of five siblings, he attended Polytechnic High School and became an avid sailor in the Sea Scouts. After a stint in the Navy during the Korean War, Ken returned home to attend San Francisco State University, where he was fond of recalling that the highlight was meeting his wife, Janice. A job with the phone company followed college, and their first son Peter arrived soon after that.

But Ken quickly tired of the phone company job and decided to try his hand at selling boats. He made this announcement to Jan the day their second son, Steven, was born. It was perhaps not the best timing in the world, but to Jan's great relief, the checks soon started coming in. After five years, Ken partnered with Eric Groneman of Mill Valley to

Ken Underwood, back in the day.

found Edgewater Yacht Sales in 1965. The office, located at the old Pasquinucci Boat Works ways near downtown Sausalito, is still going today.

As a broker, Ken was a natural. Every vessel, no matter how big or small, was important to him, and every client was treated like a friend. For Ken, selling boats was fun — making money at it was just icing on the cake. With that attitude and a ready smile, success came easy. If records were kept of such things, it might be found that, in his day, Ken 'made friends' of more yacht buyers and sellers than any other broker in the Bay.

He was also an avid boater who owned and sailed aboard many different sail and power craft, including a long stint helming the Kent family's 57-ft Stone gaff cutter *Felicity*, which sailed to several Master Mariner wins with the 'Underwood touch.'

Ken retired from Edgewater Yachts in the late 1980's but remained active selling and boating until the late 1990's, when chronic diabetes started slowing him down. Eventually, he succumbed to complications from the disease at age 75. His friendly smile and warm personality will be missed by all his friends from Sausalito and beyond.

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On August 26, US Coast Guard Auxiliary coxswain Shane Taylor was conducting towing drills with his crew off Homer, Alaska, when a call came in that a charter vessel 20 miles away was taking on water. Being the closest rescue asset to the vessel in trouble, Taylor basically dropped the towline to the practice boat and firewalled the throttles of the twin 250-horse outboards on his 27-ft boat, covering the distance in less than half an hour. Their arrival could not have been scripted better by Hollywood. Although still underway at about 6 knots, the whole rear deck of the 40-ft *Halibut Endeavor* — which had been out tagging halibut for an upcoming fishing derby — was awash, and 11 of the 13 passengers and crew were forward trying to balance her.

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LOOSE LIPS

Taylor came alongside and quickly got all 11 aboard his boat — at which point the *Halibut Endeavor* rolled over on its side. Taylor backed away momentarily to clear the commotion and everyone watched as the skipper and one remaining crewmember climbed the hull as the boat rolled upside down. Then Taylor nosed his boat up and got those guys aboard, too. Within another minute, the *Halibut Endeavor* gave a sigh and sank — followed a minute later by the boat's liferaft bursting to the surface and inflating. Five minutes after that, the Cutter *Roanoke Island* arrived on scene, and the survivors were transported to her for safe passage back to shore.

Incredibly, thanks to the timely arrival of the Auxiliary boat, no crew or passengers from the charter boat were forced to enter the 39-degree water. "This is what we train for but hope never happens," said Taylor. "But our training really paid off. Best of all, everyone got home safe."

The cause of the sinking is under investigation.

If you think *sailing* in the Olympics is tough . . .

. . . try working there. We got word last month that in Quindao, China, site of the sailing portion of next summer's Olympic Games, hundreds of potential employees were being taken out on yachts from the new sailing center. But the 'three hour tour' was not for pleasure — it was to gauge the susceptibility of applicants to seasickness. About 10 of every 300 could not take even slight rocking and had to be rushed to shore aboard speedboats "for the sake of safety." The remainder were required to take a written test, which weeded out a few more. About a third of the more than 1,000 applicants tested over four days will have a shot at working at the Games.

P-O'ed about the P.O.

It came to our attention last month, in a bizarre way, that people are still sending mail to our former post office box in Sausalito. Folks, we turned in the keys to that probably 15 years ago. Our current address, which appears both on our website and the masthead of the magazine, is 15 Locust Ave., Mill Valley, CA 94941. We no longer receive *anything* sent to our former P.O. box, so please don't use it.

How did we find out about this? A nice fellow who reads the magazine happened to notice some checks in the recycle bin at the Sausalito Post Office. He looked closer and found they were all addressed to us — at the old address. He called and helped get them delivered to us.

So to those of you who sent us mail but: 1) never appeared on a Crew List, 2) never saw your *Classy Classified*, 3) never got your subscription, 4) never saw your Letter to the Editor, 5) _____ (fill in the blank), perhaps now you know why.

Lost in the ozone again.

Former Bay Area rigger Bruce Schwab continues to helm his Ocean Planet Foundation from Portland, Maine, which has been his new base of operations since returning from the 2005 Vendée Globe Race, where he became the first American to complete that non-stop singlehanded round-the-world race aboard the Tom Wylie-designed Open 60 *Ocean Planet*. As you read this, he will likely have just finished delivering Tim Troy's Open 60 *Margaret Anna* from New Rochelle, France, to Annapolis. But that's not why we're mentioning him this month. It's to share his latest email, which has pretty much nothing to do with sailing, but is pretty fun, nonetheless . . .

Help! I'm emailing from an Internet cafe that I've been trapped in all night. No, I'm not joking, although it is a funny story. After a very late dinner with crewmembers Mike, Carina, Anna, and volunteer Thomas, I came here to catch up on email and download

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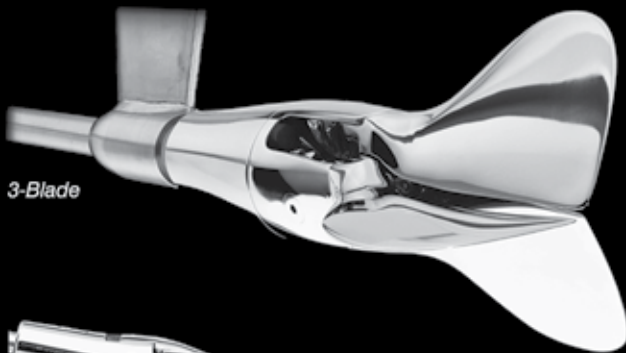
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LOOSE LIPS

some large weather files. I stayed right to closing time . . . only three people were left when I went into the bathroom to brush my teeth (saving the walk to the other side of the marina where the boat was). While in there, I heard the sliding of doors and clanking of locks, and rushed out — too late to catch the tired and rushing young employee before he was out of earshot. I guess I took too long to brush my teeth?

Rattling the doors and shouting at that late hour was of no use. No phone in here, but of course I have free internet, so I got on Skype and made some calls trying to get the police. I called at least five different police stations, but I guess my number must have appeared as something strange as they either would not answer or I would get an instant disconnect after so many rings. Then I called the boat, but evidently the crew had gone to sleep and turned off all the phones.

In the wee hours, I wound up chatting on Skype with friends in Spain, Florida and Texas, and trying different numbers to call that we dug up on the Internet. No go.

I took an all-too-brief nap on a table, and now, here I sit, waiting for the morning opening of the Internet cafe. Hopefully the new coffee-swilling online-gaming junkie cafe kid will arrive soon.

Oh well, a bit of discomfort and drowsiness is good practice for the coming watch schedule . . .

— Bruce Schwab

Graveyard shift.

"Graveyard of the Pacific." How many times have you heard that one? Point Conception, right? Or was it the Columbia River Bar? Wait a minute, isn't there a stretch of Alaskan coastline that . . . Whoa! Wait! What?

Actually, as it turns out, most of the West Coast of North America — and some places far beyond — have been called the Graveyard of the Pacific at one point or another. A casual perusal of the subject on Google yielded the following candidates:

- Columbia River Bar
- North Coast of Oregon to the Columbia River
- Bikini Atoll
- Vancouver Island
- Points Arguello and Conception
- Point Sur
- Lompoc
- Santa Barbara Channel
- Juneau and Gulf of Alaska
- Truk Lagoon (Micronesia)
- Oahu (refers to Pearl Harbor dead buried ashore)
- Sacramento Reef (Mexico)

If the shoe fits . . .

"We had a *shoe-nami!*" wrote Hille van Dieren of Terschelling Island, Netherlands, in the latest edition of the *Beachcomber!* newsletter. Back in February, 58 containers were washed off a freighter en route from England to Germany. At least eight containers full of 10,000 shoes apiece broke open, inundating the Dutch beaches with, uh, sneaker waves. Hille reported that hundreds of 4WD vehicles took part in the Great Shoe Hunt, and *jutters* ('beachcombers') held big 'shoe meets' to match up thousands of pairs. Things have pretty much returned to normal on the island now, except for the spring in everyone's step.

Statistically, this matched and possibly even surpassed the great sneaker spill of 80,000 shoes which occurred in the North Pacific back in the late '80s. Those shoes came ashore mostly on Washington, Oregon and even Hawaiian beaches. It is worth noting that, in the Dutch incident, many of the containers sank, and that a survey vessel was assigned to locate and retrieve as many of the 'floaters' as they could.



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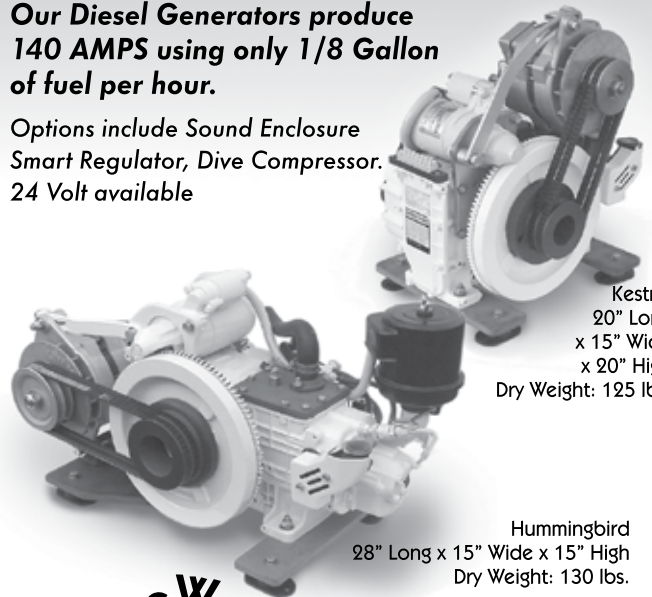
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SIGHTINGS

lynx earns circumnavigators' praise

Having spent 13 years cruising all over the world aboard their Cheoy Lee Offshore 40 *Mary T*, Sigmond and Carol Baardsen don't usually get too revved up at the prospect of going for a daysail. But when offered a ride on the replica schooner *Lynx*, they jumped at the chance.

As reported last month, the folks at the *Lynx* Education Foundation generously allowed us to host our Circumnavigators' Rendezvous aboard the ship in mid-April during the Strictly Sail Pacific boat show. The Baardsens won the door prize — a sunset sail, later that week.

"We enjoyed it so much," says Sigmond, "because *Lynx* is not a sluggish behemoth, but is a sharp sailor, smartly handled by Captain Craig Chipman and his enthusiastic crew. Participation was encouraged, making it even more fun. We'd recommend the experience highly!"

Lynx' summer and fall calendar includes a variety of sailing opportunities, both inshore and offshore, and most are open to sailors of all ages regardless of experience, or lack thereof. Her upcoming 16-day passage from Oakland to Hawaii (June 18 - July 3, 2007), however, is open only to 14- to 18-year-olds, and will be focused on

continued on outside column of next sightings page

world sailing

America's Cup Class racing may soon be coming to San Francisco Bay. *BMW Oracle Racing's* early defeat in the 32nd America's Cup means it won't be racing for the 33rd Cup, but plans are afoot for the tentatively and ambitiously named World Sailing Championships Presented by Oracle.

Given the tumultuous nature of the *BOR* campaign at the moment, the event, scheduled for September 23-30 on the Cityfront, is also in a state of flux. But permits have been granted by local authorities and organizers say they have strong interest from as many as eight AC32 challengers, sponsor and budget-willing.

Early plans call for a mix of fleet and match racing in IACC boats, a pro-am day, and perhaps even a women's match

COURTESY SIGMOND AND CAROL BAARSDEN



Above, Sigmond and Carol Baardsen won a daysail on 'Lynx' at our Circumnavigators' Rendezvous last month. Spread, 'Lynx' on the prowl.



championships

racing exhibition event in Swedish Match 40s. Boats would be docked along a barge at the edge of the Marina Green, right next to a spectator village.

Love or hate the America's Cup, it's hard to deny the allure of watching AC racing in our own backyard. And as we saw during the 2003 Moët Cup, the last big event for IACC boats on the West Coast and a prelude to the 'Acts' of the current America's Cup, the Bay is definitely a spectator-friendly race venue. So you'd better hope your lucky stars this goes forward. It's likely to be the closest we'll get to watching AC-caliber racing, short of booking a flight across the pond — Atlantic or Pacific. Look for updates on *'Lectronic Latitude* as they're available.

—SS

lynx — cont'd

hands-on sail training — no doubt, an epic experience.

After a series of interisland sails, *Lynx* will return to the West Coast — open to all ages — making landfall at Astoria, OR on September 12. She'll pay another visit to the Bay October 5, before working her way down the coast to her Newport Beach homeport. "Imagine the Big Sur coast and rounding Point Conception in this fast, 19th-century reaching machine," says Sigmond. "As I think back on our daysail, I can still hear the singing, the creak of timber, the wind in the rigging and the smell of the tallow and Stockholm tar!" (See www.privateer-lynx.org for more details.)

— at

the dunes of san francisco

If all goes as hoped, a six-year project to map the sea floor off California out to the three-mile limit could begin later this year. The six-year \$45 million project, called the California State Waters Mapping Campaign, would have long-range benefits for habitat designation,

continued on outside column of next sightings page



COURTESY LYNX

SIGHTINGS

dunes — cont'd

fisheries and resource management, seismic study and even locating lost shipwrecks.

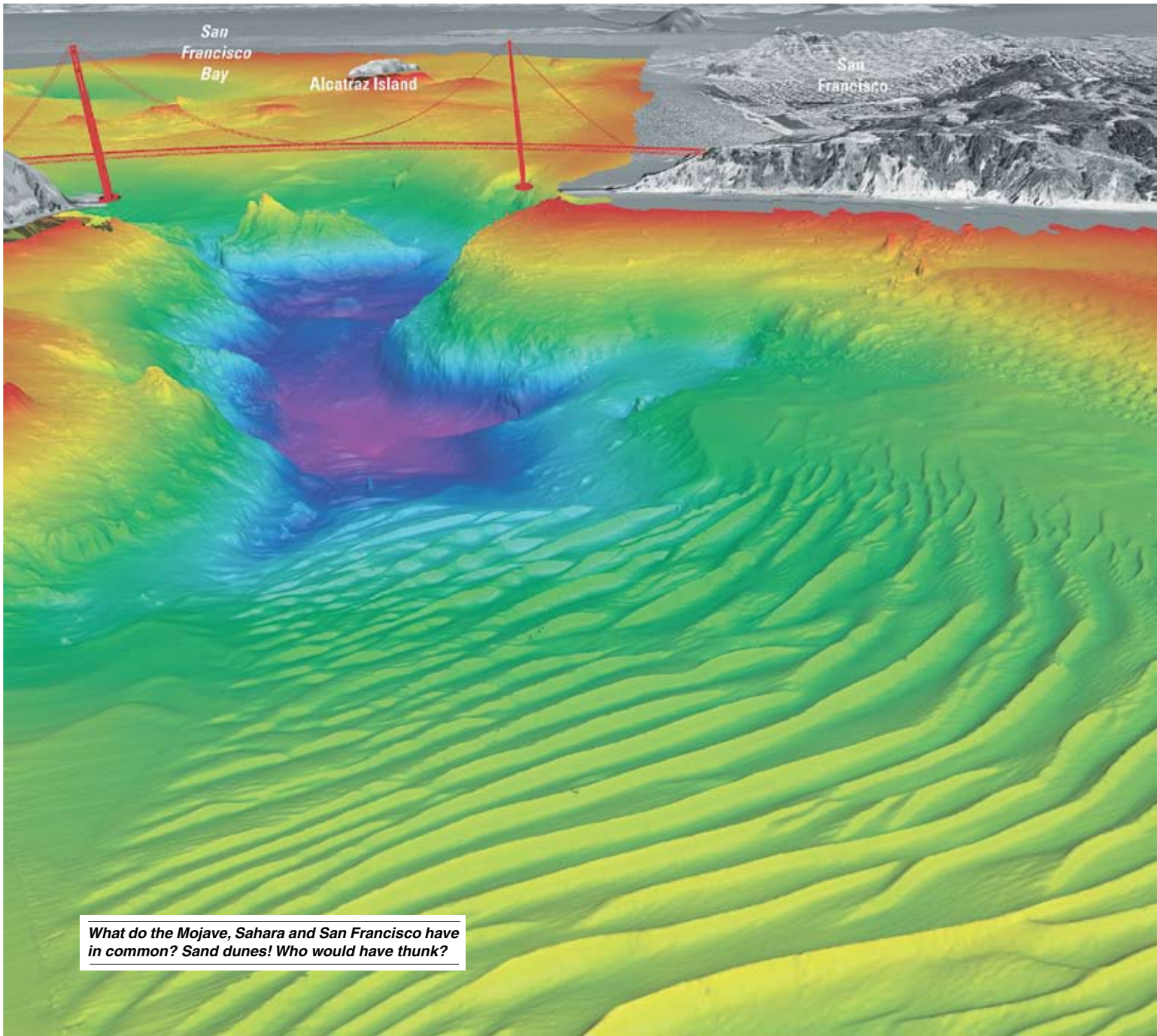
California State waters comprise 5,400 square miles of some of the world's most productive coastal zones. Surprisingly, only about a third of the bottom in this area has been mapped in sufficient detail to be of use in identifying habitats and geological features.

Monies for the project will come from Proposition 84, the \$5.4 billion bond issue to promote study and control of the State's water resources, which passed last November. Among features of the Campaign are the construction of at least one new 82-ft catamaran-

continued on outside column of next sightings page

pardey

Lin and Larry Pardey popped into the Sausalito Kinko's one day in early May. They had some emailing to catch up on before they sailed *Taleisin*, now bobbing at anchor in Richardson Bay, over to Alameda for her scheduled haulout. While tapping away on the keyboard, the couple were approached by Mark Welther, the Executive Director of Sausalito's Spaulding Wooden Boat Center.



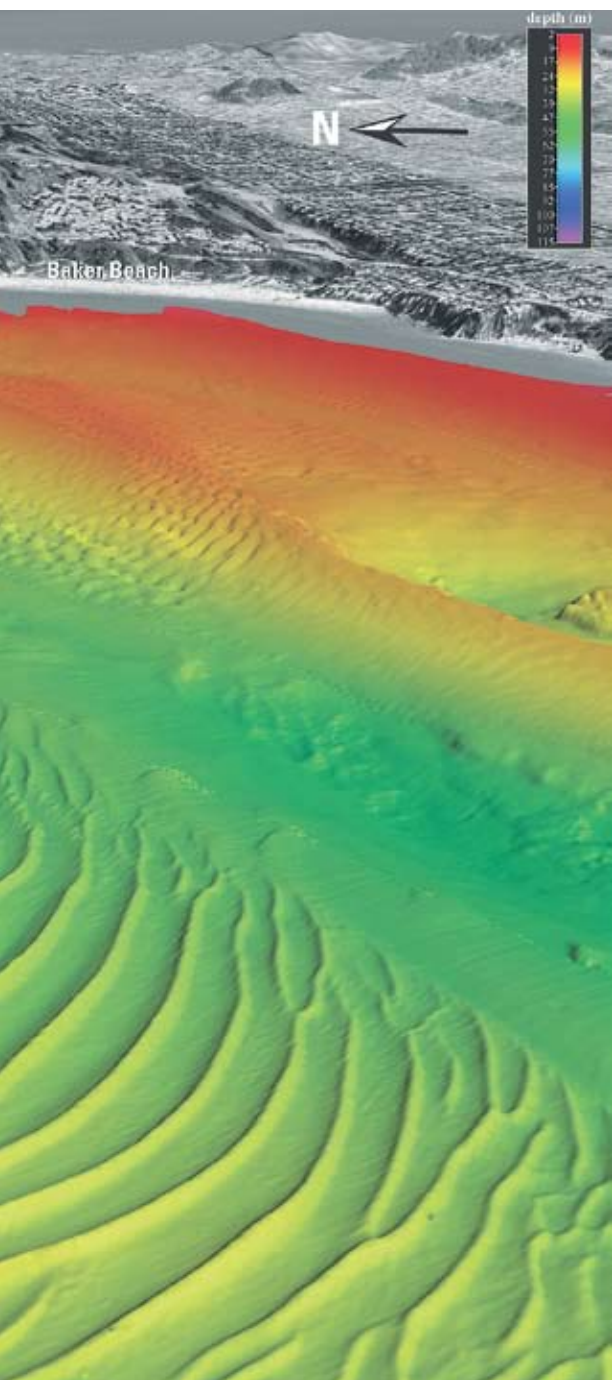
What do the Mojave, Sahara and San Francisco have in common? Sand dunes! Who would have thought?

SEAFLOOR MAPPING LAB

patterns

"I'd wanted to talk with them since Strictly Sail in April but didn't know how to reach them," Welther related. When he saw them at Kinko's, he knew his time had come, so he invited the Pardeys to tour the Spaulding Center, just a block away on Gate Five Road. Knowing how antsy Larry gets while she's on the computer, Lin suggested he take Welther up

continued in middle column of next sightings page



dunes — cont'd

hulled research vessel capable of working 24/7 and housing a group of scientists for up to a week at a time offshore.

As you can see by the graphic on this page, this won't be your father's fathom-lines-type mapping, but spectacular computer-enhanced graphics that reveal the 'unseen' topography of the state. Director of the project is Rikk Kvitek of the Cal State Monterey Bay Seafloor Mapping Lab. Other members of the mapping consortium are from the USGS, California Geological Survey, Fugro Pelagos International and Moss Landing Marine Laboratories.

For more on the project, log onto <http://seafloor.csUMB.edu>.

— jr

moorea puddle jumper rendezvous

As this year's fleet of Pacific Puddle Jumpers reach French Polynesian cybercafés, photos and anecdotes are trickling in for our annual PPJ Recap article. Among them is this shot of former Bay Area sailor

Uwe Dobers and his crewman, Max Genauzeau, enjoying a celebratory mouthful of Underberg as they crossed the Equator. For the uninitiated, this unique Swiss aperitif, while containing 44% alcohol, is also said to contain extracts of aromatic herbs from 43 countries which aid digestion and relaxation — while its quantity of B1 vitamin is sufficient to break down its own alcohol content!

Sailing aboard the Peterson 44 Magnum, Uwe and Max made the 3,100-mile passage from Manzanillo to Fatu Hiva (Marquesas) in 21 days. The skipper's wife, Anne Crowley, and four-year-old daughter, Cara, opted out of the crossing, but have recently rejoined the boat. In their pre-Cara days, Uwe and Anne cruised extensively through the Western Pacific in a 52-ft gaff-rigged yawl.

The Magnum crew, along with many other Class of '07 Puddle Jumpers, are expected to participate in the Tahiti Tourisme Cup July 7 at Moorea. This free event, which features a cruise-in-company, outrigger canoe races and traditional music and dancing, will be put on by the local government for the express purpose of welcoming this year's fleet to the islands.

- at



COURTESY MAGNUM

Although we can't imagine that it quenched their thirst, Max (left) and Uwe enjoyed an aromatic toast as they entered the South Pacific en route to Fatu Hiva.

mysterious death of a solo sailor

As far as we know, all who attempted the 3,000-mile crossing from North America to French Polynesia arrived relatively unscathed — except one. British singlehander Mark Penny set out from La Paz on Saturday night, April 21, but never made it out of the Sea of Cortez.

Due to a series of mysterious events which still have yet to be unraveled, his Westsail 32 *Smiles to Go* was found the next day, grounded on a beach and full of water, roughly 15 miles north of La Paz. According to second-hand reports, it was not until three days later that local authorities discovered Penny's body behind the jammed door of

continued on outside column of next sightings page

SIGHTINGS

mysterious death — cont'd

the head. Local newspaper headlines initially reported the death as a suicide, but that assertion was later recanted by both the papers and the police. Results of an autopsy have not yet been made public, but, according to local sources, police investigators have not ruled out foul play.

"Mark had departed last year, but was forced to turn back after a week because of a serious tooth infection," wrote friend and fellow singlehander Don Pratten, who had just arrived safely at Nuku Hiva, Marquesas, aboard his Washington-based Crealock 34 *Sand Dollar* when he received the tragic news. "Complications after surgery made it impossible for him to restart the passage in 2006. He returned to the UK for the summer to work as an aircraft mechanic in order to rebuild his cruising kitty."

According to a posting by Penny on the Westsail Owners Association bulletin board, the singlehander, who was in his 40s, had grown up around boats on the Isle of Wight. In his younger years he'd received a British Yachtmaster's License which led to working for four seasons in the Caribbean as a charter skipper.

— at

morning light to illuminate reno

Road Trip!!! About 150 kids aged 12 through 18 — and many of their parents — will be heading to Reno on June 16 for a unique opportunity to meet and talk with crewmembers of the TP52 *Morning Light*, the project's creators, Roy Disney, and filmmaker/producer Leslie DeMeuse. In case you don't know, the *Morning Light* Project revolves around the selection, training and participation of one of the youngest crews in TransPac history (crew ages range from 18 to 23), who will sail the TransPac 52 *Morning Light* in July's Trans-Pacific Race from Los Angeles to Honolulu. DeMeuse has been filming the whole story, from the selection of the multinational, co-ed crew last year until they cross the finish line off Diamond Head later this summer. The whole story will be made into a feature-length documentary for release next year. During the process of crew selection and training, the young-at-heart Disney got so enthused that he pulled his MaxZ86 *Pyewacket* out of semi-retirement at the Orange Coast College School of Sailing and Seamanship, and is having her tricked out for one more go at the Barn Door himself.

The *Morning Light* get-together — the only opportunity kids will get to meet the *Morning Light* crew as a group before the TransPac — is being put together by the Sierra Nevada Community Sailing group, which is based at Sparks Marina in Reno, Northern Nevada. The hope of SNCS spokesman Roger Jones is that the experience will inspire young sailors to stay in the sport as they get older and not disappear after a year or two in *Optis* or *El Toros*. For those who can afford it, the SNCS asks for a \$25 donation to help defray expenses. For those who can't, it's free. "This is not a fundraiser, and we understand we will lose money on it," says Jones. "Nevertheless, we believe that kids do well with great inspiration and that the *Morning Light* crew is the best current example of what happens when you have high goals and never give up."

The event is limited to the first 200 kids who sign up. This includes local juniors from the Reno area, as well as kids from the Bay Area and Monterey/Santa Cruz. On Saturday morning, buses will depart San Francisco, Stockton and San Jose (with additional stops on the Peninsula and in Oakland and Sacramento) and arrive at the Sparks Marina late morning. After lunch, kids can interact one on one with Disney, DeMeuse and the *Morning Light* crew for several hours before getting back on the road at 3 p.m. with arrivals back in their various hometowns about 7-7:30.


As mentioned, a limited number of adults are also invited and

continued on outside column of next sightings page

patterns

on the invitation.

When Larry came back to collect Lin, he had a sparkle in his eye. He took her over to Spaulding's wooden-boat-centric facility and they decided on the spot to change their haulout plans. "This is our kind of place," Lin said. "And we never knew it even existed."



E-ticket ride — 'Morning Light' practices off Hawaii.

— cont'd

During the tour, Welter explained that the Arques School of Traditional Boat-building, currently housed in the Arques Shipyard, will be moving into the Spaulding building sometime this year. A light went on for the Pardeys.

While building *Taleisin* in the '80s, the

continued in middle column of next sightings page

morning light — cont'd

welcome, and the SNCS has arranged for special accommodation rates at local hotels if you and your youngsters want to stay overnight. On Saturday night, DeMeuse and Disney will show the *Morning Light* 'rushes' (short film clips not yet assembled into a whole) to the adult contingent.

Register now, as space is limited to 200 kids. The NorCal buses can accommodate 46 kids and up to 8 adult chaperones apiece. Parents can also drive kids up themselves. To register your young

continued on outside column of next sightings page



COURTESY MORNING LIGHT - UHL

SIGHTINGS

morning light — cont'd

sailor, volunteer as a chaperone, or get more information, contact SNCS at (775) 852-2320 or log onto www.nvsailing.org. For more on the *Morning Light* Project, go to www.pacifichighproductions.com.

— jr

big tom's dream

It's a familiar story. Tomasz Lewandowski grew up near a yacht club, and sailing became a big part of his young life. Spring and summer soon became the most important seasons of the year, and the dream was born of someday sailing around the world. Like so many youthful dreams, it would be a long time coming.

continued on outside column of next sightings page

patterns

couple spent several days looking for particular parts for their project, ending up with just one of the items on the list. "It was ridiculous to run all over town for parts when Larry could make patterns for exactly what we needed," Lin related. "Most of them were finished in just a couple of days." They took the patterns to a foundry and came away with parts that fit *Taleisin* to a "T".

But then they were left with a box of patterns that, while they were sure would prove useful again someday, they wouldn't need for a long time. So for many years,



— cont'd

the 22 patterns were in the care of a friend. "We wanted to share them with others," Lin said, "but knew from painful experience that we couldn't just loan them out for free." The friend 'rented' the patterns, charging a sizeable deposit and refunding most of it when the patterns were return undamaged.

But now the friend is happily cruising on his own boat, which left the patterns homeless. The Pardeys contacted several foundries but didn't feel comfortable entrusting their one-of-a-kind patterns with any of them. "We were afraid they might get 'lost'."

So, as they toured Spaulding and heard more about the Center's plans, they realized that, not only would the patterns



Larry and Lin Pardey have entrusted the original patterns for *Taleisin's* fittings to Bob Darr (second from right) and Mark Welther (far right).

be safe at the Center, they would also be used by the school, which has its own foundry.

When Lin and Larry floated the idea of 'loaning' the patterns to the Center, Welther brought in Arques founder and Program Director Bob Darr to discuss details, and an arrangement was made. In addition to being used by the school, the patterns will be made available to the public for a fee to be shared by Spaulding and Arques. Individuals can take the patterns to a foundry of their choice or contract Arques to cast the parts.

Taleisin was hauled, painted and splashed last month, and the Pardeys are now on their way south to Southern California. But a little bit of *Taleisin* — and Lin and Larry's legacy — will remain in Sausalito for the foreseeable future.

To tour the Spaulding Center yourself, go to www.spauldingcenter.org or call (415) 332-3179.

— ld

big tom — cont'd

What makes Tomek's story a bit different is that the yacht club was in Ilawa, Poland, and that he made a career from the sea long before he finally set off to circle the globe upon it.

Again, the story sounds pretty typical: lots of sailing and owning several boats in his mid-20s; a long sabbatical from sailing to marry and raise a family; and rising from the ashes of a failed marriage to find the dream of circumnavigating still alive and well. In the 1990s, he came to America to work in the fishing industry, going for scallops off New Bedford and fish and crab out of Kodiak, Alaska. Back ashore, he founded a small building company in Seattle and later California. That's where he met the two loves of his life. The first was Beata, who made her home in Florida. The second was *Luka*, a French-built Mikado 56 launched in 1982, which Tomek purchased in 2003. He managed to balance these two intimate relationships the first day they were all together in Santa Barbara.

"The yacht stood at anchor about a kilometer from shore," recalls Beata, who had also come to the U.S. from Poland in 2000. "Because it was Independence Day, all boats were rented and none of the water

taxis would take us because they were waiting for the fireworks. We finally managed to rent a two-person kayak and — with a box of beer between us — paddled out to spend our first night on *Luka*."

Among many beginnings that night, Tomek announced his plan for a nonstop solo voyage the 'wrong way' (east-west) around the world.

Luka (then *Katmandu*) was bought as a 'project boat', so there was much preparation ahead. Tomek hauled the boat in Port San Luis and began two and a half years of restoration and updating, which included 'skinning' and reglazing the blister-filled underbody. In researching this, the ever-resourceful Tomek (soon nicknamed 'Big Tom' at the yard for his 6'8" stature) found out that the yard bill for this would be \$5,000. But to buy the actual machine that does it (essentially a handheld power-planer that shaves

off the outer gelcoat) would cost only \$2,500. So he ordered one, did the job himself and recouped the investment by selling the machine to another guy.

In between boat work, Tomek and Beata traveled to Las Vegas for a 'drive-through' marriage — and began the process of securing a more permanent immigration status for him in the U.S.

When light appeared at the end of the tunnel, Tomek set a departure date of March, 2006. As the time approached, Beata recalls waiting for the call that *Luka* was going back in the water. The call she got was not the one she was expecting.

"It was from a doctor at a hospital in Atascadero," she says. "He said, 'Your husband has broken his arm. It's an open break at the elbow and hand in about 16 pieces.' He said he'd worked on a man whose arm had been shot with a shotgun and this was worse. He didn't know if he would be able to save the arm."

Tomek had received the injury in a fall from a ladder. Beata was on the

next plane to California and soon at her husband's side. She was also there waiting when he came out of two separate surgeries totalling 12 hours. During much of his waking time in the next few weeks, Tomek

continued on outside column of next sightings page



'Big Tom' and Wacek.

LATITUDE / LADONNA

TOMASZ LEWANDOWSKI

SIGHTINGS

big tom — cont'd

muttered that he was still leaving on *Luka*. Beata thought it was the painkillers talking, but soon began wondering only half-jokingly if Tomasz hadn't hit his head in the fall, too!

The happy ending of this chapter occurred when the doctor came in with a broad smile to announce that the operation went exceedingly well. The 'bad' news was, if Tomasz wanted full use of the arm, he would have to undergo several months of healing and rehabilitation. Beata talked him into coming to Florida for Easter where she could care for him and he could consider his options. Instead, he ran into the next obstacle. At 6 a.m. on April 17, the day after Easter, Immigration officers arrived at the house and took him away.

The reasons are moot. The gist was, Tomek had to wait another two years for his green card. He could do it in the Deportation Center in Miami (where he was held until June 1) or he could do it in Poland. Rather than spend his remaining savings to hire lawyers and fight the case, he agreed to the latter.

Circumstances aside, it was a lovely time for the couple as Tomek took Beata sailing on the Jeziorak River near his boyhood haunts, and their relationship deepened. After a month, they returned to the Americas, Beata to Florida and Tomek to Mexico.

And so began perhaps the strangest chapter of voyaging preparations we've ever heard of. Most of the big jobs on *Luka* had been completed, but there was a lot of cleanup and detail work left to do. Tomek had to finish it via phone calls and emails. These would either be to friends Bruce and Chris, yard manager Marty — or Beata. She made several extended trips — "I'm lucky to work for a woman who understood the whole situation," she says — to California to oversee the final boat prep, and even to provision the boat. Sometimes he'd just want to know if a screw was tightened or a through-hull operated freely. It was an eye-opening experience for someone completely unfamiliar with boats and sailing. "It's like he was speaking to me in another language," she says. But they began a ritual by which he would guide her to the right place: "Turn right, bend down, look in that locker. It's the little metal thing ..." He would sometimes even have her take digital photos and send them to him to track the progress of the work.

And that's how *Luka* was finished. The boat was relaunched last August, and Bruce, Chris and Beata sailed her to Ensenada where Tomek was finally reunited with his yacht — and introduced to his new crew for the big trip, a Jack Russell terrier named Wacek.

After decades of waiting and years of frustrations, Tomek did leave on the big voyage in March — of 2007. The boat is provisioned for 11 months, but it probably won't take that long. He'll 'tie the knot' back at Ensenada. Eventually, when the red tape with immigration has been straightened out, the boat will be sailed to Florida and her new homeport of Tampa.

As this was written, Tomek and Wacek were transiting the Torres Strait between New Guinea and Australia. We hope to bring you regular updates on this interesting sailor and his continuing story in upcoming issues. Until then, you can check out his progress, including some pretty entertaining daily logs, at www.polishsailor.com.

TOMASZ LEWANDOWSKI



Tomek turned 'Luka' from a project boat into a world cruiser.

baja ha-ha

It's summer, so the sailing season is in full swing along the entire West Coast. It also means that the October 29 start of Baja Ha-Ha XIV isn't that far off. So if a Ha-Ha is in your near future, you may want to take a few minutes between sails to request an entry packet. Over an average of 3.5 boatowners a day did just that during the month of May, so it looks as though it's likely to be another big and fun fleet.

We don't suppose it's news to many

The lovely Olivia offers up a few telecommuting choices (left to right): a Blackberry cell phone, and Globalstar and Iridium sat phones.



— jr

update

readers that the Ha-Ha is the 750-mile cruisers' rally between San Diego and Cabo San Lucas, with stops at Turtle Bay and Bahia Santa Maria. And that, in order to be entered, a boat has to be over 27 feet in length, and there have to be at least two crew who have overnight offshore sailing and navigation experience. While there is a certain amount of safety in numbers, you should know that the Ha-Ha is not an offshore hand-holding service, and that

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can you hear me now?

With many sailors now outfitting their boats for fall and winter cruising in Mexico, it's only natural to wonder about the best ways to stay in voice contact with home while at sea or at anchor. In the accompanying photo, the Manhattan-based Olivia Bellingham, who was a wonderful crewmember aboard *Profligate* on last year's Ha-Ha, holds up the three most likely candidates — a cell phone, a Globalstar sat phone and an Iridium sat phone. Here's our thumbnail review of these products:

Depending on your cell phone provider and the plan you have, your U.S. cell phone can sometimes be very useful in Mexico. And you'll be shocked at some of the places they might work. While Doña de

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ELECTRONIC / RICHARD

SIGHTINGS

phones — cont'd

Mallorca was doing the Baja Bash from Cabo to San Diego in March, she was able to call home while pounding north of Cedros — which is pretty much out in the middle of nowhere. And while in Bahia Santa Maria, also in the middle of nowhere, during last year's Ha-Ha, we were able to lie in our bunk and surf the internet using our Cingular Blackberry. It was mind-boggling. We're told that telecom companies in Mexico are allowed to use more powerful antennas than in the States.

If you're going to be using a cell phone in Mexico, make sure that you have the right plan. If you've got the wrong one, your phone bills can easily get into the hundreds of dollars a month. De Mallorca has a Cingular/AT&T International Plan, specific for Mexico, that costs \$4.95 a month, but allows her to make unlimited calls between Mexico and the United States at \$59 cents/minute. If she weren't signed up for the plan — they seem to offer it and withdraw it to new subscribers all the time — the calls would be, oh, about \$59 a minute. Be very careful.

Cheryl Roberts of Lazy Days reports that she's had Verizon's North America Plan in Mexico for two years, and has been very satisfied. "You could get 700 anytime minutes, plus 1,000 night and weekend minutes, for \$70, plus tax, a month. That was your total bill, as there

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ha-ha

participation potentially exposes you to the full fury of the Pacific Ocean. Having said that, 37 of the 39 total legs in the last 13 Ha-Ha's were downwind, almost always in light to moderate conditions. Historically speaking, late October and early November have proven to be a great time to be along the Baja coast.

The goals of the Ha-Ha are for everyone to make it to Cabo safely, have a great adventure, and make lots of friends. Indeed, it's the latter that so many people remark on. The Ha-Ha has been the source of countless friendships that have lasted not just during the two weeks of the event, but for the season or more in Mexico, across the Pacific, and even around the world. You used to meet the nicest people on a Honda, now you meet them on the Ha-Ha. Getting to meet people is easy, thanks to the morning roll call nets, the bios in the event program, and

Wonders of nature — Bird watchers spotted this pretty white-breasted 'Curlew' skimming across the Bay last month.



— cont'd

the various social and adventure activities before, during and after the Ha-Ha.

The Ha-Ha entry fee is \$325 (or \$275 if you or your boat are under 35 — years or feet, respectively), which the Ha-Ha folks are proud to say, is about 75% less than similar events. Those who sign up get great discounts on all kinds of products and services, plus a pile of swag — Ha-Ha hats, T-shirts, tote bags, burgees, beach balls and frisbees, sunglasses, navigators' drink holders, and you never know what else. West Marine throws a Halloween Costume Kick-Off Party and luncheon feast in San Diego before the start, and Marina Cabo San Lucas provides the beers and sodas at the awards ceremony. And this year Pusser's promises they'll remember to send the rum — and not just the mixers — for the Pusser's Rum Tasting in Bahia Santa Maria.

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**phones — cont'd**

were no roaming charges. But I wanted more minutes, so I got 900 anytime minutes, plus the other stuff, for \$90/month. We had great coverage whenever we were close to towns, and the North American Plan treats calls between Mexico, the U.S. and Canada as though they were local calls. If you fly back to the States, there is no interruption in service."

Like Cingular/AT&T, Verizon seems to close these plans to new subscribers at strategic times.

If you're going to stay in Mexico for a long time, it might be best to investigate buying a phone and signing up for a plan down there. But Cingular and Verizon have decent plans for those who travel back and forth and/or those who want to keep their cell phone number. By the way, treat all land phones in Mexico as though they were radioactive. They can be that expensive.

If you're going to stay in a marina for any amount of time, Vonage is great, as it only costs about \$25 a month and a couple of cents a minute for even international calls. But you need connections. We haven't used it, but we're told Skype, which also requires being connected to the internet, is even less expensive.

The other category of voice communication with back home is sat phones, of which Iridium and Globalstar are the primary contenders. Their two systems are quite different. Iridium is the original, and thanks to 66 low orbit-satellites that create a grid around the globe, and the fact that they can pass data from one satellite to another, it offers service everywhere in the world. Globalstar has 48 satellites, but relies on software located in ground stations. This means it doesn't have anywhere near worldwide coverage, and in the best cases is only good for about 300 miles offshore.

While Iridium works all around the world, the bad thing about it is that the audio quality can range from quite good to awful. Based on our experience, about 20% of the calls either don't go through or are dropped. That's annoying, but we've found that we can live with it.

Globalstar excels in audio quality — when you can get a call to go through and/or not have it dropped. Unfortunately, we and others often haven't been able to get calls through, even in areas where Globalstar has claimed to have coverage. And even when calls have gone through, they've often been dropped, many times within seconds, and you still get billed for them. It's only because of heroic self-control that our Globalstar phone is not on the bottom of Gustavia Harbor or somewhere off the coast of Mexico.

To be fair, we used our Globalstar phone to call Commander's Weather for a number of Baja Ha-Ha's to get weather reports — and it worked pretty well. But in recent years the system seems to have gotten worse, and last year was the last straw. We tested the phone in San Diego the day before the Ha-Ha to make sure it would work — and couldn't even get a connection in San Diego! Ha-Ha entry Tom Lafleur of the Swan 53 Mistress, who apparently was in charge of the Globalstar system when it was inaugurated, said there was a simple explanation — Globalstar didn't have enough working satellites to provide coverage in San Diego and Northern Baja! It was sure nice of them to tell subscribers such as ourselves.

Because our Globalstar was all but nonfunctional, we had to run out to All Road Communications in Santee on a Sunday morning to rent an Iridium. Had we relied on Globalstar, we all would have been out of communication with land.

Late last year, Globalstar announced that they'd raised many millions of dollars to put new satellites in the sky by May. We've yet to see any news that they've actually done that. In addition, one Globalstar dealer alerted us to the fact that Globalstar had filed a document with the Security and Exchange Commission, saying that, if the amplifiers on their satellites continued to degrade at the current rate, only a few of them would be able to support two-way communication in '08.

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SIGHTINGS

phones — cont'd

In other words, the system would be toast for voice communication. The Globalstar dealer's advice to *Latitude's* readers was blunt: "If you have a Globalstar phone, sell it on eBay as quickly as possible while you can still get a little money for it. If you don't have a Globalstar phone, don't buy one, but rather an Iridium instead."

In February, Globalstar stock dropped almost instantly from about 15 to 10, and has hovered at the lower level since then.

Considering all factors, we've gone ahead and bought an Iridium. While the sound isn't the best, it has a reasonably good history of being reliable and, thanks to support by the U.S. military, isn't likely to go under anytime soon. As for our Globalstar phone, you can expect to find it on eBay soon.

Can you hear us now?

— RS

the boys (and girls) of summer

A few issues ago, we ran a feature on Commodore Tompkins' 75th birthday. In putting that article together, it occurred to us he wasn't the only perennially 'young at heart' sailor out there. So in a sidebar, we noted a few others and then asked readers to add their own names to the list. The results are interesting in that 1) there are so many of them, and 2) only a few were submitted by the people themselves — most of whom apparently think it's no big deal to still be sailing into their seventh, eighth or even ninth decades.

We think it is a big deal, and invite those of you who have not responded to do so. We'll revisit this subject and introduce you to 'new' AARS (American Association of Retirement-age Sailors) regularly. Here's a sampling of the first batch.

Vic Stern — Vic is my unofficial godfather. I have known him since I was born, I think. He's 83 and last year sailed his 44th consecutive Ensenada Race on his catamaran *Imi Loa* out of Long Beach. (sent by Chris Parker)

Bill Chapman — Bill was born on April Fool's day, 1932, which puts him squarely at the 75 mark. He and his first wife, Diana (who passed away in 2001) sailed around the world between 1993 and 2000 aboard his Swan 47, *Bones VIII*. Bill remarried five years ago and he and Angela have also done a circumnavigation. Last November, he and Angela left again, this time to make their first hurricane season in Cartagena, and then across 'the pond' next year to spend some time in the Med. (John Green)

Sy Kleinman — Sy turned 85 last year, has been married to Phyllis for 50 years and is still racing on *Swiftsure II* and enjoying sailing most other weekends on *Swiftsure I*. He is also an all-around great

guy! (Susan Ruhne)

Ernie Rideout — He's 88 and last year he won the Santana 22 nationals. Enough said. (Susan Ruhne)

Dick and Pat Wotruba — This Santa Barbara couple, both in their '70s, have sailed *Crusader*, their Kelly-Peterson 44, by themselves to Mexico and across the Pacific. They are currently getting ready to visit Hong Kong, Thailand and later, Africa. (Pat Wotruba)

Lonnie Spencer — Lonnie turned 70 last summer. He learned to sail in 1960 on Balboa Bay. He's enjoyed daysails in the Charles River (in Massachusetts), sailing outriggers in the Phillipines, crewing the Bay on an 18-ft plywood catamaran, bareboating in Greece, and he was crew on the Excalibur *Amity* when it was lost during a Chubasco

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ha-ha

One of the reasons to sign up early is that Marina Cabo San Lucas, which holds all their vacant berths for the Ha-Ha fleet, admits boats based on how early they signed up for the event. So if you want to make sure you get a berth in Cabo, we highly recommend that you send for your



JEANNE TASCHIOGLOU

Jeanne Taschioglou.



DAVID LEE ROSEN

David Lee Rosen and friend Al.



— cont'd

packet today, and then get that entry in as soon as possible after June 8. You can get your entry packet by sending a check for \$20 to Baja Ha-Ha, 401-F, Miller Ave, PMB 140, Mill Valley, CA 94941 (note this is a new address). As was the case last

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boys/girls — cont'd

off Puerto Escondido. When last seen last week, Lonnie was playing in the surf off Kailua, Oahu, on a Hobie 14.

Bob Gries — Bob is a customer of mine, both at Anderson's and Neil Pryde. I first met him when I built sails for his Catalina 30 a number of years ago. He sold that boat and bought a powerboat, but just last year he decided that he shouldn't have sold the sailboat, so

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Cruising must agree with a much-younger-looking Jim 'Twinger' Tantillo. At 73, he sailed in his fourth Ha-Ha last year.

SIGHTINGS

boys/girls — cont'd

he bought another Catalina 30 and had it tricked out with new sails, rigging, etc. As I was bending on his new sails, Bob mentioned that he's turning 89 this year. (Jim Leech)

Jack Morrison — Even at 70+, seems I'm not too old to get a ride on a super cruising sailboat. A *Latitude 38* article and advertisement in the November '05 issue led to my securing a berth sailing a luxurious new 70-ft catamaran from Australia to California!! (Jack Morrison)

Pax Davis — Pax turned 75 March 16, and is still active in the Mercury and Millimeter classes, in addition to being active at Encinal

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ha-ha

year, we'll be sending the new, improved burgees out as soon as we receive your entry, so Ha-Ha boats can spot each other as they head south.

For folks who will be in Southern California in early August, there will be an ultra casual Ha-Ha Preview and Reunion at Two Harbors, Catalina on August 11. There will be a potluck, slides from previous years' Ha-Ha's, and all kinds of talk



cont'd

about good 'ol Mexico.

Profligate will again be the mothership of the event, with the Wanderer serving as the Grand Poobah, Banjo Andy as the Assistant Poobah, and Doña de Mallorca as Chief of Security. The three have a combined 35 Ha-Ha's to their credit, and are looking forward to having fun with you on this next one.

— rs



COURTESY STAGHOUND



Scurvy 'dogs'—The crew of 'Staghound' go to great lengths to get her unstuck from the mud two hours before the start of last month's Newport to Ensenada race. Their efforts were a . . . booming success.

boys/girls — cont'd

and the St Francis YC's. He's part of a four-generation sailing family, originally from Alameda, and a great guy. (Steve Reinhart)

Nat and Kay Carlson — I don't know exactly how old Nat and Kay are, but he retired as a professor of astrophysics at Harvard a long time ago. They currently sail a 40-some-ft catamaran, *Heron*, which they completed themselves. They really are wonderful people. Nat helped me do a lot of electrical work on my boat, which I wouldn't have attempted without his help. (Marsha Cutting)

David Lee Rosen and Al — I have been sailing for 60 years, starting when I was 18. I met Al 40 years ago and, when he told me he'd been discharged from the Navy for chronic seasickness, I invited him to come sailing with me. He was instantly hooked, quit his job, and spent the next 20 years cruising Mexico and then the Mediterranean. He now has a catboat in San Francisco Bay, and we have had quite an adventure trying to tame her. Not only is she hard to sail, but neither of us, with our hearing aids, can catch more than a fraction of what the other person is saying. Neither of us will attempt to go forward for fear of falling overboard, and we stand upright only when a life-threatening situation requires it, having lost all sense of balance 10 years ago. Why do we do it? Because each time we make it safely back into our berth, we feel resurrected. (David Lee Rosen)

Jeanne Taschioglou — I am still at the helm of my Ericson 32-200 at 75 years old! My boat, *Blue Chip*, just turned 17 years old a few weeks ago. I am here to report that we are both in great shape and happily sailing the Bay! My companion (and crew) **Mark May** is 71 years old, and I got him into the sailing game seven years ago. My goal is to be the oldest woman sailing her own boat on San Francisco Bay. I'm probably not there yet, but feel free to check back with me again in say.... 2012! (Jeanne Taschioglou)

Loren 'Doc' Mebine — Doc will be 94 this June. He's been sailing the old R-boat *Machree* since 1939. He sets sail two to three times a week out of the Corinthian Yacht Club, bringing along a crew of us faithful who tag along for the stories and a few jokes. (Irv Wasserman)

— jr

q & a — dave ullman

In the last four decades, give or take, Southern California sailmaker Dave Ullman has amassed more feathers in his cap than a Cheyenne war chief. His resume includes three world championships in 470s, five Lipton Cup Championships, two U.S. Team Racing championship, a Rolex Yachtsman of the Year award (in 1996), and countless national class and circuit wins. And last month he added another biggie — the Full Power Melges 24 World Championships sailed off Santa Cruz May 3-12. As you will read in a feature article elsewhere in the magazine, it was a hard-earned win for the affable Ullman, who is also a three-time National champion in the class.

Ullman sails as part of Philippe Kahn's Pegasus Racing Team, which fielded four entries in the 58-boat Worlds, including Kahn himself (who ended up 17th) and his son Shark (11th). You may recall that Shark won the the Worlds in 2003 — in no small part due to the coaching efforts of . . . Dave Ullman.

We caught up with Dave at the Ullman Loft in Newport for a quick phone chat about the Worlds, the Pegasus program, the 'age thing' and what's next on the docket for this tireless and seemingly ageless sailor.

How did you first get interested in the Melges 24 class?

One of the boats I've had the most fun with in my life is the 470. The Melges is basically a 470 with training wheels. It's something

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dave ullman — cont'd

fun I can still do. Aside from taking some time off to do a couple of America's Cups (coaching with Dawn Riley's *America True* in 2000 and Larry Ellison's *Oracle Racing* in 2003), the Melges has been my main focus in sailing for the last 14 years or so.

How did you get involved with Team Pegasus?

Philippe approached me to coach his Melges 24 program prior to the 2001 Worlds in Key West. We started in Santa Cruz and Hawaii, and later came to the Bay prior to the 2003 Worlds, which as you know was won by Shark, who was only 14 years old at the time.

How involved are you in the sailmaking business these days?

I still run Ullman International. I sold the loft in Newport to Bruce Cooper, but I'm still an employee and do design work.

What's the status of the Olympic training program that Philippe talked about after the US Sailing Team's rather dismal showing at the last Olympics?

I think it doesn't exist anymore. It was a good idea, but it just didn't get going. That's not to say there aren't Olympic projects going at Pegasus — Freddie Loof is sailing Stars, Shark is sailing 49ers (with Morgan Larson) and Philippe continues to train hard in Finns.

How does the Melges 24 part of the Team Pegasus work — do you commit certain blocks of time for practice and events...?

Yes. We sail two or three big regattas a year. Ideally, we will train for a full month at the venue before the racing begins. The Worlds was a good example. We sailed off Santa Cruz through much of April. We had four boats in the event and usually trained with three. The mornings were spent doing sail and rig testing and tuning. In the afternoon, Philippe and Shark and Mark Christensen and I would practice race. Dan Slater was a big help as our coach. Then in the evenings, we'd debrief on the dock at the club.

It might interest you to know that we often trained in more wind than we saw at the Worlds, except for that last day. Actually, we had one week where it was windier the whole week. By comparison, the Worlds was not windy. For Santa Cruz, it was a pretty 'light' regatta for us.

You have said in past interviews that Pegasus Racing has "the best program possible" — not only financially, but also meaning some very talented people. Does that mean you're provided with a race-ready boat and you just get on and go?

Not at all. Actually Pegasus 505 is *my* boat. It's prepared by me with the help of *Team Pegasus* and, yes, I have to buy stuff. But it's not a matter of throwing more money at the boats than anyone else. It's a matter of preparing them and the crews very well and, in that department, there's not much wanting.

How much autonomy do you have as a skipper?

As I said, I do most of the boat prep. I work with Philippe on picking crew, some of whom are employees of his, some aren't. I've been sailing with my Worlds crew -- pretty much the same people — for

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surprise

Here's something you don't see every day — and Captain Jack Aubrey never even dreamed of: his beloved 18th-century frigate *Surprise* in the slings of a modern travelift at the very modern Marine Group boatyard in San Diego.

Well, okay, Aubrey isn't real and the *Surprise* is a replica ship built in 1985 as *HMS Rose*. But it's still pretty cool to see old-tech meet high-tech.

The ship — which kept her name change after starring in the 2003 movie *Master and Commander; the Far Side of the World* featuring Russell Crowe as Captain Aubrey — is now a dockside attraction at San Diego's Maritime Mu-



The slings of outrageous fortune — 'HMS Surprise' in the country's largest travelift.



Dave Ullman.

visit

seum. She was hauled at the yard back in March to have some regular maintenance done.

The *Surprise* is 135 feet on deck with an overall sparred length of 179 feet, and she displaces 500 tons. That barely breaks a sweat for the Marine Group's massive Travelift. The largest Travelift currently operating in the US, it is able to accommodate vessels up to 220 feet long, 54 feet wide and up to 665 tons.

The Travelift can even boast a little air time of its own. Last month, it appeared in a segment of the History Channel's *Modern Marvels* series.

— jr

dave ullman — cont'd

three years now and am very happy with them.

Much has been made of your age, 61, and the fact that you can still compete at this level on a physically demanding boat.

Yes, I wish that weren't there, but I realize it's a novelty. I train regularly at a gym, as do most of the Pegasus guys. But my training has nothing to do with the program or the Melges. It's for me, because it's good for me and allows me to continue doing what I love. I recommend it for anyone.

What was the hardest part of the Worlds for you?

The hardest part was keeping our wits about us and not taking too many chances. We were sailing against some very good people. I have to say we kind of failed at the conservative part. We won four (of nine) races, which probably means we took unnecessary risks. If you look at Brian Porter (a Great Lakes sailor who took second), he was putting consistent single digits up, but didn't win any races. From a

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COURTESY THE MARINE GROUP

dave ullman — cont'd

conservative standpoint, he sailed a better regatta.

It seems the Melges class is dominated more and more by Europeans. Does an American first and second at the Worlds signal a shift in that trend?

No. We were just a finger in the dyke. The class is growing quickly in Europe — there are more boats, more fleets and more interest. They're getting 60-100 boats on the line twice a month. We're lucky to get that two or three times a year here.

Speaking of Europe, next year's Melges 24 Worlds are in Sardinia. Will you be there?

Absolutely. How could I not?

Changing the subject — you've sailed at the top of the game through several decades. What's the major difference between the high-end sailing of the IOR days and today?

The boats are clearly better — much better. And it's a much more serious game. Even some of the old IOR boats had some accommodations so you didn't have to sleep on the rail at night like you sometimes do now. And we were all amateurs then. Today it's much more professional.

What would you like to see more of — or less of — in sailboat racing?

More participation. Less elitism — that's what's keeping the numbers down. I'd love to see the whole sport go back to a more fun level. When we were training off Santa Cruz for the Worlds, there was a Hobie regatta where 40 or 50 boats were sailing off the beach. Remember how fun that was? No big organizations, not a lot of structure, just nice people enjoying themselves. We need more of that, both in sailing and life in general.

— jr

hf radio

The USCG recently asked for comments regarding the future needs for HF radio broadcast weather services. This has raised some alarm ("They are trying to shut down weatherfax again!") but in reality the Coast Guard is simply asking for our help. Nothing lasts forever, and they need to replace the transmitters that are used to send the weather broadcasts. It's a big expense and the folks who control the money want confirmation that this stuff is important and gets used.

Even if you do not routinely use broadcast weather, you need it. Every other source depends on the internet to get data from NWS, and the internet is not part of the NWS operational data system. It's sort of a Catch 22 — the weather service tells us that HF broadcast weather is the only "official" and reliable way that we can get weather offshore, and then USCG tells us that we need to justify it.

The importance of broadcast weather is that it's the simplest possible link to get weather data to you from the weather service. NWS sends it directly to USCG who broadcasts it, and all you need is a shortwave receiver to get the voice broadcasts. To get a weather chart you need a fax receiver, or a computer with a sound card connection to the radio, no fancy modem. It doesn't get any simpler than that, and simplicity equals reliability.

So even if you routinely get charts and computer-model gribbs via radio-email or a sat phone, HF broadcast weather is every bit as important to you as it is to the folks who use nothing else. Broadcast weather is the only operational source of US weather that is available to offshore sailors, and weather information is an important component of maritime safety. Therefore, if you are an offshore sailor, it is a very important component of your maritime safety, no matter what else you might have available.

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sailstice

Summer Sailstice, now in its seventh year, is a global holiday celebrating sailing. As the name suggests, it's held annually on the weekend closest to the summer solstice — the first day of summer. This year, that's June 23-24.

'Sailstice Central' for the Bay this year is the Treasure Island Sailing Center (www.tisailing.org). If you can, plan to spend the whole weekend there (you can anchor in Clipper Cove). Starting Friday night, there's something for everyone, including sailing races, 'treasure' hunts for kids, live music and dancing, and plenty of barbecues, dinners and even a pancake breakfast Sunday morning.



Sometimes you snap a photo of one thing and, when you blow it up and flop it, dang if it doesn't remind you of something completely different . . .

central

Tied in with TISC is Club Nautique's Photo Scavenger Hunt. Basically, you sail around the Bay and take digital photos of what they tell you to, via clues. For more on this, visit www.clubnautique.net/specials/SummerSailstice.html.

Those are only a few of your choices. Do any of it, do all of it — or just avoid the crowds and go sailing. That and signing up at the Summer Sailstice website is all you have to do to be a part of this tradition-in-the-making. And all you have to do for a chance at more than 200 prizes, including weeklong charters, sailing gear, apparel and even a Hobie Odyssey boat.

—jr

hf radio — cont'd

When it comes to charts there is also a rather large issue of efficiency. Each weather chart sent via radio-fax takes 10 minutes to send to many thousands of users. If each chart were delivered via radio-email, then it would require 5-20 minutes per chart per user. And realistically, to get a proper look at the weather requires half a dozen charts a day. Do the math — there aren't enough stations, or enough bandwidth, or enough hours in the day to make that work for very many users. In theory it can be done via sat phone for a few bucks a day but, again, the math doesn't work if everyone needs a half dozen charts every day. (Had any problems getting a sat-phone connection lately?)

Folks, we can do better and we *must* do better if we want to continue to get weather. For more information on this complicated issue, and for detailed instructions on who to contact, visit www.saildocs.com/uscgcomments.

—jim corenman



LATITUDE / LADONNA

LOUIS VUITTON CUP SEMI-FINALS

For the third time in as many contests, there will be no 'America' in the America's Cup. The nation's sole hope, Larry Ellison's *BMW Oracle Racing*, was eliminated in the semi-final round of the challenger trials last month by Italy's *Luna Rossa Challenge*.

It was, to say the least, an ignoble end to one of the flashier syndicates in America's Cup history. After the last Cup in 2003, Ellison immediately filed to become the Challenger of Record for this one. Then he 'went under the hood' with Ernesto Bertarelli of the Cup-winning Swiss *Alinghi* team, to revitalize the event. They came up with a series of regattas, called Acts, to be held in a handful of venues worldwide in the four-year gap between Cup races. They even made provisions for the winners of the last few Acts to carry over 1 to 4 bonus points into the 'official' Louis Vuitton challenger series. The goal was to keep the America's Cup and its colorful boats in the eye of sponsors and the public, and this it accomplished well. Perhaps the greatest irony of this Cup

Below, the victor and the vanquished — 'Luna Rossa' (red bow) pulled no punches in beating 'BMW Oracle' 5 races to 1. Inset, right above, 'BOR' skipper Chris Dickson (right) congratulates 'Luna Rossa's James Spithill (left) and Francesco di Angelis.



series so far is that, in co-creating the Acts, Ellison also unwittingly became the engineer of his own demise.

To catch you up, in the opening rounds of the Louis Vuitton Cup, *BMW Oracle* looked unstoppable, both on paper and on the water. In these 'Round Robins', each of the 11 challenging syndicates match raced each other once per round, for two rounds. Each win counted for 1 point. At the end, the top four boats moved on to the semi-final round. Everybody else went home.

'BOR' and *Emirates Team New Zealand* were the clear favorites going into the Round Robins, and they did not disap-

point — each ended the 20-race series with 17 wins and only 3 losses (including one to each other). But they weren't really tied. Remember those points carried over from the Acts? *ETNZ* had 4 and *BOR* only 3, which made the Kiwis kings of the Round Robin hill with 38 points to *BOR*'s 37. Rounding out the top four were *Luna Rossa Challenge* (16 wins/4 losses; 35 points) and Spain's *Desafio Español 2007* (13/7; 29).

The top score meant *ETNZ* — which, despite sponsorship from Dubai-based Emirates Airlines, is a diehard Kiwi effort — got to choose which of the four boats they would match race in the semi-final round. Being of sound mind, they chose the 'weakest' team, *Desafio Espanol*. That left *BOR* to face *Luna Rossa*.

To set the stage, *BOR*'s new USA 98 had beaten *Luna Rossa*'s new ITA 94 in both of their meetings in the Round Robins. But perhaps more importantly, *Luna Rossa* syndicate head (and chairman of fashion juggernaut Prada) Patrizio Bertelli has always brought a solid program to the America's Cup. You



CHRIS CAMERON/ETNZ

may recall that in 1999, their first year of competition, they beat Paul Cayard's *AmericaOne* in the final round of the LVC and advanced to the America's Cup, only to be thrashed by *Team New Zealand's* famed 'Black Magic' team. Last time, in 2003, they made it to the semi-finals where they were eliminated by Aussie sensation James Spithill at the wheel of the Seattle-based *OneWorld* syndicate.

This time, Spithill is at *their* helm, with three-time Cup skipper Francesco de Angelis whispering in one ear and Brazilian gold medalist Torben Grael and American gold medalist Charlie McKee murmuring in the other.

In the afterguard of *BOR*—engaged in only their second bid for sailing's oldest trophy—an equally impressive lineup: helmsman/team skipper Chris Dickson, Peter Isler, Gavin Brady and syndicate head Ellison.

The semi-final round was a best of nine series—the first boat in each matchup to win five races advanced to

Victory at sea—looking like a surfacing U-boat, 'Emirates Team New Zealand' powers through chop on the last day of her matchup with 'Desafío Español.' Has syndicate head Grant Dalton recaptured that old black magic that won the Kiwis two America's Cups?

the finals.

If one were foolish enough to make assumptions, two might have been that *ETNZ* would quickly dispatch *Desafío*, and that the *BOR/Luna Rossa* battle would be close, with the cigar eventually

Luna Rossa not only won every start, but in all six races led *BOR* around every single mark. The only race *BOR* won was thanks to a gift puff in Race 2 that propelled them past the red-and-silver Italian boat on the last run.

Mighty Casey had struck out.

Where and how the wheels fell off remained a hot topic in the blogosphere as this issue went to press. (This is a new phenomenon of the America's Cup in which every sailor on earth second-

BMW Oracle was outsailed, out-maneuvered outfoxed, outrun—and out.

going to the Americans. As with so many assumptions, both of these would have been dead wrong.

B*BMW Oracle*, the team that once looked unstoppable, hit the proverbial wall. They were outsailed, outmaneuvered, outfoxed, outrun—and out.

guesses the ones who are actually doing the sailing.) The usual rumors of skipper Chris Dickson's tyranny resurfaced, but we've heard those at every America's Cup he's participated in since 1987. In the end, when the post-mortem is complete, it will likely be just what Dickson said it was at the post-race press conference: a combination of factors, not the least of

LOUIS VUITTON CUP SEMI-FINALS

which is that *Luna Rossa* sailed an incredibly strong, smart series in which both their team and boat were optimized to take advantage of every *BOR* weakness.

(A few days after the debacle, Ellison announced that he will try again for the America's Cup, but not with Dickson, who resigned from the syndicate.)

Over in the other matchup, *Desafío Español* did not go so quietly into their good night. With the courage and charisma of Zorro himself, the Spaniards came to each race with such exuberance that one half-expected their shining green steed to rock back on its stern quarter and paw the air in defiance.

ETNZ blinked — twice — and each time the *Desafío* 'toreadors' slid the sword home. In Race 3, *Desafío* won the start and extended their lead on all but one leg, winning by a huge 1 minute, 14 seconds. And again in their sixth meeting, down 4-1, Spain won one of



ACM 2007/STEFANO GATTINI

You think working the bow is risky on the Bay? Try it on an 80-footer in open water with no lifelines. This is 'Desafío Español'.

the closest battles of the series so far, edging out the advancing Kiwis by only 15 seconds at the finish.

In the end, as most knew they would, *ETNZ* prevailed, winning the series 5-2. They will face *Luna Rossa* at the Louis Vuitton finals, which begin on June 1. The winner of that best-of-nine compe-

tion will race *Alinghi* for the America's Cup, also a best-of-nine series, beginning June 23.

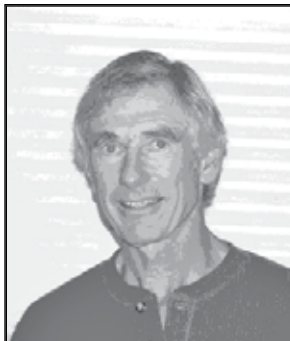
Who will it be? At this writing the oddsmakers are saying *ETNZ*. We're not so sure. While the Kiwis have a fast boat, huge talent, great leadership in Grant Dalton and one of the biggest budgets of any syndicate (estimated, along with *Luna Rossa's*, at about \$100 million; rumors of *BOR's* \$270-400 million warchest are patently absurd), it was impressive to see how the *Luna Rossa* program was able to systematically deconstruct *BOR*. We're predicting the Italians will do the same to *ETNZ* and advance to the America's Cup — where they will once again fall to the defender.

But hey, we've been wrong before.

— **latitude**/jr

To follow the action, log onto the official America's Cup website (www.americas-cup.com). We've heard mixed reviews about TV coverage on the Versus Channel, but some is better than none. Check your local listings or log onto www.versus.com for dates and times.

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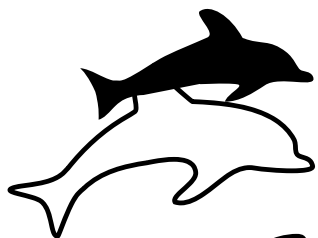


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DELTA MEMORIES



— A FAMILY AFFAIR



ROBERT BROWN

Above, California's Sacramento-San Joaquin Delta is a popular summer destination for Bay Area sailors, and it's easy to tell why with sunsets like this one. Spread, many sailors use Delta races as the perfect excuse to get their boats inland, spread.



If you have never done the trip to the Delta alone with one of your kids, it's something I can't recommend highly enough. As all of us with older kids know, they really do grow up in the blink of an eye. The early teenage years can be an awesome struggle, and so many kids grapple with insecurity — or are just plain hard to get along with!

Making this voyage as first mate gave my son Max a huge sense of accomplishment that stayed with him throughout his freshman year in high school — it's the only 'gift' I've ever given him that continues to stoke his self-confidence.

Max and I had decided we would have an adventure by sailing *Windsong*, our Islander 37, from her Cityfront berth to Tinsley Island. It would be our first trip together on the boat by ourselves.

Not everyone was as excited as we were about our journey. My husband, Bruce, dropped us off at the harbor the night before our departure, and the last thing he said was: "I have a bad feeling about this — you'll never make it."

Repeating Eleanor Roosevelt's advice to do something each day that scares us,

Max and I settled into our berths, hoping our excitement wouldn't keep us awake all night. We wanted to be refreshed at dawn to catch the flood tide.

Of course, the main halyard started clanging at 3 a.m., interrupting the deep sleep I was used to when I slept aboard. The wind continued to build through the night and, when it was time to leave the harbor, it was blowing 20 knots. We have a crosswind slip, so in high winds our bow can be blown downwind, requiring us to exit the channel stern-first. It's a humiliating way to begin a sail.

Max stood on the bow, looking out

DELTA MEMORIES

toward the Gate. “Mom! There’s a break in the wind — we can cast off in five.” His year on the Peninsula Youth Sailing team was paying off. He’d learned to ‘feel’ the wind and watch for lulls by keeping an eye on the water.

As soon as the wind eased to 10 knots, we cast off. Calmly and deliberately, we backed out of the slip, turned *Windsong’s* bow westward, and headed triumphantly out into the bay, bow first.

SURF THE DELTA

Delta Chamber of Commerce
www.CaliforniaDelta.org
 California Dept. of Boating & Waterways
www.dbw.ca.gov
 California Dept. of Fish & Game
www.dfg.ca.gov

I thought I had planned well for this trip. I created a ‘preflight’ check list, charged the phone battery, made sure the radio was operating and that all the instruments were functioning. I wound a sail tie around our shorepower cord so



we wouldn’t forget to unplug it — the last time out, we hastily left the harbor without unplugging, and sheared the plug right off the cord. I made sandwiches and stocked plenty of water and snacks — on a nine-ton sailboat the trip to Tinsley usually takes about 10 hours.

Despite my land-based preparations, there were a few small matters I had failed to take into consideration, namely that Max and I had never actually sailed the boat by ourselves. The mainsail is a beast to raise and I had always been the captain by default because I lack the strength to hoist that sail.



Tinsley Island is a private haven for members of the St. Francis YC and their guests.

As I put the bow to windward, I sent Max up to the mast to raise the sail. He looked at me quizzically. “I don’t know how to do that,” he said. “I only know how to raise the main on a Laser.” I kept *Windsong* steady and patiently encouraged Max to stay with it. Within minutes



PHOTOS LATITUDE / JOHN A. EXCEPT AS NOTED

he had the main fully raised. His second triumph of the day and it was barely dawn!

Max is a capable navigator and made sure we didn't head into the shallows of San Pablo Bay. I grew up on a power boat in Florida, so reading navigation aids is second nature to me — I was gratified to see it is for Max too. We sailed along uneventfully and practiced jibing without

"Uh, Mom?"

I knew in an instant that I forgot to bring the red cooler. Thankfully, we had bananas, crackers, sparkling water and those super-caffeinated energy drinks kids chug like water. We can attest that this diet will sustain life for at least one full day.



Some like it hot! Spread, full awnings make Delta summers much more comfortable. But kids will have a blast no matter what.

What I love most about making the trip from the foggy Bay to the glory of the Delta is the gradual change in climate and the corresponding shedding of garments. I freely admit that San Francisco Bay is not my favorite sailing venue. The air is cold, the sea spray bites, and it's just too damn windy. And let's be honest — whoever dreams of sailing

love — warm breezes and sunshine.

False River, the cut between the San Joaquin and Franks Tract, is one of those bodies of water that must have been named by someone who wanted to keep the waterway to themselves. When we reviewed our charts with a veteran Delta sailor, we'd been warned to steer clear of it because it was too shallow. But the year before, I had navigated False

River at dusk and found it to be quite passable, not to mention time-saving. It's also one of the prettiest parts of the trip. The abundant waterfowl alone makes this a worthwhile shortcut.



Who says you can't sail in the Delta?!

slamming the traveler too violently.

After a few hours we were getting a little hungry so I sent Max down for the sandwiches. "In the red cooler," I directed from the cockpit.

into the sunset wearing a parka? When we sail to the Delta, sailing becomes what I



THE DIRT ON DELTA DRAWBRIDGES

Most of the drawbridges on the Delta's busy waterways are tended during the day, and an opening can be requested on VHF Channel 9 or by simply sounding one long and one short blast on your horn. A few — such as the bridge on the North Fork of the Mokelumne River, leading to The Meadows — 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. Many bridges open to schedules, and opening times may change with the seasons. Most Bay Area tidebooks have drawbridge info, as does *Franko's Map of the California Delta* and *Hal Schell's Delta Map and Guide*.

RANDY ALLEN

DELTA MEMORIES

WHAT'S DOIN' IN THE DELTA

Check out 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.

- Lodi — Fireworks and Milk Carton Regatta at Lodi Lake. Info, (209) 367-7840.

- 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.

- Old Sacramento — Parade, fireworks, and other fun stuff. Info (916) 264-7031.

- Pittsburg — Fireworks are usually shot from either an offshore barge near the waterfront, or from shoreside. Info, (925) 432-7301.

- Stockton — On the waterfront at Webber Point. All day food, live entertainment, fireworks and much more! Parade at 4 p.m. Gates open at 5 p.m. Info, www.visitstockton.org.

- Suisun City — A signature family event with games, races, kiddie carnival, arts & crafts, live music, and 'Sky Concert' fireworks over the harbor. Info, (707) 421-7309.

Other Doin's to Mark On Your Calendar

- June 9 — 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.

- June 16-17 — Whether you call 'em crawdads, crawfish or crayfish, these little bugs sure are tasty! Eat your fill at the wildly popular Isleton Crawdad Festival, www.crawdadjournal.org.

- July 14 — Lodi Summer Fest at Woodbridge by Robert Mondavi Winery. Food and wine tasting with 15 area restaurants and caterers. Starts at 6 p.m. Info, (209) 339-7582.

- July 8-Sept. 30 — Suisun City's Sunday Jazz Series. Concerts from 3-6 p.m. every Sunday on the Harbor Plaza. Info, (707) 421-7309.

- July 21-22 — Bridge-to-Bridge Waterfront Festival in Old Sacramento. Offshore boats will make timed runs past the boardwalk between the bridges. Vendors, sky diving stunts, CG rescue demos, live music, and, most importantly, a beer garden. Info, www.sacramentocvb.org.

- July 22 — Taste of the Delta. Wine and food from Delta restaurants and wineries, live and silent auctions, and live music. Held at the

historic Ryde Hotel. Info, www.tasteofthedelta.com.

- July 29 — Courtland Pear Fair. If you like pears, you'll love all the pear-oriented food & drink. Info, www.pearfair.com.

- Aug. 11-12 — Petaluma Waterfront Jazz Festival. The 10th year of this festival promises to be the best. Info, www.petalumachamber.com.

- Sept. 8-9 — Pittsburg Seafood Festival at Pittsburg Marina. Sample tasty treats from over 40 vendors while listening to live music. Info, www.pittsburgseafoodfestival.com.

- Sept. 13-16 — Lodi Grape Festival & Harvest Fair. Celebrate everything grape as they've done since 1907. Info, www.grapefestival.com.

- Sept. 15 — Delta Blues Festival, 12-7:30 p.m. on the Antioch waterfront, free. Great boat-in venue! Info, www.deltabluesfestival.net.

- Sept. 29-30 — Antioch Rivertown Jamboree. Car show, petting zoo, rib cook-off, and live music. Info, www.rivertownjamboree.com.

- October 6 — Suisun City Waterfront Festival at Harbor Plaza. Art, Wine and Chocolate are the delicious theme of this annual fall festival, 10 a.m.-5 p.m. Info, www.ci.suisun-city.ca.us.

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As Max and I prepared to lower our sails and motor up False River, we learned another valuable lesson. It helps if your first mate knows how to lower and flake a sail swiftly. This is most important when the waterway is bounded on four sides by hard stuff and the wind is howling.

The three barges moored at the mouth

LATITUDE / LADONNA



JAMES LANE

of the river tried very hard to slam into *Windsong* as Max wrestled with the main and I struggled to keep the bow pointed into the wind. Again, clear heads and calm words prevailed, and the main was eventually down and secured — not very artfully, but secured

Left, two classic Folkboats snuggle at anchor. Above, river or reflecting pool?

nonetheless.

The Fourth of July celebration was just getting underway as we pulled into Tinsley. Sail dock captain, Bruce Denebeim, greeted us by grabbing our docklines. Max, beaming from ear to ear, gave me a high five and cried "Mom, I love you! We did it!" Our triumph was complete



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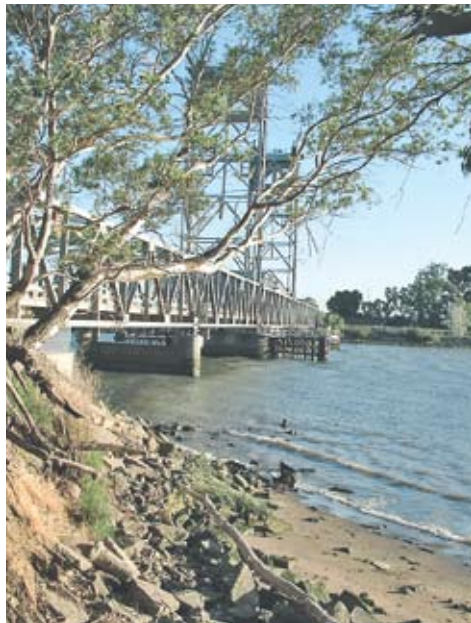


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DELTA MEMORIES

PHOTOS LATITUDE / ANDY



The bridge guarding Three Mile Slough provides an obstacle and a photo op.

when Bruce asked if Max and I had come alone, and if we'd come through False River. "Of course!" He then gave us a low bow and broad smile of congratulations. Neither Max nor I have ever felt more honored.

DON'T LEAVE HOME WITHOUT . . .

- Sunscreen, the higher SPF the better — and don't forget 15+ SPF lip balm.
- Bug spray, netting and swatters. Mosquitoes are voracious feeders and you don't want to be the main course.
- 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.
- Windscoops — need we say more?
- Boat shade — as simple as a couple umbrellas to a custom made deck awning.
- *Hal Schell's Delta Map and Guide* and/or *Franco's Map of the California Delta* — both are widely available 'up Delta'.
- A good tide book. Not only will it help you know when to travel, but it also gives you contact info for bridges.
- A working depth sounder and a little

patience — most keel boats touch ground at least once on any Delta trip, so don't feel bad. Just travel on a flood tide and you'll be off soon enough.

- Water toys — inner tubes, air mattresses, inflatable kayaks, windsurfers and/or sailing dinghies are musts.
- A hammock and comfy boat cushions.
- Lots of reading material — if you can, try to pick up copies of the long-out-of-print *Dawdling on the Delta* by the late Hal Schell and/or Robert Walters' *Cruising California's Delta*.
- Digital camera — If you don't have one already, suck it up. You can pick up a really decent pocket digital for \$100. Just be sure to set the photo quality and size to their highest settings for the best results.
- Inflatable dinghy with a good-size outboard for side-trips up the more shallow sloughs.
- Fishing license and gear — nothing tops off a great day better than dinner you caught yourself.
- Ice, ice, baby! Hot summer days just aren't the same without ice cold beverages.

That was two years ago. Max and I made the trip again last summer. This time we remembered the food, made

excellent time, were prepared for the barges, and had a beautifully flaked main before we arrived at the dock. We never felt more confident.

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BEEN THERE, DONE THAT . . .

I sail my O'Day 27 to the Delta in late June to meet friends for the 4th of July fireworks display at Mandeville Tip. In addition to the many popular destinations like Lost Isle, stop at the Ryde Hotel on the Sacramento River. There is a lot of history here and it's a must for the Sunday Brunch and Bar. Bring hatch screens, some inflatable water toys, sun screen and a bimini that is usable while underway.

— David Opheim

From the Benicia bridge to the Antioch bridge is our playground. Lots of water and lots of wind. It's not far enough up to have Jet Skis and ski boats, just some old fishermen. As for all the spots to relax on the main channel, you'll have to find them on your own. We'll let you in on one that is on the map: Suisun City. Use Honker Cut and it's about a two hour motorsail. The water is deep — just stay in the middle. It's a great little town and they even have their own lighthouse. We'll take Delta sunsets anytime.

— Robert Brown

My brother and I took my Catalina 30 to Potato Slough on the San Joaquin in mid-August '06. It was a blast, even though the weather was uncharacteristically cool. The warm water and the river wildlife was a treat. There were some tense moments in the sloughs and marinas, but we never ran aground. An awning is a must to keep the boat cool. We did the return bash to Richmond all in one day, and it was ugly. We will allow two days for the return trip this year.

— Mike Miller

Our first experience in the Delta back in the '70s was docking our Ranger 23 at Boyd's harbor on Bethel Island. We tied up and walked up the ramp to the bar. A guy behind the bar in a bathing suit and a neck tie said "Welcome, have a Mad Dog," and set down a cold pitcher

of Mogan David wine mixed with grapefruit juice and 7-UP. Then he said "It sure is hot," and dove out the window. We knew this was our kind of place.

— Chris McKay

Some of my fondest memories of the Delta are of summer moonlight sails from Mandeville to the Uptown Yacht Harbor in Stockton. It's hard to explain the magic of those sails as the moon rose slowly in the sky, so huge it looked as if we would run into it on the channel — the warm nighttime breeze, the camaraderie of three boats sailing together, the glow of the stars and



moonlight — all are part of this Delta memory for me.

— Nancy Cotterman

But what about Eleanor's advice? To scare ourselves, we decided at the end of the summer to do what is referred to in our house as 'the Bataan Death Sail'

— the return trip to San Francisco.

Three months to the day after we sailed *Windsong* to Tinsley Island, we tearfully departed. On the way home,

we discussed the common themes in 1984 and *Brave New World*, whether girls are more interesting as friends or girlfriends, what it means to one's social



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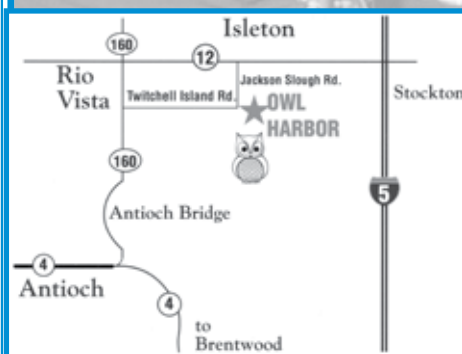
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DELTA MEMORIES



MEDEA BERN

son captive on your boat for two sparkling summer days? Priceless.

LATITUDE / JOHNA

Despite a lack of faith from certain quarters, Max and I are Delta passage veterans. *Windsong* is officially 'our' boat. He has learned to trust his instincts on the water, to be prepared and to go forth confidently. His little brother was so awestruck by Max's success that he wants to make the trip with Max when he's a teenager. Once they sail *Windsong* to the Delta alone, I'll have my crew for that trip to the Med!

life to shun school dances and football games, whether French is still a viable language elective (*mais, bien sur!*), useful retorts to common insults, and when we could charter a boat and sail the Med — together.

Above, tucked in the tules. Above right, Max and Medea look forward to more adventures.

The final tally: New sails, \$6000. Four-pack of Rockstar, one bunch of bananas and a box of Triscuits, \$14. Guest slip in Benicia, \$20. Having your teenager

— medea bern

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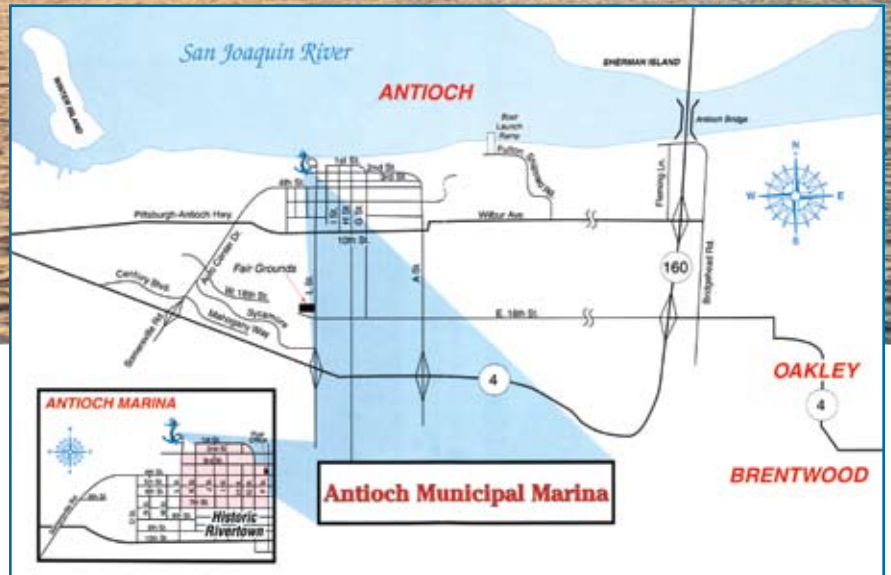
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THE COST OF 'BUMFUZZLING'

Most sailors who decide to circumnavigate spend at least a decade working up to making that *ultimate* cruise. But, as with other ambitious endeavors, there are also some who buck the norm and take the fast track toward high adventure.

Meet Ali and Pat Schulte, a wide-eyed pair of native Minnesotans from a place called Lake Elmo who, at age 28, had dreams of seeing the world. One night in 2002, while choking down pizza and beer in a Chicago pie parlor, they decided to buy themselves a sailboat and explore the planet. The fact that neither of them had ever set foot on a sailboat was of little or no concern.

The following spring they took an eight-hour introductory sailing course on Lake Michigan aboard a J/24, during which they learned the basics — more or less. From what we can tell, it was more a case of youthful optimism than cocksure naiveté which led them to think they could figure the rest out along the way. Two months later they flew to Fort Lauderdale to look at catamarans and ended up sealing a deal on an eight-month-old Wildcat 35 before sundown on their first day of shopping. "We liked the layout and the price, and bought it," recalls Pat, matter-of-factly. "We didn't know anything about anything as far as boat designs and builders go. Still don't, really." They flew home the next day and began selling everything they owned on eBay. "People even buy *used shoes*

on eBay!" they say.

In answer to the burning question of where they got the money to finance the purchase and the trip, apparently Pat made a killing during a four-year stint as a commodities trader in the pits of the Chicago Board of Trade while Ali worked as an administrative assistant at a financial firm. They started dating during their junior year of high school, by the way, and have been an inseparable duo ever since.

Due to their openly acknowledged lack of experience and self-deprecating nature, it's not surprising that they would pick a name for their new chariot like 'Bumfuzzle' — a word that implies utter confusion, as in "Sheesh! I was completely bumfuzzled by that chart plotter installation!" The name has proven to be a winner for a number of reasons. It simultaneously conveys Pat and Ali's let's-not-get-too-serious approach toward bluewater sailing, while



Whether or not you approve of their cruising style, you've got to give Ali and Pat credit for chasing their dreams without hesitation. Right: 'Bumfuzzle' lies at Cook's Bay, Moorea.

implicitly poking fun at their abilities, or lack thereof. And, of course, like other \$20 words found in the small print of a Thesaurus, such as kerfuffle, flummox, dumbfound and discombobulate, it's just a fun word to vocalize: "Bumfuzzle, Bumfuzzle, Bumfuzzle. This is Vagabond. Come in please"

After installing upgrades and getting used to the boat's systems during a short stint in Southern Florida, they ventured cautiously across the Gulf Stream,

THE BUMFUZZLE LEDGER

"What's it cost to sail around the world? Here is our answer — quite possibly the only accurate accounting of a trip like this on the Internet. We estimate that there is less than \$10 missing from this list."

Refit, September - October 2003:

watermaker w/install	7,634
SSB radio and modem w/install	6,550
rigging	4,042
general supplies	6,412
	\$24,638

Circumnavigation, September 2003 - April 2007:

	Sept 03	Oct 03	Nov 03	Dec 03
communication	76.91	164.02	576.78	44.00
food	355.04	545.94	680.10	552.42
diesel	39.00	231.68	37.40	170.50
marina/mooring	1,229.82	1,489.75	584.09	495.50
boat supplies	0	0	568.99	2,044.85
other	551.17	939.31	390.75	1,083.88
	\$2,251.94	\$3,370.70	\$2,838.11	\$4,391.15

Notes:

09/03: Month @ marina
 10/03: Month @ marina; Harley rental
 11/03: Annual Sailmail fee \$200; one-time FCC call sign registration
 12/03: New house batteries; marina stay during the holidays; life insurance premiums

	Jan 04	Feb 04	Mar 04	Apr 04
communication	8.00	50.00	73.97	60.73
groceries	285.59	181.15	281.70	564.67
restaurants/bars	459.47	444.14	544.92	294.10
diesel	132.36	68.10	123.00	219.50
marina/mooring	270.00	30.00	0	86.50
boat supplies	123.10	82.35	323.04	2,466.34
other	452.66	177.45	564.45	1,599.42
	\$1,731.18	\$1,033.19	\$1,911.08	\$5,291.26

Notes:

01/04: Replenish groceries in Nassau; marina stay
 02/04: Good month!
 03/04: Too much fun in Georgetown
 04/04: Panama Canal transit fees \$600; haulout/bottom painting; replenish groceries/beer

	May 04	Jun 04	Jul 04	Aug 04
communication	44.11	37.05	63.11	92.45
groceries	57.46	298.09	350.77	186.28
restaurants/bars	219.09	238.56	395.01	600.60
diesel	100.51	43.00	299.20	44.10
marina/mooring	5.00	0	0	0
boat supplies	203.84	243.83	103.05	461.30
other	609.62	3,586.91	420.05	731.01
	\$1,239.63	\$4,447.44	\$1,631.19	\$2,115.74

Notes:

05/04: Surprise stop in Colombia to refuel and customs fees
 06/04: Replenish groceries; "other" includes Galapagos Legend Cruise of \$2,786
 07/04: Beers \$4 and up; refill 3 propane tanks; diesel \$4/gallon



ALL PHOTOS BUMFUZZLE

seasoned voyagers, these self-taught neophytes successfully completed their global lap unscathed (via the Panama and Suez canals) in April of this year.

Although you could certainly classify Pat and Ali as being loose and relatively carefree, there's also a thoughtful, analytical side to them which led them to complete not only a comprehensive web

"We didn't know anything about anything as far as boat designs and builders go. Still don't, really."

journal of the entire trip, but also the dollar-by-dollar accounting of their expenditures which appears below. They swear it's accurate to within \$10. Theirs was certainly not the cheapest trip around that we've ever heard of, nor was it the most expensive. As they say, they were in a mood to "blow some money."

As the Bumfuzzlers sailed — and sometimes bumbled — their way around the world, their detailed blog (primarily written by Pat) attracted a substantial following. Most who perused it supported the couple's youthful exuberance and cocky, nothin'-to-it attitude. But others penned cutting criticisms of them, apparently resentful that this decidedly unsalty pair was able to 'fake it' all the

making it safely to the Bahamas (on their second attempt). A winter season there gave them enough sailing practice and confidence to set off in April of 2004 for

Panama nonstop, a seven-day voyage of 740 miles which officially launched them into bluewater circumnavigation mode. Much to the amazement of many

08/04: Expensive month eating/drinking out; purchased more chain and line; laundry fees

	Sept 04	Oct 04	Nov 04	Dec 04
communication	82.53	60.43	278.35	33.72
groceries	324.72	267.68	255.19	0
restaurants/bars	441.00	380.15	728.11	662.81
diesel	98.02	203.57	0	0
marina/mooring	193.07	37.05	0	0
boat supplies	210.33	133.07	1,787.66	446.09
other	<u>3,960.46</u>	<u>1,295.37</u>	<u>3,559.27</u>	<u>3,514.43</u>
	\$5,310.13	\$2,377.32	\$6,608.58	\$4,657.05

Notes:

09/04: Expensive food; 8 days at the quay Pape'ete; "other" includes flights home for the holidays of \$3,339
 10/04: Car hires in both Tonga and NZ; car purchase in NZ
 11/04: New window/seat coverings \$1,130; annual Sailmail fee \$250
 12/04: Back in the US for the holidays; winter clothes; immunization shots \$336; dentist \$405; life insurance premiums

	Jan 05	Feb 05	Mar 05	Apr 05
communication	64.89	57.96	117.57	28.58
groceries	104.39	116.28	590.10	305.75
restaurants/bars	465.56	623.48	309.45	162.22
diesel	0	0	131.40	113.05
marina/mooring	0	217.51	307.77	72.42
boat supplies	316.46	367.06	1,265.35	63.50
other	<u>2,251.57</u>	<u>3,241.12</u>	<u>1,918.75</u>	<u>411.12</u>
	\$3,202.87	\$4,623.41	\$4,640.39	\$1,156.64

Notes:

01/05: Road trip: hostels/hotels \$403, petrol \$179, activities \$319; Volvo mechanic bill (saildrives, maintenance) \$660
 02/05: Road trip South Island: hostels/hotels \$711, petrol \$426, activities \$976; not included
 Boat Repair Costs
 03/05: Road trip South Island continued: hostels/hotels \$149, petrol \$107, activities \$394; replace digital camera; new watermaker pump
 04/05: New Volvo engine of \$5,244 not included

	May 05	Jun 05	Jul 05	Aug 05
communication	93.48	74.31	86.64	99.60
groceries	374.32	276.31	416.37	473.86
restaurants/bars	771.04	247.13	329.35	244.53
diesel	320.76	0	214.55	300.31
marina/mooring	91.20	289.60	253.08	114.57
boat supplies	96.60	135.40	1,140.29	909.99
other	<u>2,546.34</u>	<u>659.54</u>	<u>1,024.98</u>	<u>640.66</u>
	\$4,293.74	\$1,682.30	\$3,465.26	\$2,783.52

Notes:

05/05: Road trip: hostels/hotels \$424, petrol \$188; transportation (including 2 car hires, trains, buses, taxis) \$332; surfboard and accessories
 06/05: Australia visa extensions \$150 each; marina berths
 07/05: Starboard Engine Repair \$916 (part/mechanic); Fun (Brisbane hotel/Rugby Match/ Lone Pine/Fraser 4x4) \$780
 08/05: Boat supplies to include new regulator, courtesy flags, three diesel jerry cans; Indonesia CAIT paperwork courier

THE COST OF 'BUMFUZZLING'

	Sept 05	Oct 05	Nov 05	Dec 05
communication	82.73	33.69	276.35	57.89
groceries	662.04	268.77	151.81	102.77
restaurants/bars	749.63	236.97	369.65	378.07
diesel	0	192.01	387.74	0
marina/mooring	598.35	233.27	237.36	159.36
boat supplies	930.13	.99	200.85	279.56
other	<u>2,115.96</u>	<u>933.18</u>	<u>995.79</u>	<u>1297.44</u>
	\$5,138.84	\$1,898.88	\$2,619.55	\$2,275.09

Notes:

09/05: Uluru road trip: car hire \$622 (including damage), hostels/hotels \$506, petrol \$176; boat supplies to include new jib/screacher line, jib/bimini repairs, oil
 10/05: Marina costs in Darwin and Bali; car hire (including insurance and petrol) \$84; hotel rooms \$228
 11/05: Sightseeing Bali/Kuala Lumpur/Singapore \$136; hotel rooms \$427; annual Sailmail fee \$250
 12/05: Boat stuff: welder, dinghy repair, new docklines, marina fees; holidays in Bangkok: 'other' includes flights \$300, hotels \$389, Thai boxing, etc.

	Jan 06	Feb 06	Mar 06	Apr 06
communication	70.51	5.48	21.04	29.56
groceries	102.00	125.79	292.65	53.53
restaurants/bars	304.83	194.66	356.63	243.53
diesel	324.24	179.79	194.59	280.00
marina/mooring	85.70	0	0	41.65
boat supplies	4.89	11.91	65.30	24.78
other	<u>817.92</u>	<u>291.32</u>	<u>648.68</u>	<u>681.64</u>
	\$1,710.09	\$808.95	\$1,578.89	\$1,354.69

Notes:

01/06: Thailand car/scooter rentals \$57; Sri Lanka tuk tuks/trains \$38; hotel rooms \$200
 02/06: Good month!
 03/06: Oman customs \$72; taxis/rental car \$137; night at the Hilton (including meals) \$355; Eritrea visas \$74
 04/06: Asmara hotel \$192; Sudan clearance fees \$120; Egypt clearance fees \$50; Cairo hotel \$150



Pat claims his favorite cuisine is found at Taco Bell, McDonald's and in pizza parlors, but he also loves the fruits of the sea.

	May 06	Jun 06	Jul 06	Aug 06
communication	79.13	13.68	121.23	39.79
groceries	140.09	308.49	233.63	193.03
restaurants/bars	331.00	467.70	429.67	561.05
diesel	119.00	167.46	294.27	430.13
marina/mooring	274.33	333.35	535.13	450.89
boat supplies	640.61	66.63	1,112.20	50.00
other	<u>1,344.13</u>	<u>2,090.87</u>	<u>1,380.53</u>	<u>1,131.95</u>
	\$2,928.29	\$3,448.18	\$4,106.66	\$2,856.84

way around the world. In fact, their exploits created such a buzz on one online cruiser forum that all references to *Bumfuzzle* were eventually banned!

According to Pat and Ali, they navigated via GPS and electronic charts only (with no paper backups on board), rarely accessed weather forecasting, never participated in cruiser nets, had only the most basic knowledge of sail trim and knew virtually nothing about marlinspike seamanship. Their favorite 'cuisine' en route — when they could get it — was American-style fast food and pizza, and they'd get bummed out if they couldn't find a good cybercafe upon making landfall in order to update their website. To their credit, though, their *'Bumfuzzle Chronicles'* (at www.bumfuzzle.com) are unabashedly honest — even about their most clueless escapades. Consequently, some of them make very entertaining reading. Here's a sampling:

October 9, '03, Fort Lauderdale — "We are starting to come to terms with the fact that neither of us can cook anything, and so we are having a heck of a time trying to figure out what kind of food to store to last us a few months. After eating Taco Bell five nights a week for four years in Chicago, and pizza the other two, we are realizing we are going to starve out there. Oh well, I'm sure you can last quite a while on beer alone."

December 5, '03, Great Harbor Cay, Bahamas — "Now keep in mind that I really don't know anything about saltwater fishing. So I reel the first one in and he's got these huge teeth on him. I didn't know what the heck it was, but I knew it wasn't a tuna. I'm pinning him down with a leather glove on and trying to free the hook while Ali's yelling 'He's dead, isn't he?' (Turns out it was a barracuda. I got out my book to check.)"

March 18, '04, Georgetown, Bahamas — "Sitting here now, I almost can't believe that we didn't lose our boat today. We made every stupid mistake you can make. The biggest mistake, of course, was going out in terrible weather for absolutely no reason, other than that we were bored of Georgetown and wanted to move on."

April 8, '04, en route to Panama — "The Bahamas were like putting training wheels on a ten-year-old's bike. Sure, he could still wipe out, but it's not very likely. Try as we might, we just couldn't wreck our boat in the Bahamas. Now we are truly out here in the middle of nowhere with no nice safe anchorages to tuck into when the weather gets bad. It's exciting."

April 12, '04, en route to Panama — "Ali woke up at one point to find me swerving between three container ships. I had been in contact with one of the ships that seemed to be coming right up on us from behind. We talked for a minute

"Try as we might, we just couldn't wreck our boat in the Bahamas."

and he altered course to give us a little more room. However, the other two ships seemed determined to run us down, and I ended up having to alter course 40 degrees at the last minute to slide behind them."

July 3, '04, en route from Galapagos to Marquesas — "Today I was once again reminded how very little I know about boats. I was looking at a West Marine catalog for a winch cleaning and





Heading west on their first big passage, Ali and Pat strike their Panamanian courtesy flag.

July 12, '04, *Hiva Oa, Marquesas* — "Paradise! Where? To say that we were a little disappointed with our first day in the Marquesas would be a huge understatement. On our passage over here, there were a couple of things that we were really looking forward to. Number one was getting something to eat at a restaurant. Preferably pizza, but really anything would do as long as we didn't have to make it."

July 19, '04, *Hiva Oa, Marquesas* — "We probably only have about two pounds of propane left and we won't be in Nuku Hiva for another few days. Once again our food prospects are pretty slim. Tomorrow will probably be peanut butter and jelly again. God, what we'd give for a Taco Bell."

As silly and inept as Pat makes himself and Ali out to be in their blog, it's pretty obvious that his tongue is always firmly implanted in his cheek. And we're certain he's not nearly as dumb as he sometimes appears to be. Remember, this is a guy who amassed enough money before his 30th birthday to buy a new boat and sail around the world.

In addition to his web log, he published several magazine articles while en route. In one, he theorizes that all the scary things you read about ocean sailing are a "conspiracy perpetu-

re-greasing kit . . . it keeps talking about one- or two-speed winches. My winches didn't seem to fit the one-speed category, but they were saying that the two-speed winches should be able to crank in either direction. One direction is at a 1:1 gear ratio meaning for every turn of the winch handle the drum makes one revolution. And the other direction is like a 6:1 ratio. So I go over to one of the winches and turn it counter-clockwise. Sure enough it spins at a 6:1 ratio. I have been raising the main by turning the winch clockwise, meaning, of course, that I am spinning the winch about six times more than I need to be! Moron! No wonder I would be so exhausted by the time I got the main all the way up."

Notes:

05/06: Cairo hotels \$403, sights \$103; Luxor/Aswan hotels \$205, sights \$64; new prop \$566; new battery \$52; Suez Canal all fees/tips \$530
 06/06: Israel/Jordan road trip including visas/exit fees/rental cars/hotels/food \$1,279; plus marina fees
 07/06: Stolen cash/camera in Gocek \$684; haulout/antifoul/mechanic \$1,169; outboard mechanic/parts \$235; Istanbul \$389 (hotels/transport/sights); Dotster hosting 1yr \$119
 08/06: Bodrum marina 2 nights \$142!; expensive diesel; ferry to/from Italy \$278; Italy rooms \$185, trains \$144

	Sept 06	Oct 06	Nov 06	Dec 06
communication	90.22	42.50	272.06	30.00
groceries	40.03	473.22	413.58	28.01
restaurants/bars	688.13	501.41	501.49	74.86
diesel	366.67	498.23	270.90	0
marina/mooring	538.42	1,461.86	938.56	317.52
boat supplies	25.00	177.92	437.41	0
other	<u>2,561.02</u>	<u>858.02</u>	<u>1,214.21</u>	<u>204.79</u>
	\$4,309.49	\$4,013.16	\$4,048.21	\$655.18

Notes:

09/06: Italy rooms \$1,527, sights \$186, trains \$195, airfare \$218; Malta marina; plenty of diesel
 10/06: Marina berthing, most expensive we have ever paid; lots of diesel; Volvo mechanic/part; jib repair
 11/06: Annual Sailmail fee \$250; welder \$230; new fuel pump \$162; 2x rental car (including fuel) \$346
 12/06: 18 days @ sea, 13 days @ dock/mooring for the holidays; least expensive month in over three years

	Jan 07	Feb 07	Mar 07	Apr 07
communication	45.86	4.97	59.00	17.70
groceries	278.86	307.99	143.16	322.10
restaurants/bars	632.06	495.17	750.36	460.15
diesel	427.54	91.01	61.00	249.01
marina/mooring	24.55	105.00	21.00	1,187.51
boat supplies	232.40	241.14	86.90	262.60
other	<u>289.24</u>	<u>512.98</u>	<u>2,085.96</u>	<u>986.29</u>
	\$1,930.51	\$1,758.26	\$3,207.38	\$3,485.36

Notes:

01/07: Customs clearance fees \$47; Dominica rental car \$56 (fuel/local license); plenty of eating/drinking out; and diesel
 02/07: Statia hotel room \$123; US customs decal \$25; bimini/linebag/hatch cover repair \$175; car rental Puerto Rico \$142
 03/07: Puerto Rico rental car (including fuel) \$279; Puerto Rico hotels \$907; Dominican Republic immigration/custom/port fees \$131; Santo Domingo buses/hotels/sights \$207; Haiti immigration fees \$94; buses/hotels/sights \$320
 04/07: Diesel in Dominican Republic; Las Olas marina expensive; rental car Florida 2 weeks (including fuel) \$370; new laptop not included

Scouting along through the Red Sea, 'Bumfuzzle' is escorted by a playful school of dolphins — a common experience in those waters.



THE COST OF 'BUMFUZZLING'

ated by book publishers and magazine editors" in order to keep people on land buying books and magazines! Darn. Busted. See, we told you he was smart.

In regard to the harsh critiques he and Ali have received from some quarters, he rebuts: "The tone of a lot of those criticisms made it sound as if our trip had ruined their lifelong excuse. As if they had always been able to tell themselves that it was too dangerous out there on the water, and they didn't have enough experience or the right boat. Now we were out there showing that none of that mattered, and now they no longer had any excuses for not doing what they always said they wanted to do."

So what advice do Pat and Ali have for the wannabes back home? "At the risk



The Bumfuzzlers often took time out for land touring. Here they strike a pose at an elephant park in Sri Lanka.

of sounding like a Nike ad, we would tell them to just go out and do it. Seriously, what's the worst that's going to happen? Read our blog and realize that not every sailing story has to include battling 50-ft rogue waves and 80-knot winds on every

passage. The highest winds we recorded on our entire trip were 50 knots in a squall 10 miles off the coast of Miami when we were returning at the end of our 32,000-mile journey."

Would they go 'round again? We doubt it, as they're already focused on their next adventure: competing in the Great American Race, driving coast-to-coast in a

1965 Porsche 356c. And after that, they plan to drive around the world in a fully restored 1958 VW van. "Unfortunately, Ali has this unnerving habit of saying yes to every crazy traveling adventure I come up with," says Pat. "But drive around the world? Really, I blame her for all of this!"

— *latitude/at*



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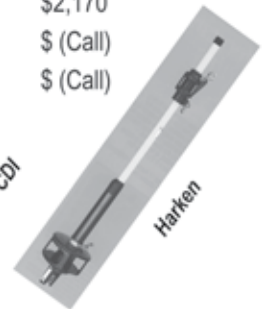
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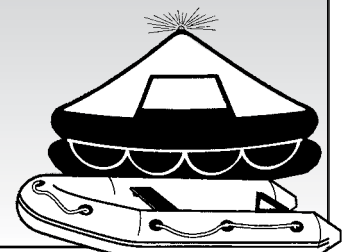
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EYE ON THE BAY



Above, Laser on 'stun'. Right, 'Chubby' rockin'.



Summer doesn't officially begin until the solstice on June 21. But we've always been 'cup is half-full' kind of folks, so we're going to jump the gun a bit and say, man-o-man, get out there because the season is *here*. The sailing conditions in May were as consistently fabulous as we've ever seen them on the Bay, to the point where 'wind delays' in Valencia just make us laugh and shake our heads for those poor deprived America's Cup guys.

Also, a reminder: if you're out and about and this pesky, irritating Bertram 28 named *Island Fever* starts shadowing you or getting in front of you, please resist the urge to flip us off until everyone on your boat gives a big wave and a smile. We're just out taking photos and we promise not to hit you. Not very hard anyway. If you smile big enough and wave hard enough, next month one of the photos on these pages could be you.

See you out there!



— SUMMER SAILING



Above, do ya feel lucky, punks? How could you feel otherwise when sailing 'Punk Dolphin'? Below, the Islander 28 'Gabbiano', was a leanin' mean sailin' machine.



Look! Out in the Bay! It's a bird, it's a plane. . . no, wait, it is a Bird.



EYE ON THE BAY



— SUMMER SAILING



Warming up to summer (clockwise from below) — 'Rampage' lives up to her name; 'Curlew' looking golden; 'Ariel' shows her true colors; (center) friends and family enjoy 'Lizbeth'; 'Annie Oakley' shoots toward Sausalito.



ALL PHOTOS LATITUDE / JR, SUTTER & LADONNA

2007 FULLPOWER MELGES WORLDS —

If the 2007 Fullpower Melges 24 World Championship, hosted by Santa Cruz YC on May 8-12, proved anything, it's that looks can be deceiving.

For starters, consider the conditions on Monterey Bay during the five-day series. The average wind speed was in the low teens — hardly the punch that Monterey Bay is known to pack at that time of year. Or take the number of entries. Just 58 boats, making it the smallest Melges Worlds in the event's 10-year history. And then there's the winning helmsman: A Southern California sailor who's been eligible to join the AARP for more than a decade.

But dig deeper and you quickly see there's a 'rest of the story'. Yes, the breeze was on the light side for three of the event's five days. But nuclear conditions on the final day — wind in the high 20s and 30s and 10-ft swells — forced sailors to forget about racing and focus on surviving. Sure, the fleet was smaller than usual, but its ranks included former world champions and no-expense-spared campaigns from around the world. No wimps here. And the winner? We doubt that 61-year-old Dave Ullman, a Santa Ana sailmaker who's still fully employed, possesses an AARP card. But there's no questioning his five decades of racing experience — 14 years in the Melges 24 class alone — and multiple world champion titles. It's a perfect fit for a class where former champs hail from the top of the sport.

In hindsight, only a fool would have bet against Ullman and his *Pegasus 505*. He'd just spent the better part of the month before the regatta training on Monterey Bay with his three fellow *Team Pegasus* skippers, much of that time in conditions far windier than they saw during the actual event. His crew — Bill Hardesty, Andy Estcourt, Brent Ruhne and Shana Phelan — was first class. And, as previously noted, Ullman brought untold experience to his campaign. In short, when it came to the 2007 Worlds, he wanted for nothing.

But there was strong competition for



2007 World champions — from back left, Andy Estcourt, Bill Hardesty, Brent Ruhne and, in front, Dave Ullman and Shana Phelan. Spread: hiking into the weather mark on the fourth day.



CRUZN FOR A BRUISIN'



2007 FULLPOWER MELGES WORLDS —

pre-race-favorite status. At the top of the list was midwest sailor Brian Porter on *Full Throttle*, who knows the Melges 24 as well as anyone — including his tactician and one of the boat's namesakes, Harry Melges III. Others expected defending world champ Nicola Celon of Italy to retain his title. Or that it would go to his countryman Giovanni Maspero, whose *Joe Fly* is another top class contender. Ullman wasn't discounted altogether, but he wasn't the runaway favorite either.

Racing kicked off on an unusually warm and relatively light Monterey Bay on Tuesday, May 8. Southern Californian Bruce Ayres took the first bullet with his *Monsoon* and a completely amateur crew, and showed the promise of being the first Corinthian boat to win a Melges world title. (Part of the appeal of the Melges class is that amateur sailors can line up against the pros on the same course, but still be counted amongst their non-pro brethren in a 'Corinthian' division.) In the second race, Ullman



Throttle up — 'Full Throttle' was in the hunt for first until the very last leg of the regatta.

one by a full minute. Brenac wasn't so fortunate. Despite leading across the finish line in the day's second race, he was scored as OCS for not re-starting after he was called over early, and suffered a punishing 59 points. Meanwhile, Porter continued posting all single-digit finishes and stepped into the lead after day two.

Drama arrived on the scene Thursday when the wind began to show hints of its usual power. Louisiana sailor Jeff Lindheim's *Tamarack* dismasted in the first race of the day, and UK-based *Team Barbarians* was leading the second race until their jib wire broke below the deck and forced them back to the dock early. But Ullman found his daily dose of bullets in the day's first race. After discards could finally be figured into the scoring, and Ullman dropped his 18th from Tuesday, *Pegasus 505* overtook Porter, Brenac and Celon for first.

By Friday, Ullman's bullet-a-day record was about the only consistent part of the regatta. The wind, which looked to be building through the week, took a brief vacation, causing the race committee to postpone the first race by an hour. Once the wind filled, ultimately peaking at 17 knots, it was shifty as ever, throwing the old Santa Cruz axiom that the right

side of the course always pays right out the window.

Brenac, who seemed unassailable just a few days earlier, followed the local knowledge and missed out on the shift in the first race, finishing a disappointing 15th. By the end of the day, he was 13 points out of first, and all but out of contention. Ullman saw the shift, however, his first and eighth for the day, keeping him at the top of the standings. But with *Full Throttle* just two points behind, and his worst finish thus far being an eighth, Porter could handle a bad race. If just one of Saturday's races was a good one for Porter, the championship was his.

The regular Santa Cruz breeze finally returned on Saturday, and it held nothing back — 30 knots and gusts to 35. Of the 58 starters in the first race, 19 did not finish. Carnage included six dismasted boats, numerous shrimped or shredded kites, and at least one sailor



Tumblin' down — 'Gannet' wasn't the only boat to lose its rig on the nukin' last day, but it was one of the few that crossed the finish line.

led around every mark, including the finish, but neither his 18th in the first race nor Ayres's seventh in the second helped their respective causes. With two over-early starts and ensuing mid-fleet finishes, *Joe Fly* was quickly taking itself out of contention for a championship regatta. Instead, Celon and Frenchman François Brenac, skippering Benjamin Cohen's *EFG/Group Partouche*, tied for first in the standings, each posting a second and fourth for the day. It was an early sign that consistency would be key to an overall victory.

Unfazed by the continued light conditions — the breeze topped out at 14 knots — Ullman posted his second consecutive victory in Wednesday's first race, this

ALL PHOTOS PETER LYONS / LYONSIMAGING.COM, EXCEPT AS NOTED



RICH ROBERTS

CRUZ'N FOR A BRUISING'

overboard (promptly retrieved by another boat).

Porter led the fleet, or what was left of it, around the final weather mark to the downwind finish. Odds were looking good for a *Full Throttle* victory. So much for a "bad" race. But it did turn bad. Quickly. The boat capsized on the final leg, and, although the crew righted the boat, doused the kite and went straight into survival mode — whatever it took to finish — their race was all but over. At that point, "we didn't have to worry about anything other than finishing," explained *Pegasus 505's* Hardesty. *505* managed a fourth; *Full Throttle*, a 20th.

With boats wiped out left and right, principal race officer Hank Stuart called off the 10th race, and the penultimate race became the ultimate race, in more ways than one. Ullman and his crew claimed overall victory with an impressive (18)-1-1-11-1-5-1-8-4 record. *Full Throttle* was runner-up.

But the race wasn't over yet for the remaining 39 boats on the course. Othmar Mueller von Blumenron, a German national living in Virginia, had yet to cross the finish line and claim victory among the 24 Corinthian boats when his *Gannet* dismasted on that fateful final leg. *Gannet* crossed the finish line under a half mast and a mainsail 'scoop'. With a 6-9-23-4-4-9-15-9-(27) record, however, they not only finished first out of the amateurs, but also in the top 10 overall!

Other boats that suffered crippling breakdowns in the last race included East Bay sailor Kevin Clark's *Smokin*, whose rig came tumbling down when the boat nearly did a skiff-like cartwheel a mile from the finish. Up to that point, *Smokin* had fifth place in the Corinthian division all but sewn up. "At the start of the last race, four boats — *Grinder*, *Derivative*, *Taboo* and us — were within three points of each other," explained Clark. "*Grinder* and *Derivative* dropped out before the final run, and *Taboo* was a quarter-mile behind us until we dismasted." Like *Gannet*, *Smokin* used what was left of the mast and main to slide across the finish.

But *Taboo* remained relatively unscathed, and finished ahead of the pack on points. "It was touch and go with *Smokin*, right down to the wire," said *Taboo* skipper Steve Pugh. "It came down to who could finish the race without breaking something."

Pugh certainly didn't



Weight aft — The German crew on 'Courage X' transom-hike on a downhill ride.

wish ill on his competitors, but the *Taboo* team wasn't complaining about the results. "We were over early in three races during the week and on Friday we had to retire early from race two with a broken rudder gudgeon," Pugh said. "All our mishaps made finishing in the top five of the Corinthian division even sweeter."

Aside from a broken mast, Clark wasn't complaining either. "Before the regatta, we said that if we finished in the 30s, we'd be happy," he explained. "And if we were in the 20s, we'd be ecstatic." *Smokin* finished 30th overall.

Topping the results for NorCal boats, Ullman's Soquel-based *Pegasus* teammates Mark 'Crusty' Christensen finished seventh on *Pegasus 575*, and 2003 world champion Shark Kahn finished



Friday's conditions turned Monterey Bay into one big launch pad. Above, 'EFG/Group Par-touche' and, left, 'Black Seal', take off.

11th on *Pegasus 492*. Wearing multiple hats as Shark's dad, *Team Pegasus* head and CEO of title sponsor Fullpower, Philippe Kahn finished 17th on *Pegasus 678*. *Ego*, sailed by Don Jesberg of Mill Valley was 22nd, joined in the top half of the fleet by Pugh's San Francisco-based *Taboo* in 26th and Tim Hawkins's *Go Dogs Go!* of Santa Cruz in 27th.

Regardless of how they finished, folks couldn't say enough about Santa Cruz YC's hospitality. As one competitor told



2007 FULLPOWER MELGES WORLDS

SCYC commodore Royce Fletcher, "At the last regatta, they didn't even give us pickle spears to eat." Thanks to the efforts of hundreds of yacht club volunteers and dozens of sponsors, there were more than just pickles to go around.

Even Ullman, who also lists three Melges 24 national championships on his resumé, sees room for improvement. A few days after returning home, he told *Latitude* that he took too many risks during the Worlds. (You can read the entire interview in this month's *Sightings*.) So will he be back for the 2008 Worlds in Porto Cervo next October to right those errors? "Absolutely! How could I not?"

Having the '08 Worlds back in Europe should make for a larger contingent of entries from the Continent, and now that an Australian builder is producing boats for the Asia Pacific market, several entries from that region, as well. If so,

PAUL TODD / OUTSIDEIMAGES.CO.NZ



'Team Barbarians' and 'EFG/Group Partouche' barrel downwind during Friday's racing.

Ullman will face stiff competition for his title. But that's nothing Ullman can't handle. Who are you calling old?

— *latitude*/ss

2007 Fullpower Melges Worlds — 1) **Pegasus 505**, Dave Ullman, USA, 32 points; 2) **Full Throttle**, Brian Porter, USA, 38; 3) **EFG/Group Partouche**, Benjamin Cohen, FRA, 44; 4) **Joe Fly**, Giovanni Maspero, ITA, 47; 5) **Bete Bossini**, Amadori Ezio, ITA, 47; 6) **Team Barbarians**, Stuart

Simpson, GBR, 60; 7) **Pegasus 575**, Mark Christensen, USA, 66; 8) **Altea**, Andrea Racchelli, ITA, 69; 9) **Gannet**, Othmar Mueller von Blumencron, USA, 79 (1st Corinthian); 10) **West Marine Rigging**, Scott Holmgren, USA, 79.

Other NorCal Boats — 11) **Pegasus 492**, Shark Kahn, 81; 17) **Pegasus 678**, Philippe Kahn, 129; 22) **Ego**, Don Jesberg, 167; 26) **Taboo**, Stephen Pugh, 198 (5th Corinthian); 27) **Go Dogs Go!**, Tim Hawkins, 208; 29) **Grinder**, Jeff Littfin, 215 (8th Corinthian); 30) **Smokin**, Kevin Clark, 215 (7th Corinthian); 33) **Personal Puff**, Dan Hauserman, 257 (10th Corinthian); 34) **Sofa King Fast**, Bret Gripenstraw & Dennis Bassano, 260 (11th Corinthian); 37) **Brick House**, Kristen Lane, 274; 38) **Matilda**, Richard Leslie, 285; 49) **Karma**, George Roland, 364 (16th Corinthian); 51) **Flexi Flyer 2**, Mitchell Wells, 374 (18th Corinthian); 52) **Nothing Ventured**, Thomas Klenke, 398; 53) **Trailblazer**, Dave Emberson, 401 (19th Corinthian); 56) **Wuuf Daddy**, Dean Daniels, 424 (23rd Corinthian); 58) **Bones**, Robert Harf, 449 (24th Corinthian). (58 boats)

Full results at www.melges24.com



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LIFE IN THE KIRIBATI

"We're having a great time up here in hot-and-sweaty land," announced our friend Gary over the SSB. My husband, Sam, and I looked at each other, wrapped in layers of clothing that got thicker with each day's progress to the south. We'd opted to escape the South Pacific cyclone season by heading to New Zealand, while Gary, aboard *Pegasus*, had taken the opposite approach, sailing north from Tonga along with a handful of other cruisers.

Sam's unmistakable facial expression mimicked my own thoughts, all but screaming, "Why are we heading south?" Don't get me wrong. New Zealand is a gorgeous country to explore, and a great place for getting boat work done, provisioning and meeting the friendly Kiwis. It's just that, well, it's downright cold, especially after spending over a year in the tropics.

We thought back on that radio conversation a year later, as our Downeast 32, *Moana*, took us north from Fiji, into the less-frequented waters of Micronesia. After a stopover in the tiny Polynesian country of Tuvalu, where we spent a glorious 30 days getting to know the locals, we continued our 1,200-mile journey to the Kiribati, our first introduction to Micronesia.

Upon receiving its independence from the UK in 1979, this widely scattered collection of atolls — which includes groups formerly called the Gilbert, Phoenix and Line Islands — was renamed the Republic of Kiribati. Pronounced keeree-bahss, the 'ti' makes the 's' sound, as there is no 's' in the I-Kiribati alphabet.

Teachers and children on a local 'school bus' stopped to invite Sally and Sam — who were cruising on their borrowed bike — to a picnic.



The country, which straddles the equator, roughly halfway between Australia and Hawaii, includes a group of 33 coral atolls, 21 of which are inhabited. Although the atolls are spread out over a massive area of ocean more than 2,000 miles wide, the total land area of the country is only 313 square miles. Its Micronesian population hovers around 105,000. Straddling the equator, the climate on the atolls is hot and humid, moderated by light tradewinds. Occupied by the Japanese during World War II, it was subsequently liberated in a major action by U.S. forces. Evidence of the war remains sprinkled throughout the country.

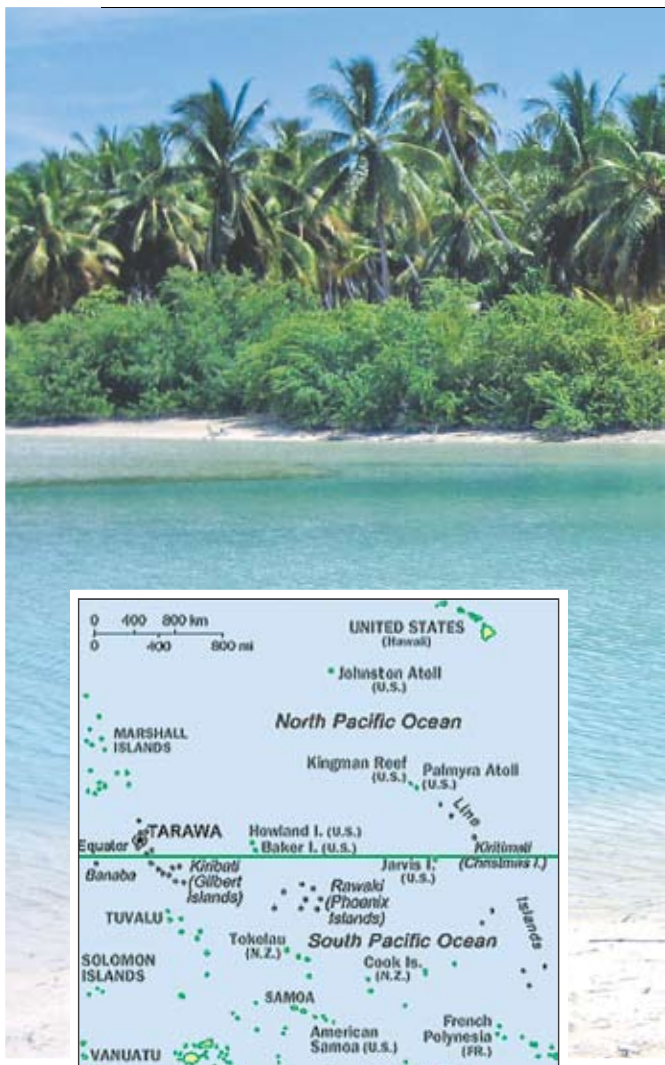
We weren't quite sure what to expect as we approached landfall in this 'fourth-world' country. Prior to arriving at Kiribati's capital city, Tarawa, we had read about its heavily polluted lagoon and had been warned by other cruisers that it was dirty, smelly and a place to get out of as quickly as possible. At the same time we had learned from previous cruising experiences not to believe everything we read and hear. As we dropped the hook in the harbor, we were determined to keep an open mind.

Dinghying ashore in Betio, our senses were repelled by the sour stench of tuna mixed with copra production. Bags and

wrappers littered the water and upon reaching shore we could follow what was left of our senses to the garbage dump. Indeed poor, the infrastructure was far inferior to American standards. In the heat, the dirt roads were thick with dust. When rain came, it was necessary to navigate

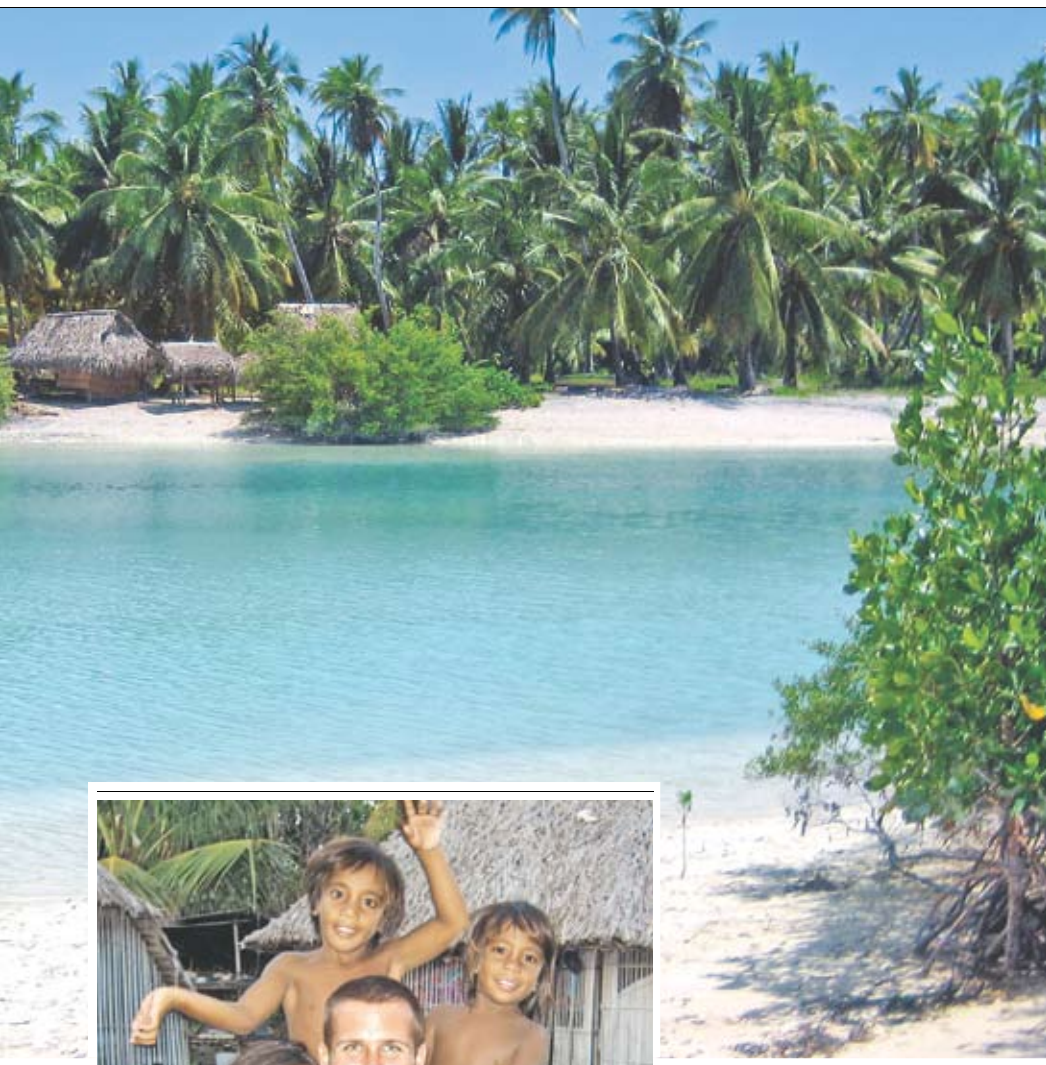
around deep puddles in order to avoid the inevitable mud splattering caused by vehicles as well as our own steps. Chickens, dogs and pigs cohabitated in the middle of the road — their favorite meeting place. And then there were the people.

The I-Kiribati have their own unique physical characteristics. Self-professed to be darker than Polynesians and lighter than Melaneseans, they also have a sprinkling of Asian traits. They are cautious yet curious toward white-skinned foreigners, which they call I-Matang. As we crammed into a bus, the young children stared unabashedly at us while adults snuck glances out of the corners of their eyes. When we walked along the road, warm smiles and energetic waves greeted us. The children giggled as they practiced their English, shouting out, "Hi" and "Bye." Their excited yells could be heard until we were no longer seen. Kiribati quickly captured our hearts, and we concluded that South Pacific sailors who are eager to find less-traveled places



ALL PHOTOS MOANA EXCEPT AS NOTED

— THE PATH LESS TRAVELED



Above: A typically tranquil lagoon. Left: Sam poses with his new buddies, Naomi, Akung, Kevin and Rinasa.

equator, it required an overnight passage to cover the 100-mile sail to the southeast. What awaited us in Abemama was the South Pacific we had always dreamed of. Moving along the turquoise water of the lagoon were traditional outrigger canoes with

lateen sails. The only

should not miss it. We immediately applied for a three-month extension to our one-month visa and were granted our request at the cost of \$60 USD per person. We figured if we were so drawn to the people in the city, we could only imagine what awaited us in the remote, outer islands. With four months to explore and no requirement to check in with Tarawa each month, we were free to travel at ease, based on weather and whim.

Our first destination was Abemama Atoll. Located just 20 miles north of the

cruising boats present were *Moana* and our friends aboard *Promise*. Whenever we came ashore, we were greeted by barefoot children screaming, laughing, running and waving. They all wanted to meet us I-Matangas, as foreigners are quite a rarity in these parts. Some would wade out to help us bring the dinghy ashore, never

expecting a reward. They talked to us all at once, some in English, others in Kiribati. The most typical question was, "Where are you going?" (We later learned that this is the Kiribati equivalent of an American asking, "How's it going?") Shy

Whenever we came ashore, we were greeted by barefoot children screaming, laughing, running and waving.

and embarrassed, they laughed when we acknowledged them. At times a child tried to discreetly touch one of us in order to discover what exactly an I-Matang felt like.

Exploring the island, we found the homes were made from the materials provided by the prevalent pandanus and coconut trees. The locals quite frequently could be found making copra by gathering and cutting up coconuts, and then laying them out in the hot sun to dry. Copra, used to make coconut-oil soap and cosmetics, is the main source of income on this atoll and, in fact, represents the bulk of production and exports for the I-Kiribati as a whole.

Because these people live primarily off the land and sea, money is not so heavily relied upon in these outer islands. Men tend to fish, while women cook using local ingredients such as coconut, breadfruit, pandanus and taro. Partially clothed children played games using shells they'd found lying on the beach. These people, surrounded by water on all sides, cannot fathom a life without the

Cultural traditions are highly revered in these latitudes, such as sailing on boats with age-old lateen rig designs .



SOUTH PACIFIC TOURISM

LIFE IN THE KIRIBATI

sea. Thus we were not surprised when commonly asked, "What island are you from?"

The carefree spirit of the I-Kiribati was refreshing. Girls were seen casually walking along with their arms wrapped around one another, laughing and talking as they moved towards no particular destination. Men, women, boys and girls would randomly belt out a song with no concern for who may be listening. With a wonderful sense of humor the I-Kiribati were regularly laughing at one another as well as at themselves.

As we walked down the dirt road on one of our first days ashore, we were introduced to just how generous and

only three of which have paved runways. Abemama is not one of them.) When we responded, they raised their eyebrows, thus confirming that we were headed in the right direction.

With our bodies gleaming with sweat, we came across an adolescent boy who informed us that the airport was still "very far." We smiled and continued walking, our pace a little faster now. He then called after us asking, "Do you want to use my bike?" I pictured a wobbly old bicycle, tires holding air if lucky. I looked at Sam and we shrugged our shoulders as if

to say, "What the heck." Arriving at his house, we found a Honda motorscooter. As we spotted his parents at rest in the *buia* — a raised wooden platform with thatched roof but no walls — I expected him to be chastised for offering us their only means of transportation. Instead they smiled and graciously permitted us to use the bike. We were overwhelmed by the generosity bestowed on us, complete strangers to them. We soon enough discovered that it was impossible to walk by the homes of people we knew without them insisting we use their scooters for the rest of our journey.

Generosity overflowed among these people and it seemed that no matter how much we gave, we always received more. We learned to be cautious with compliments for fear that items would

be given to us. It seemed that these people invented the concept of "paying it forward," never expecting anything in return, but hoping that the generosity we received would be passed on to others in the future. To the I-Kiribati it is very important that they represent their island well, and they wanted us to leave remembering them as hospitable and giving.



ALL PHOTOS MOANA

Who needs carpeting when you can weave a mat from the palm fronts found right outside your door.

Needless to say, these warm, generous people were easy to befriend. We did not go anywhere without children calling to us and rewarding us with huge smiles. Those we came to know well would run up to us as we approached and fly into our arms with squeals of delight. Days spent ashore rarely held an agenda. During the hottest hours we usually sought cover in a *buia*. There were times when Sam helped cut copra or assisted with a boat project. At times I would help a student with her English, provide ideas and ingredients for new recipes or attempt to grate a coconut by local means. Above all, however, we were sharing our lives with these wonderful people as they welcomed us into their homes and their hearts.

Our planned one month in Abemama turned into three. We never grew tired of spending time with these wonderful people. Sam and I would often joke about wearing out our welcome. After we explained to them what this phrase meant, their usual laughing reply was, "Our welcome meter is still full."

The longer we were there, the more we came to understand their culture and ways. To us they were a beautiful representation of the African proverb which states, "It takes a village to raise a child." Children ran around freely and were cared for by whatever adult happened to be around at the time. They shared in feeding, bathing, protecting and disciplining. Sense of community and sharing were strong with little emphasis placed on private possessions. Their tradition of *bubuti* was difficult for



There are no Coke machines here. When I-Kiribati kids get thirsty, they refresh themselves with a 'moimoto' (young drinking coconut).

hospitable these people are. Looking for the airport, we were regularly stopped and asked, "Where are you going?" (We should mention that what you picture when you hear airport is quite different from the reality here in Abemama. There are a total of 19 airports in the Kiribati,

— THE PATH LESS TRAVELED

us Westerners to understand. If an I-Kiribati wanted to "borrow" something he or she could *bubuti* it. This item might be a bowl, a jacket or even a generator. Once *bubutied*, the original owner could not ask for it back. In this way things got passed around and never seemed to really be owned by anyone.

Despite this simple, communal way of living, the syndrome of "keeping up with the Joneses" did exist among the I-Kiribati as well. Whether it was a *botaki* (feast) in an outer island or a wedding in the city, people competed to be seen as the most generous.

Some Western influence was present with DVDs circulating around even this remote island. At the few homes that had small generators, groups would gather to watch movies. Many times the dialogue could not be understood but eyes were glued to the action and scenery that was

so foreign to them.

We have to laugh when we recall seeing a burly guy riding his scooter down the road proudly wearing a black t-shirt with the word "SLUT" written in large, white letters. We subsequently talked with many English-speaking I-Kiribati who had no idea what that term even meant; apparently the bearer of the shirt didn't either. No doubt he had innocently desired a piece of American culture.

We had opportunities to talk about the pros and cons of Western affluence. In addition to all of the obvious attractions, we couldn't help but think of the downsides: the unquenching drive for material goods, endless responsibilities, high stress and sadly, the sacrifice of relationships. Such issues are practi-

In this way things got passed around and never seemed to really be owned by anyone.



Wearing a hand-crocheted tiabuta, Sally fans her little friend Yetaake while relaxing in an open-air 'buia'.

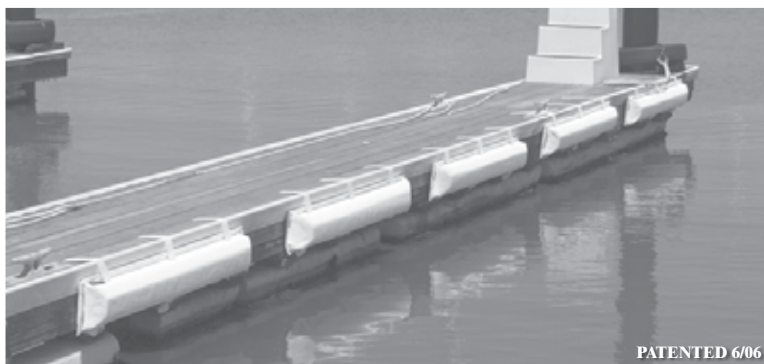
cally nonexistent in Abemama where life is simple, relaxed and built around relationships. Their age-old way of living has remained relatively untouched by out-

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LIFE IN THE KIRIBATI

side influences. As our time in Abemama drew to a close, there were many tearful good-byes. We had indeed become part of this island and had become adopted as brother and sister, son and daughter, uncle and auntie.

When we returned to Tarawa, our eyes were opened with new perspective. Rather than spending our last days in the main harbor, unprotected from tradewinds and bombarded by unwelcome sights and smells, we navigated *Moana* through the reefs to the more beautiful and protected east end of the atoll. We couldn't help but be struck by the fact that, even in the city, we were somewhat of a novelty, a fact demonstrated by children



Sam helps his friends Tasi and Serete bag the cash crop, copra, which has been collected, cut and sun-dried.

pointing at us and crying out, "I-Matang! I-Matang!" I responded by pointing at them and exclaiming, "I-Kiribati! I-Kiribati!" This was always followed by much laughter from children and adults alike.

Walking through town wearing my *tibuta*, a traditional Kiribati blouse worn by women and girls, I couldn't help but think that the I-Kiribati had become part of us. The generous nature of these people, their light-hearted ways and the value they placed on relationships are all things we hope we will

carry with us as we continue our journey through life.

— *sally peterson*



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BEER CAN RACING

If we're good in this life and it turns out that we get to choose how to spend eternity, it would be a no-brainer — we'd go to glory sailing beer can series forevermore. Yeah, we know it's a little late to start being good now. But what the hey, if we got some kind of sign (like winning once in awhile, hint, hint), we'd still give it a shot.

Until then, we'll have to be satisfied to spend only brief parts of the mortal coil in this most enjoyable of sailing activities. From our perspective, there is absolutely nothing to dislike about beer can series. The wind is usually perfect and often warm, the water is flat, the competition is fun without being threatening, protests are non-existent, you can be competitive (well, almost) with a crew consisting of your daughters, their friends and the family spaniel — and there's even food

at the club when you get done. Therapeutically, there is no better way to unwind from the daily grind short of early retirement via a golden parachute. If you do enough beer can racing, there's even the possibility that you might actually *win* every so often. We're telling you, it just doesn't get much better than that.

The photos on these pages were taken at the Corinthian Friday Night races, but they could be of any beer can series, because these events — also known to the more politically correct as 'evening races' — are enjoyed in virtually every sailable body of water in the country. We'd go so far as to say that, if you haven't sailed in a beer can series, brother, you haven't really sailed. So check out the listings of beer can races in *Calendar* and sign up for one.

We'll see you out there.

Heaven on earth? — With good breeze, good competition and good friends, beer can racing is almost sinfully enjoyable.



— ANOTHER DAY IN PARADISE



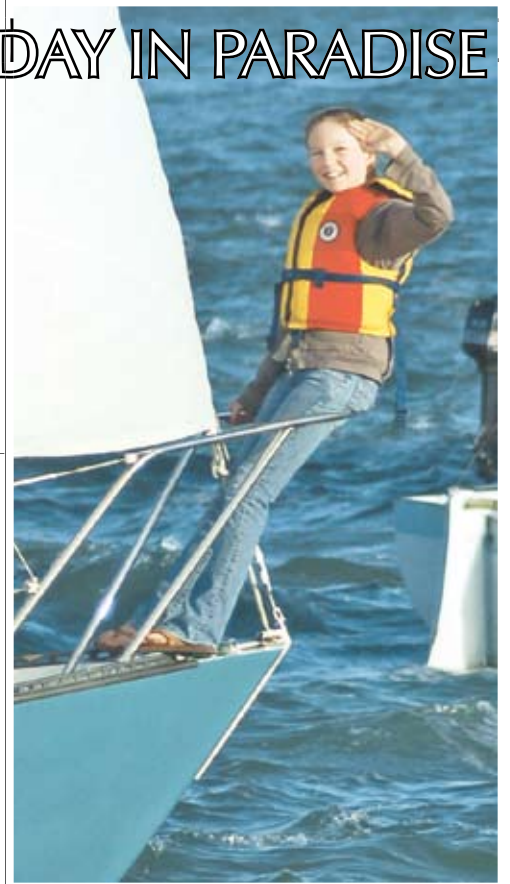
BEER CANS



'Can'-do attitudes (clockwise from here) — three amigos find wind; bouncing around at the light-air start; 'Willow' chases 'Q' to the wing mark; (upper photo) happy feet on 'Simba'; (lower photo) 'Q' tips a wet one; 'Summer Sailstice' bowgirl Hannah on the job; 'Full Throttle' at full throttle; 'Roxanne' spreads her wings. All photos latitude/jr.



— ANOTHER DAY IN PARADISE



"Fenders are in the starboard cockpit locker and the docklines are up forward," I shouted as we drifted into the mass of rafted-up boats at a higher speed than I would have liked. With boats behind us and an impatient volunteer dockmaster directing us into the harbor, we didn't have much choice.

"Sorry about this," I apologized to the crew of the big schooner we were about to tie up to. "We really should have circled around one more time after crossing the finish line to get docklines and fenders ready."

"It's okay," they assured me. But they were putting out fenders of their own on the outboard side while we scrambled to get ours tied off properly.

"Not to the lifelines, please," I instructed my crew. "Tie them short around the stanchion base, up as high as you can at the widest part of the hull."

They corrected the error while I justified my pet peeve about fenders tied off to lifeline wires: "If you tie to the wires they can slide fore and aft, are more likely to ride up and pop out from between the two boats, and can cause extra wear on the lifelines from the continuous pulling and slacking of the wire."

The schooner crew held us alongside while my crew finally found the docklines. I threw a coil of stern line that I hoped would be long enough to act as a spring line. The schooner crew tied it off on their end (being careful to make the short end the running end of the hitch), leaving a ton of slack for me to haul back to my boat.

"Your line," they said. "We'll just secure it at the end and you can adjust on your side."

I took up all the slack, tied it on my stern

cleat, then passed the remaining tail back to them for my forward spring.

"At least it's nice stretchy nylon," they said, "and not the usual old jibsheet racers usually use for docklines."

Meanwhile, my foredeck crew had the bow line secure about the same time our spring line was being set.

But the schooner crew still wasn't

satisfied with the fendering arrangement, especially near our aluminum toerail, which was perilously close to their perfectly varnished shear strake. So they added some boat cushions for good measure.

I knew my obligations here, and brought out boat cushions of my own to replace theirs.

Then our attention suddenly turned to the boat coming in fast on our open side, a small sportboat that should have been way ahead of us at the finish. At least this crew was ready with fenders and docklines. Well, almost.

"Never tie a fender to a turnbuckle!" scolded their skipper. If you bend the threaded rod even a little it gets seriously weaker, and next thing you know the mast goes over the side."

The poor guy started to tie to the lifeline wire instead, which his skipper didn't like either, so I helpfully suggested the stanchion base would be best for making sure the fenders protected both boats. But the crew, not sure whether to use a bowline or a few half hitches, was fumbling at the job.

"If you can't tie good knots," moaned the skipper, "for goodness sake, tie lots of 'em."

"Out of the hole, around the tree . . ." suggested another one of his crew.

"I taught sailing in the City," added yet another helpful voice. "The rat comes out of the sewer, goes around the garbage can and back into the sewer."

Eventually the guy said the heck with it and tied three half-hitches, and it

looked like it would hold just fine.

"So, how did you guys do today?" I asked, trying to be sociable.

"We had fun," sighed the skipper.

"Which, in post-race code, translates to 'we got killed'," explained their crew.

But before they could offer their de-

RULES OF THE RAFT

- 1) Always ask first, unless it's a post-race raft-up or planned group cruise. If you can't find anyone to ask, stay on your boat until you can get permission.
- 2) Have docklines and fenders ready before you come alongside.
- 3) Use your own fenders (and cushions if necessary).
- 4) If the raft is in a harbor after a long day race, give your crew a chance to make a dash for the head as soon as the boat is tied up.
- 5) When crossing over another boat, use the foredeck instead of the cockpit.
- 6) Try not to be seen by other skippers who you turned down for crew spots.
- 7) Always offer to share anything you serve in the cockpit with your neighbors.
- 8) If you snore, sleep on deck. Or provide your crew with earplugs and noise-blocking crew fans (necessary in hot climates anyway).
- 9) If you will be blocking other boats that will have to leave early, make sure you have enough crew on your boat when the other one leaves.
- 10) If you fall in, swim to the rip-rap to climb out. You might not make it onto a dock.



'Guest proof' fender clips make it easy for crew to quickly and properly set up for rafting.

tailed explanations and excuses, another big boat was barreling in on their outboard side, and they had their hands full helping the new arrival tie up to the raft without first crushing their lightweight racing machine. The new boat, I couldn't help noting, had big plastic clips on the fender lines that snapped around the stanchions. "Crew proof," I thought to myself. "Maybe even guest-proof," and made a mental note to ask the skipper where they came from.

Now that we were safely buried in

— SWINGING FROM THE RAFT-UPS



Rafting up after a race requires knowing basic raft-up etiquette.

the raft, we could turn our attention to flaking sails. This went quickly, and we left all the jib bags and spinnakers up on the foredeck to leave room down below as most of the crew would be sleeping on board.

"Uh, can we go up to the yacht club now?" asked one of the women on my crew, with a definite sense of urgency.

"Okay, sure, but I have sandwiches and snacks for everyone."

"I'll be right back," she promised, and

she was off to what I finally realized was an urgent trip to the shoreside head. The rest of my crew joined her on shore leave, so I sat back in the cockpit and opened up a box of fancy designer pastries, offering a sample to one of the schooner crew who was too close to ignore.

That's when Lee Helm appeared in the main companionway of the schooner.

"Like, did someone say fancy pastries?" she asked as she eyed my expensive crew treats.

"What are you doing here, Lee?" I asked accusingly. "You told me you had too much work to do for your graduate courses to sail this weekend."

"For sure, Max. But that was before I

got the invite to sail on this awesome old schooner. I mean, it's almost a hundred years old, and it has topsails, a fisherman stays'l, and three jibs that can all fly at the same time. I could, like, write a master's thesis on tuning this rig."

"Well, I really missed you on mainsheet and tactics," I pouted.

"No way, Max. From the looks of those guys who just ran across our deck, you had plenty of beef."

"Probably too much beef, actually," I said as I held up the remaining stub of a broken winch handle. "This is what I get for asking for more halyard tension on a tack."

"Criminey!" exclaimed the skipper of

MAX EBB

the big schooner, who I think also had his eyes on the pastry I had just given to Lee. "I can use whoever did that for sheeting home my gollywobbler! But then again, if he has to pay for all the handles he breaks, he may have a short sailing career."

"I know the rules," I said. "I have to insist that he shouldn't worry about it — it's part of the cost of doing business on a racing boat, and replacing the handle is entirely on me. Then, if he follows established etiquette, he'll replace it anyway over my objections, even if he has to just slip the new handle into the gear box when I'm not looking."

"Um, I think you have it wrong, Max," said Lee as she captured the box of pastries from my cockpit and passed it over to the schooner. "If he had, like, dropped the handle overboard, *then* he has to replace it, even though you have to tell him he doesn't have to. But if he breaks a handle in the line of duty, it's, like, a totally different show. No way he has to replace a handle for using it exactly as intended. Not only that, but he gets to keep the broken parts as a trophy, and

you have to stop buying those cheap handles that are so easy to break."

I followed my box of snacks to the schooner's cockpit, asking politely if I could come aboard.

"Certainly, especially if you're buying," said the skipper.

"If you can't tie good knots, for goodness sake, tie lots of 'em."

"And how did the race go for you?" I asked.

"We beat everyone we know," he answered, "and that's good enough for bragging rights."

"We got killed on corrected time," whispered Lee. "But this boat is a totally

awesome specimen of antique hardware and restored 100-year-old joinerwork. I mean, the varnish is so perfect, it's like being inside a piano."

And then she whispered in an even lower volume, just for my ears, "But the sails are about 30 years past their 'sell by' date."

"Now wait a minute," protested the owner, overhearing Lee's last remark. "Those sails are high-tech polyester from the '60s, and they're perfectly good."

Lee diagnosed it as a variant of 'Master Mariners Syndrome'. "They all think the sails should last as long as the boat."

The owner argued that nothing will make a schooner point high into the wind anyway, so it doesn't much matter what shape the sails are in. This led to further discussion of the fine points, such as they are, of sailing antique schooners while everyone finished off the box of treats intended for my own crew.

"Wonder what's taking my crew so long?" I said, thinking that they should



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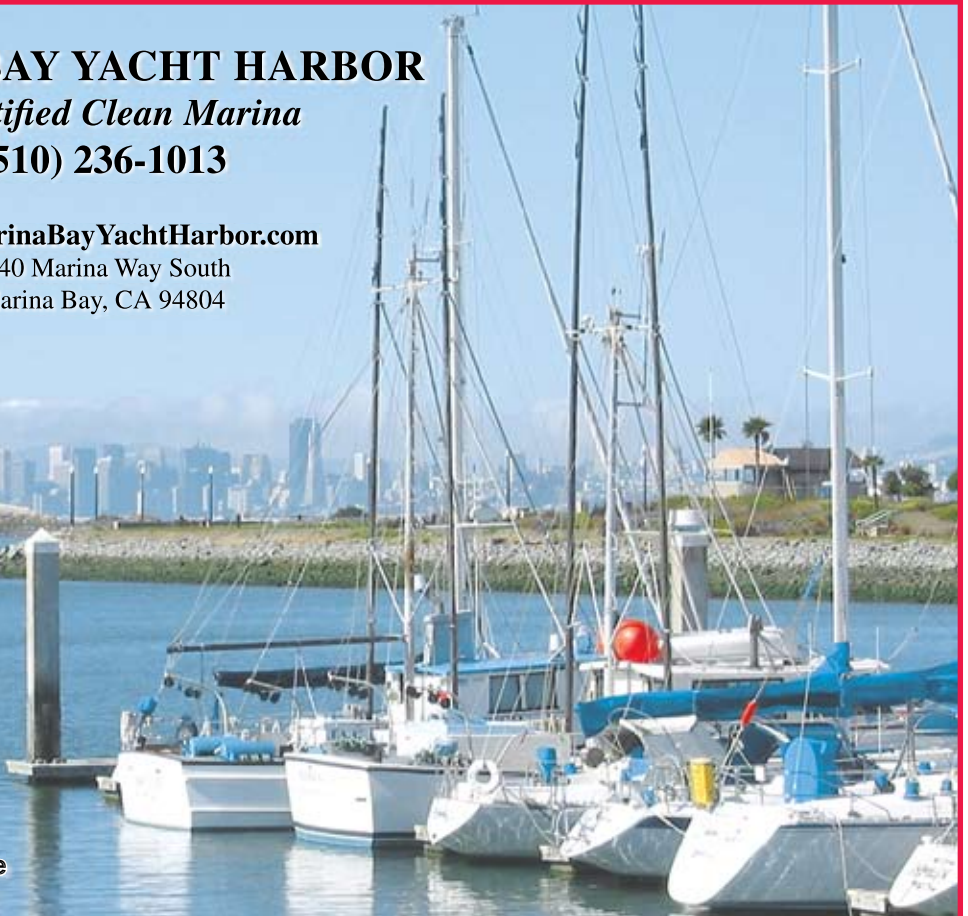
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— SWINGING FROM THE RAFT-UPS

have been back some time ago.

"They have to pass the bar on the way to the head," noted one of the schooner crew.

By this time the raft-up had completely spanned the harbor, forming a continuous mass of boats from dock to dock. Finally, I spotted my entire crew way over on the other side of the raft. They were jumping from boat to boat over lifelines, under booms, across cockpits, hatchways, sailbags and gaps of open water. And they were racing.

"Cool," said Lee. "They're having a lifeline race."

"They'll kill themselves!" I gasped.

"Quite possibly," remarked the schooner man.

"These aren't really good parties unless someone falls in the drink," noted another schooner crew. "Although it's a little early in the evening for that."

"I thought one of the rules of a lifeline race," said the skipper, "was that

you have to cross each boat forward of the mainmast. Not polite to cut through



Unlike most retail stores, on a boat, if you break it, you haven't bought it.

someone's cockpit without permission to come aboard, you know."

Somehow they made it without serious injury, and piled back into my boat. I climbed back aboard to serve sandwiches and cookies, then we all migrated back to the big schooner.

"You know, we probably won't be able to do this for too many more years," my foredeck crew predicted. "We walked past an empty slip that was total mud, and the folks up at the yacht club say the harbor is shoaling so fast that, unless they find a way to get the government to dredge out the basin, half the slips here won't be usable in a few years."

"We could always go back to anchoring out," said the schooner skipper. "That's how we did it in the old days, and the party was every bit as rowdy. Maybe more, as I remember."

"Easy for you to say," suggested my crew, pointing to the perfectly restored traditional longboat sitting in chocks between the schooner's masts.

"Used to be," he explained, "that every boat had to carry a rigid tender at least 7' 11" long. It was the best part of the old

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MAX EBB

Cruising Club of America rule, because it meant everyone had a good dink, and the informal races around the anchorage were great fun. The sailing versions of those dinghies are what gave rise to the first frostbite fleets."

"Still, if the mud starts to close down the harbor, can this yacht club even survive?"

"They're missing an opportunity," said Lee. "Whenever a slip gets to be, like, too shallow and mucky for a boat berth, the response should be to plank it over with a wider float and use it for dinghy storage. Think how many Lasers or Toros, or even kayaks and rowing shells, could fit in racks in the space of a few silted-up boat berths."

"Remember, this club started as a canoe and small boat sailing club, about when my schooner was built," noted the skipper. "So if the harbor silts in, then they just have to go back to their roots."

"But nobody around our club seems interested in dry storage for small boats," argued one of his crew. "They all keep their dinghies and kayaks at home."

"Wake up and smell the biofuel," said Lee. "We're past peak oil, and, in a few years, we'll all be driving cars that are too small to pull trailers, maybe even too small to put a Laser on top without being

"There are some things you can only learn one way."

blown off the road. Demand for on-site storage for small boats will come back in a big way, and yacht club berthing facilities might look a lot more like they did 100 years ago."

"Interesting thoughts," said the schooner owner, "But for now, the yacht club bar is still there, and we're dockside, so it's time for me to crawl up the gangway for a drink."

"Okay," I said. "I'll be up there in a

while. If you take the shortcut on your way back, watch out for those lifelines."

"That gives me an idea," said Lee. "What if we pre-lead certain strategically placed halyards from one boat to another, like Tarzan vines. We could swing across the harbor and back to the boat in almost no time."

"Interesting possibilities," allowed another of the schooner's crew. "But it requires more alcohol to work properly . . ."

"A little bit of important advice for later in the evening," said the schooner skipper. "If you fall off the dock, swim right over to the rock rip-rap to haul out. You'll never make it back up onto the dock from the water."

"Um, how do you, like, know that?" asked Lee.

"There are some things you can only learn one way," he said thoughtfully, and headed up to the yacht club bar.

— max ebb



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THE RACING

With reports this month from a French triumph at the **Congressional Cup**, the **Vallejo** beat, the stunning **Stone Cup**, **J/120s** on the South Bay, the insanely slow **Ensenada Race**, sailing's next generation at the **Svendensen's Summer Splash**, the petite **Elite Keel**, a melange of **Box Scores** and everyone's favorite **Race Notes**.

Congressional Cup

French match racer Mathieu Richard defeated Sweden's Johnie Berntsson, 2-1, in the Congressional Cup finals to earn his first crimson blazer. The victory puts the 30-year-old rising star in elite company. Former winners include Conner, Turner, Holmberg, Barker and Brady — all with impressive credentials before and since their Congo Cup victories.

Not that Richard, currently the second-ranked match racer in the world, is any slouch. But with most of the match racing 'names' tied up in Valencia, this year's Congressional Cup — hosted as always by Long Beach YC and raced in Catalina 37s — provided an opportunity for a few of the lesser known names to shine. On their path to victory May 15-19, Richard and his crew of Olivier Herledant, Frederic Rivet, Thierry Briend, Greg Eurard and Yannick Simon, faced teams from Russia, Sweden, France, Poland, New Zealand and the US, all competing for a piece of the \$41,000 purse.

"I think we're the first non-Anglo-Saxon winner," Richard said at the dock



RICH ROBERTS

2007 Congo Cup winner Mathieu Richard

as he and his crew celebrated. "It is really a great event to win. When you look at the list of past winners, it's a very prestigious victory."

Vallejo Race

There's been no wind, too much wind, and rain. But in 107 Vallejo Races, this year's upwind beat to Vallejo for the of-

ficial YRA season opener on May 5-6 was a first, at least in living memory. After an unusual reaching start near Treasure Island, the 287 entries faced a largely one-tack trip across San Pablo Bay.

If there was an upside to the madness, it's that the northeasterly held through the weekend. Racers got their spinnaker session on the return race to the Bay on Sunday, albeit slightly delayed so that they could push, pull and prod their way out of the shoaled up Vallejo YC harbor. "I think the late start and inability to leave early caused us to have a higher than normal percentage of Sunday racers," theorized PRO Jeff Zarwell.

For many, the season opener was a mere formality given the Bay Area's more-or-less endless season. But it was a pleasant formality nonetheless. The sun shone brightly, the air temperature hovered in the high 70s, and there was enough wind to keep boats moving swiftly, but never so much that it was unbearable. If there was any complaint, it was that the northeast breeze and flood current combined for a bumpy ride on Saturday.

Familiar faces led the pack this year. Lani and Scott Spund's *Kokopelli*² was the first boat into Vallejo, finishing just before 2 p.m. Bill Erkelens' D-Class cat *Adrenaline* posted the fastest elapsed time, spending just two hours and 35 minutes on the course. The first boat across the finish line on Sunday's reverse start (high-handicap boats start first) was Larry Telford's *Islander 30 Mk II Antares*.

If there were a sportsmanship award for the weekend, we'd cast our vote for Theresa Scarpulla. Her new-to-her Merit 25 *Speed Racer* had to be towed to the start after its brand-new outboard went AWOL, and towed to the finish when its rudder did the same off Hercules during the race. In between, *Speed Racer* started the race twice, once with the fleet ahead, and then properly with their class when they realized the error. (In a race with 25 fleets and 18 starts, some confusion is to be expected.) But Scarpulla, who has been racing on the Bay for more than a dozen years, remained in good spirits



throughout *Speed Racer's* trials. "Shit happens," she laughed after the race. "I was really looking forward to the Vallejo Race this year. The race is really a spiritual thing, a ritual. But what can you do? I've been racing almost my whole adult life, and this kind of stuff happens."

"I don't know how Theresa could be so upbeat," exclaimed Zarwell, who came across the rudderless *Speed Racer* while patrolling the race course and towed them to Vallejo, "but I hope more people adopt her attitude on the water."

This year's race saw the first entry spike since 2003, thanks in large part to the YRA's new Party Circuit, a lighter, more festive racing series. What follows is the *Latitude 38* version of the results (the top three boats in each class based



Youngling, 9. (13 boats)
 OLSON 25 — 1) **Sweet Ness**, Nesrin Basoz/Reuben Rocci, 4 points; 2) **Pearl**, Thomas Blagg, 4; 3) Synchronicity, Steve Smith, 4. (5 boats)
 OLSON 30 — 1) **Hot Betty**, John Scarborough, 3 points; 2) **Naked Lady**, Jeff Blowers, 5. (3 boats)
 SANTANA 22 — 1) **Carlos**, Jan Grygier, 3 points; 2) **Tchoupitoulas**, Stephen Buckingham, 3; 3) **Elaine**, Pat Broderick, 7. (5 boats)
 VALLEJO I (< 9) — 1) **Kokopelli²**, Santa Cruz 52, Lani Spund, 3 points; 2) **City Lights**, Santa Cruz 52, Thomas Sanborn, 3; 3) **Cipango**, Andrews 56, Rob & Bob Barton, 8. (10 boats)
 VALLEJO II (12-60) — 1) **White Fang**, Beneteau 40.7, Mark Howe, 3 points; 2) **Diablita**, ID-35, Gary Boell, 7; 3) **Inspired Environments**, Beneteau 40.7, Timothy Ballard, 7. (11 boats)
 VALLEJO III (63-102) — 1) **Acabar**, Jeanneau 45 Sunkiss, Jean-Yves Lendormy, 5 points; 2) **Tiki Blue**, Beneteau 423, Gary Troxel, 5; 3) **Irish Lady**, Catalina 42.5, Mike Mahoney, 6. (9 boats)
 VALLEJO IV (105-135) — 1) **Shenanigans**, C&C 36, David Fiorito, 3 points; 2) **Vitesse**, Santa Cruz 27, Barton Goodell, 5; 3) **Voyager**, Beneteau 345, Steven Hocking, 5. (8 boats)
 VALLEJO V (138-165) — 1) **Kelika**, Hunter 33.5, Mike Weaver, 2 points; 2) **Layla**, Ultimate 20, Tom Burden/Trish Sudell, 5; 3) **Bosporus II**, Columbia 36, Rich Wallace, 5. (9 boats)
 VALLEJO VI (168-183) — 1) **Wuda Shuda**, Soverel 26, Craig Page, 2 points; 2) **Small Flying Patio Furniture**, J/24, Edward Walker, 4; 3) **Little Wing**, J/24, Luther Strayer, 6. (7 boats)
 VALLEJO VII (> 186) — 1) **Antares**, Islander 30-2, Larry Telford, 3 points; 2) **Cheeseburger**, J/22, Kristen Lane, 5;

RICH ROBERTS

And the Oscar goes to ... — Berntsson erases a pre-race penalty by forcing one on Richard during the Congo Cup finals. The Berntsson crew's indulgence in some Hollywood drama is a common match racing tactic when trying to convince on-the-water umpires that a foul has been committed.

on combined finishes from each day; the YRA scores Saturday and Sunday separately). Official results are at www.yra.org.

MULTIHULLS — 1) **Origami**, Corsair 24, Ross Stein, 3 points; 2) **Wingit**, F-27, Amy Wells, 6; 3) **Three Sigma**, F-27, Christopher Harvey, 6. (8 boats)

EXPRESS 27 — 1) **Freaks on a Leash**, Scott Parker, 2 points; 2) **Witchy Woman**, Tom Jenkins, 4; 3) **Xena**, Mark Lowry, 7. (10 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 2 points; 2) **Serendipity 2**, Thomas Bruce, 6; 3) **Ay Caliente**, Aaron Kennedy, 6. (5 boats)

ANTRIM 27 — 1) **Always Friday**, John Lieben-

berg, 2 points; 2) **Arch Angel**, Bryce Griffith, 5. (4 boats)

SF 180 — 1) **Harry**, Newport 30-2, Richard Aronoff, 5 points; 2) **Goose**, Catalina 30, D. Michael Kastrop, 6; 3) **Topgallant**, Newport 30-2, Frank Hinman, 6. (9 boats)

EXPRESS 37 — 1) **Elan**, Bill Riess, 3 points; 2) **Spindrift V**, Larry Wright, 4; 3) **Expeditious**, Bartz Schneider, 6. (8 boats)

ISLANDER 36 — 1) **Diana**, Steve Zevanove, 5 points; 2) **Pacific High**, Harry Farrell, 7; 3) **Windwalker**, Richard Shoenhair/Greg Gilliom, 8. (10 boats)

J/105 — 1) **Taboo**, Phil Laby/Rich Pipkin/Mary McGrath, 5 points; 2) **Donkey Jack**, Eric Ryan, 7; 3) **Hazardous Waste**, Chuck Cihak/Dana Sack/Glenn

3) **Tekeela**, J/22, Cam Lewis, 5. (9 boats)
 PARTY CIRCUIT G (< 66) — 1) **Astra**, Farr 40, Mary Coleman, 4 points; 2) **Velocita**, Mumm 36, Mary Mueller/Jeff Christie, 6; 3) **Bodacious**, Farr 40 One Ton, John Clauser/Bobbi Tosse, 6. (5 boats)
 PARTY CIRCUIT H (69-96) — 1) **Mintaka 4**, Farr 38, Gerry Brown, 2 points; 2) **Jarlen**, J/35, Robert Bloom, 7; 3) **Cirque**, Beneteau 42s7, Louis Kruk, 7. (7 boats)
 PARTY CIRCUIT J (99-117) — 1) **Sheeba**, C&C 99, Michael Quinn, 4 points; 2) **Novia**, Cal 39-4, David DeMeter/Dick Baker, 5; 3) **Mon Desir**, Jeanneau 35 Sun Fast, Jerry Nassoio, 8. (15 boats)
 PARTY CIRCUIT K (120-168) — 1) **Mer Tranquille**, Jeanneau Sun Odyssey 34.2, Larry Moraes, 3 points; 2) **Chimera**, Little Harbor 47, C. Grant Miller, 4; 3) **Chesapeake**, Merit 25, Jim Fair, 10. (12 boats)
 PARTY CIRCUIT M (> 171) — 1) **Roxanne**,

THE RACING





A backwards but beautiful Vallejo Race (clockwise from here) — 'Stink Eye' and 'Take Off' reach across San Pablo Bay during the downhill race home from Vallejo on Sunday; hooking them while they're young on 'Strangelove'; Keith Love gives trimming the kite his undivided attention, while YRA Chairman Pat Broderick gives the race an A-Okay; it was all smiles on 'Wuda Shuda', the first boat home on Sunday; there's no such thing as too much sun protection; 'Kokopelli' led the fleet from the start all the way up to the finish on Saturday; making it look like work on the Melges 32 version of 'Stewball'; boys in the hood on 'Racer X'; 'Donkey Jack' makes waves on the tight reach home; friendly waves from 'Serena'; it was close racing in the Express 27 class off the start on Saturday. All photos latitude/sutter.



THE RACING

Tartan 30, Charles James, 4 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 6; 3) **Latin Lass**, Catalina 25, Bill Chapman, 7. (15 boats)

PARTY CIRCUIT SF 30 — 1) **Shameless**, Schumacher 30, George Ellison, 4 points; 2) **Encore**, Wylie Gemini 30, Andy Hall, 6; 3) **Takeoff**, Laser 28, Joan Byrne, 7. (10 boats)

IOR WARHORSE — 1) **Aleta**, Peterson 46, Keith Brown, 3 points; 2) **Infinity**, Holland 47, Gary Gebhard, 5; 3) **Zamazaan**, Farr 52, Charles Weghorn, 7. (5 boats)

Official results — www.yra.org

The Stone Cup

You could not have asked for more classic San Francisco conditions for the

St. Francis YC-hosted Stone Cup on May 19-20.

The two-day, four-race series



LATITUDE / JR

Close racing — Andy Costello's 1D-35 'Double Trouble' posted three bullets in the Stone Cup, but only won by a single point overall.

kicked off in a light westerly and flood under clear skies. Both the current and breeze ratcheted up as the day progressed, hitting 30 knots by the

JOANINA RUSTIN

end of Saturday's second race. The wind filled in earlier on Sunday, but, when combined with a heavy four-knot flood, didn't seem quite so harsh. 'Seem' is the operative word there, as the conditions were still a recipe for a punishing weekend of long beats short-tacking up the Cityfront and short downwind joyride runs. Although the conditions didn't suit everyone, most folks were nevertheless pleased with the weekend.

"It was excellent racing," said Michael Kennedy, whose Sydney 38 *Copernicus* was one of the weekend's big winners. It was by no means a blow out, however. "Even though the scores show that we won three races, the winner wasn't determined until the last leg in almost every race."

All four fleets — 1D-35s, J/120s, an

IRC class and the Sydney 38s — had tight racing despite a modest turnout. "It was good to see a few boats from out of town," noted StFYC race manager John Craig. Among them were Lou Pambianco's Wylie 46 *Heartbreak* and Jeff Pulford's Sydney 38 *Bustin Loose*, both up from Monterey Bay, and Kennedy's Chicago-based *Copernicus*. (Actually, the boat lives in the Bay Area, but its owners, Kennedy and his wife Kate, commute from their home in Chicago to race. "The fleet started in Chicago, but the boats seem to favor San Francisco conditions and they've migrated out that way," explained Kennedy.)

Hopefully a successful Stone Cup is a good omen for this year's Big Boat Series. Craig says he's received several "interesting" inquiries from the East Coast, the Pacific Northwest and Southern California, but that it's still too early to predict what the turnout will be like. "It should be bigger than last year," he noted.



Michael Kennedy's Chicago-based, San Francisco-berthed 'Copernicus', with Rolex Yachtsman of the Year Jud Smith calling tactics, came through in the end to win the Sydney 38 class at the Stone Cup.

1D-35 — 1) **Double Trouble**, Andy Costello, 6 points; 2) **Yeofy**, Eliel Redstone, 7; 3) **Alpha Puppy**, Mark Witty, 11; 4) **Great Sensation**, Mario Yovkov, 18. (7 boats)

IRC — 1) **White Dove**, Beneteau 40.7, Mark Garl, 7 points; 2) **Swiftsure**, Schumacher 54, Sy Kleinman, 11; 3) **Rancho Deluxe**, Swan 45, Michael Diepenbrock, 15; 4) **Heartbeat**, Wylie 46, Lou Pambianco, 15; 5) **Scorpio**, Wylie 42, John Siegel, 18. (9 boats)

J/120 — 1) **Desdemona**, John Wimer, 10 points; 2) **Chance**, Barry Lewis, 10; 3) **Mister Magoo**, Stephen Madeira, 15; 4) **Valkyrie**, Mark Varnes, 15. (8 boats)

SYDNEY 38 — 1) **Copernicus**, Michael Ken-



nedy, 7 points; 2) **Bustin Loose**, Jeff Pulford, 10; 3) **Animal**, Craig French, 12. (6 boats)

SBYC J/120 Regatta

For the second year in a row, the J/120 fleet opted for its own

regatta rather than heading to Vallejo with the rest of the Bay racers on May 5-6. South Beach YC hosted the five-race series just south of the Bay Bridge.

"We've got a really busy one design schedule, and not everything can fit," explained *Twist* owner Timo Bruck about the decision to bail on Vallejo. "Plus, many of the J/120 owners still have kids living at home, but not old enough to race, and it's tough to do a regatta where you don't get home at night to be with the family."

Racing among the seven 120s was close, with multiple boats overlapped at the finish and three boats tied for second place after the fourth race. Going into the last race, *Chance* had first place sewn up but it was a showdown for everyone else. Dennis Jermaine on *Dayenu* took



A stone's throw away — 'Valkyrie' leads a grab-bag mixture of boats up the Cityfront during St. Francis YC's Stone Cup last month.

a bullet to hold second overall.

"We all had a great time. The water is flat, the weather is warm, the current is pretty even across the course," Bruck noted, adding that the conditions forced sailors to adjust their game and play the wind shifts instead of the current. "I seriously wonder why there isn't more racing in the South Bay."

1) **Chance**, Barry Lewis, 13 points; 2) **Dayenu**, Dennis Jermaine, 15; 3) **Twist**, Timo Bruck, 17; 4) **Mister Magoo**, Steve Madeira, 19. (7 boats)

Ensenada Race

"The longest Ensenada I can remember." That's how Paul Martson of the Corsair 31 *Sally Lightfoot* — and undoubtedly countless others — characterized the Lexus Newport Ensenada race in late April.

Of the 429 boats that crossed the start line in Newport Beach on April 27, more than 40 percent never made it to the finish. Whether they simply didn't arrive before the time limit expired at 11 a.m. on April 29, or gave up trying, is hard to tell. But we'd be stating the obvious to say that this year's race may not have

been the highlight of the event's 60-year history.

Like the other 240 boats that stuck it out, Martson and his crew of fellow Bay Area Multihull Association sailors, Amy Wells and Darren Doud, experienced light wind from the southwest for most of the race. Many cruising class boats — which comprised one-third of the fleet this year — gleefully used their motor-ing allowance. If they wanted to arrive in Ensenada in time for the party, they didn't have much choice. Winds only briefly reached double-digit velocity.

To put it all in perspective, the first boat to finish, Doug Baker's *Magnitude 80*, covered the 125-mile course in 21 hours, four minutes. In February, that same boat did the Puerto Vallarta race — which is 1,000 miles longer — in just over double that time. Ouch!

Sailing in the new XSracing.org fleet, *Sally* finished 4th in division, 87th overall. Of course, a run-in with a giant kelp bed, which added an hour to their elapsed time of 30 hours, 39 minutes, didn't help their cause. As if they needed something else to slow their blazingly fast pace.

The only other NorCal boat, Steve Wonner's WylieCat 30 *Uno*, finished sixth in the PHRF F fleet and 99th overall, after spending 35 hours, 35 minutes drifting down the coast. Results are online at www.nosa.org.

Svensden's Summer Splash

Eighty-one young sailors converged on the Estuary May 19-20 for the Svensden's Summer Splash at Encinal YC. The Estuary delivered conditions to suit sailors of all sizes, with light winds at the start of the weekend building to a steady 15 knots by Sunday afternoon. With 15 races for the Lasers and both Opti fleets — 14 for everyone else — (two throwouts for all), there were plenty of opportunities to perform.

The competition in all fleets was strong, but none more so than the Laser class, which was decided by a tie-breaker in favor of Thomas Maher over Connor Leech. In the Optis, Will Cefali edged out older sister Lauren by a point for the win. A little sibling rivalry, perhaps?

The scores weren't quite so tight in several other classes. Laser 4.7 sailor Mariana Sosa Cordero and the 420 team of Brian Malouf and Matt Van Rensselaer pretty well put their mark on those fleets,

LATITUDE / JR



'SALLY LIGHTFOOT'

A Lexus may have been faster, but who had more fun? Darren Doud ponders the options during a slow ride to Ensenada on 'Sally Lightfoot'.

finishing 11 and 16 points, respectively, ahead of their nearest competitors.

As for trophies, you could forget the traditional pickle dish. Event sponsor Sven Svensden handed out items that were actually practical to weekend winners, including tillers, tiller extensions,

THE RACING

boat covers and gift certificates for more boat parts.

The Summer Splash was the first of the five-regatta Bay Area Youth Sailing summer series, and most local junior programs were well represented. Throughout the summer, individual sailors and teams will attempt to qualify for perpetual season trophies named for their predecessors — Cayard, Silvestri, Healy and Kostecki — all former Bay Area juniors who have gone on to make names for themselves on the international sailing scene. One can only wonder which of these kids will be next.

OPTI — 1) Will Cefali, 26 points; 2) Lauren Cefali, 27; 3) Kate Gaumont, 44; 4) Kyle Larsen, 50; 5) Michael Tan, 65; 6) Markus Surosa, 74. (12 boats)

OPTI GREEN — 1) Kristopher Swanson, 20 points; 2) Lea Russell, 26; 3) Christian Ruano, 44; 4) Harry Schmidt, 62; 5) Madeleine Pont, 72; 6) Christopher Casciani, 74. (11 boats)

LASER 4.7 — 1) Mariana Sosa Cordero, 15 points; 2) Max Brodie, 26; 3) Tom Parker, 27; 4) John Olson, 51. (8 boats)

RADIAL — 1) Jessica Bernhard, 21 points; 2) Cody Young, 26; 3) Joshua Goldberg, 38; 4) Megan Hayes, 39. (7 boats)

Elite Keel

San Francisco YC's Elite Keel on May 12 might just as easily have been the Petite Keel. Just 37 boats showed up for the one-day, three-race regatta. But the small size did nothing to diminish a perfect day of racing on the Berkeley Circle in the 15 to 20-knot westerly.

"The close results in the Express 27 fleet are a good indication of the high competition level," reported PRO Erich Ringewald, adding that the Etchells starts were also aggressive.

Jason Crowson and Huw Roberts' *Moxie* came out on top of the Expresses after a spirited battle against Skip McCormack on *Simba* and Tom Jenkins on *Witchy Woman*. Going into the last race, *Simba* and the *Woman* were ahead but within reach; just two points separated the three boats. With a first in the last race to *Simba's* fifth and *Witchy Woman's* sixth, *Moxie* finished with three points to

spare. "We haven't been racing a lot on the Express, and we had to dust off the cobwebs, so to speak, so it feels nice to win" explained Crowson,

who commutes from El Dorado Hills to race on the Bay and has been dividing his time of late between family commitments and racing his Santana 20 in the lake circuit.

As for the other three fleets, the results were not nearly as tight. Bill Melbostad and crew on *JR* schooled the Etchells

division with two seconds and a bullet, and Chuck Eaton posted three bullets to do another horizon job on the Alerion Express class aboard *Eagle*.

Edward Walker's *Small Flying Patio Furniture* did the same to the J/24 fleet — also with three firsts — although it wasn't quite the runaway victory that the scores imply. Luther Strayer's *Little Wing* was hot on *SFPF's* heels with a second in each of the first two races until mastman Travis 'the Flying Australian' Maley took an unexpected tumble down into the pit during race three. The *Wingers* retired from the race and took Maley to the ER. Thankfully, Maley's injuries



LATITUDE / JR



PETER CATTANEO; INSET: LATITUDE / SUTTER

Brian Malouf and Matt Van Rensselaer rolled over the competition in the 420 class at the Svenden's Summer Splash. Inset: dueling Opti sailers and siblings Will and Lauren Cefali.

LASER — 1) Thomas Maher, 36 points; 2) Connor Leech, 36; 3) Chris Humphreys, 40; 4) Hanna Miller, 51; 5) Matt Werner, 58. (9 boats)

CLUB FJ — 1) Yoni Alon/Alexander Katsis, 20 points; 2) Ted Netland/Tanner Nagy, 24; 3) Mike Deady/Jacqueline Day, 26. (6 boats)

CLUB 420 — 1) Brian Malouf/Matt Van Rensselaer, 14 points; 2) Michael Grove/Alex Delle Cesse, 30; 3) Lindsay Grove/Kelsi Schoenrock, 39; 4) Alicia Bernhard/Mary Glaser, 45; 5) Hillary Paulsen/Evelyn Hull, 69; 6) Will Larsen/Walker Hardin, 79. (11 boats)

Full results — www.encinal.org

were'n't serious and he's already talking about sailing again.

Speaking of sailing again, the Elite Keel, which has been downsized to a single day for the last two years to accommodate Mother's Day, is expected to return to its two-day format next year.

ETCHELLS — 1) **JR**, Bill Melbostad, 5 points; 2) **Ginna Fe**, Michael Laport, 10; 3) **Down Under**, Andrew Whittome, 11; 4) **Etchells**, Jim Gregory, 11; 5) **Wilder Beast**, Tim Wells, 11; 6) **Imp**, Brinenbaugh, 18. (12 boats)

EXPRESS 27 — 1) **Moxie**, Jason Crowson, 7 points; 2) **Simba**, Skip McCormack, 10; 3) **Witchy Woman**, Tom Jenkins, 10; 4) **Xena**, Mark Lowry, 11; 5) **New Wave**, Buzz Blackett, 12; 6) **Wile E. Coyote**, Dan Pruzan, 14. (12 boats)

ALERION EXPRESS 28 — 1) **Eagle**, Chuck Eaton, 3 points; 2) **Lizbeth**, Michael Land, 8; 3) **Scrimshaw**, Michael Maurier, 10. (5 boats)

J/24 — 1) **Small Flying Patio Furniture**, Ed Walker, 3 points; 2) **On Belay**, Don Taylor, 9; 3) **Breakthrough**, Jamuel Starkey, 11; 4) **Little Wing**,



Elite Etchells — Tim Wells's 'Wilder Beast' tries to sneak up on Bill Melbostad's 'JR' during the Elite Keel Regatta. Melbo won the Etchells class of the 'petite' Elite with a consistent 2-1-2 record.

Luther Strayer, 13. (8 boats)
Full results — www.sfyc.org

Box Scores

No less important, but no more room...

KNARR QUALIFIER (SFYC: 5/20: 2 races)

1) **Adelante**, Don Nazzal, 5 points; 2) **Svenkist**, Sean Svendsen, 9; 3) **Narcissus**, John Jenkins, 9; 4) **Lykken**, Rick Fisher, 12; 5) **Larkin**, Jon Perkins, 13; 6) **Three Boys and a Girl**, Chris Perkins, 13; 7) **Peerless**, Larry Drew, 14; 8) **Sophia**, Tom Reed, 15; 9) **Flyer**, Chris Kelly, 17; 10) **Penelope**, Charles Griffith, 17; 11) **Huttetu**, George Rygg, 20. (22 boats)

Full results — www.sfyc.org

WBRA #5 (SFYC: 5/19)

FOLKBOAT — 1) **Windansea**, Don Wilson; 2) **Faith**, Brock DeLappe; 3) **Little Svendle**, Bill DuMoulin; 4) **Nordic Star**, Richard Kjeldsen; 5) **Elsie**, Michael Goebel. (9 boats)

IOD — 1) **Bolero**, Richard Pearce; 2) **306LP**, Jim Davies; 3) **La Paloma**, James Hennefer; 4) **Xarifa**, Paul Manning. (7 boats)

KNARR — 1) **Adelante**, Don Nazzal; 2) **Lykken**, Rick Fisher; 3) **Three Boys and a Girl**, Chris Perkins; 4) **Svenkist**, Sean Svendsen; 5) **Penelope**, Charles Griffith; 6) **Larkin**, Jon Perkins; 7) **Narcissus**, John Jenkins; 8) **Wintersmoon**, Bryan Kennitzer; 9) **Huttetu**, George Rygg; 10) **Gossip**, Steve Taft/Mark Adams; 11) **Ohana**, Steve Wegner; 12) **Pegasus**, Peter Noonan. (24 boats)

Full results & race #6 — www.yra.org

ODCA SOUTH BAY #1 (EYC: 5/19)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin. (2 boats)

ANTRIM 27 — 1) **Cascade**, Steve Rienhart; 2) **Max**, Ryan Richard. (3 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider; 2) **Bullet**, Michael Maloney; 3) **Golden Moon**, Kame Richards/Bill Bridge. (6 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair/Greg Gilliom; 2) **Cassiopeia**, Kit Wiegman; 3) **Captain Hooke**, Tom & David Newton; 4)

Pacific High, Harry Farrell; 5) **Blue Streak**, Don Schumacher. (9 boats)

OLSON 25 — 1) **Clean Sweep**, Tom Nemeth; 2) **Vivace**, Larry Nelson; 3) **Sweet Ness**, Nesrin Basoz/Reuben Rocci. (6 boats)

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

SANTANA 22 — 1) **Tackful**, Frank Lawler; 2) **Tchoupitoulas**, Stephen Buckingham. (4 boats)

Full results & race #2 — www.yra.org

HDA #1 KNOX (SYC: 5/19)

HDA G (< 111) — 1) **Jeannette**, Frers 40, Henry King; 2) **Mintaka 4**, Farr 38, Gerry Brown; 3) **Velocita**, Mumm 36, Mary Mueller/Jeff Christie; 4) **Petard**, Farr 36, Keith Buck; 5) **Two Scoops**, Express 34, Chris Longaker. (9 boats)

HDA K (> 114) — 1) **Eclipse**, Hawkfarm, Fred Hoffman; 2) **Mer Tranquille**, Jeanneau Sun Odyssey 34.2, Larry Moraes; 3) **Mon Desir**, Jeanneau 35 Sun Fast, Jerry Nasso; 4) **Blue Pearl**, Hunter 41, John Dahle. (7 boats)

Full results — www.yra.org

J/105 MAYFEST (StFYC: 5/12-5/13: 5 races)

1) **Wonder**, Tom Kennelly, 19 points; 2) **Aquavit**, Tim Russell, 24; 3) **Whisper**, Eden Kim, 30; 4) **Jam Session**, Adam Spiegel, 37; 5) **Donkey Jack**, Scott Sellers, 39; 6) **One Trick Pony**, Robin Driscoll, 39; 7) **Advantage3**, Pat Benedict, 44; 8) **WiannOrion**, Gary Kneeland, 46; 9) **Arbitrage**, Bruce Stone, 47; 10) **Alchemy**, Walter Sanford, 49; 11) **Brick House**, Peter Lane, 51. (21 boats)

Full results — www.stfyc.org

ALAMEDA INTERCLUB #2 (IYC: 5/12)

SPIN <142 — 1) **Crinan II**, WylieCat 30, Bill West; 2) **Galatea**, Aphrodite 101, Ken Viaggi. (3 boats)

SPIN >143 — 1) **Spindrifter**, Tartan 30, Paul S. Skabo; 2) **Flotsam**, Yankee One Design, Brad & Geoff Clerk; 3) **Double Agent**, Merit 25, Robin Ollivier; 4) **Wuvulu**, Islander Bahama 30, John New. (7 boats)

CATALINA 34 — 1) **Crew's Nest**, Ray Irvine; 2) **Casino**, Bill Eddy; 3) **Queimada**, David Sanner. (6 boats)

NON-SPIN <149 — 1) **Mivida**, Catalina 42.5, Thomas Charron; 2) **Mimiya**, Catalina Morgan 440, Mark Koehler. (3 boats)

NON-SPIN >150 — 1) **La Maja**, Islander 30, Ken Naylor. (4 boats; all others DNF)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey; 2) **Sea Bird**, F-27, Rich Holden. (4 boats.)

Full results — www.sfbama.org

WBRA #3 (BYC: 5/12)

BIRD — 1) **Widgeon**, Donald Cameron; 2) **Oriole**, Daniel McLean. (3 boats)

FOLKBOAT — 1) **Windansea**, Don Wilson; 2) **Thea**, Chris Hermann; 3) **Polperro**, Peter Jeal; 4) **Freja**, Tom Reed Jr.; 5) **Emma**, Eric Kaiser. (9 boats)

IOD — 1) **Bolero**, Richard Pearce; 2) **Youngster**, Ron Young; 3) **La Paloma**, James Hennefer; 4) **Xarifa**, Paul Manning. (7 boats)

KNARR — 1) **Snaps III**, Knud Wibroe; 2) **Lykken**, Rick Fisher; 3) **Peerless**, Lawrence Drew; 4) **Three Boys and a Girl**, Chris Perkins; 5) **Flyer**, Chris Kelly; 6) **Knarmageddon**, Mike Peterson; 7)

THE RACING

ALL PHOTOS PETER LYONS / LYONSIMAGING.COM



Splish splash — Wet woodies during WBRA racing on the Cityfront. From left, 'Lykken', 'Snaps III' and the Bay's newest Folkboat, 'Faith'.

St. Bertram, Chris Andersen; 8) **Gjendin**, Graham Green; 9) **Pegasus**, Peter Noonan; 10) **Adelante**, Don Nazzal. (20 boats)

Full results & race #4 — www.yra.org

OYRA NORTHSTAR (EYC: 5/12)

MORA — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Desperado**, Express 27, Mike Bruzzone. (4 boats)

PHRO I-A — 1) **Emily Carr**, Santa Cruz 50, Ray Minehan. (1 boat)

PHRO I — 1) **Sapphire**, Synergy 1000, Dave Rasmussen; 2) **Recidivist**, Schumacher 39, Ken Olcott. (4 boats)

PHRO II — 1) **Chimera**, Little Harbor 47, C. Grant Miller; 2) **Ada Helen**, Catalina 42.5, Joseph Pratt; 3) **Far Far**, Cal 40, Don Grind. (6 boats)

SHORTHANDED — 1) **Sail A Vie**, Ericson 35

Mk II, Phil Macfarlane; 2) **Eyrie**, Hawkfarm, Sylvia Seaberg/Synthia Petroka. (4 boats)

Full results — www.yra.org

SBYRA SUMMER SERIES #2 (CPYC: 5/5)

SPIN — 1) **Paradigm**, J/32, Luther Izmirian; 2) **Morning Star**, Cal 3-30, Robert Young. (4 boats)

NON-SPIN — 1) **Zingara**, Islander 36, Jocelyn Swanson; 2) **Osprey**, C&C 35 Mk I, Rob & Hilary

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Full results — www.sbyra.home.comcast.net

KONOCTI CUP (KBSC: 4/28)

FULL CUP — 1) **Backatcha Bandit**, Thompson 650, Ben Landon; 2) **Layla**, Ultimate 20, Tom Burden; 3) **Cinderella Story**, Ultimate 20, John Andrew; 4) **Ricochet**, Ultimate 20, Geoff Gardner; 5) **Salsa**, Ultimate 20, Steve Boroughf; 6) **Cloud Nine**, Ultimate 20, Jim Carlsen; 7) **UFO**, Ultimate

20, Trent & Kim Watkins; 8) **Kwazy**, Wylie Wabbit, Colin Moore; 9) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg; 10) **No Cat Hare**, Catalina 22, Don Hare; 11) **Plan B**, Wylie Wabbit, James Malloy; 12) **Dumbo**, Catalina 22, David Torrisi; 13) **Flashpoint**, Melges 24, Pat Brown. (25 boats; 26 miles)

HALF CUP — 1) **Lusty**, Balboa 26, Ray Proffitt; 2) **Santé**, Capri 26, Jim Westman; 3) **Bob's Cat**, Catalina 22, Robert Walmsley; 4) **Big Venture**, Catalina 25, Clint & Paulette Reeder; 5) **Radio**

Flyer, Capri 26, Rick Smith; 6) **FunTicket**, Catalina 25, Thom Smith. (11 boats; 13 miles)

MULTIHULL — 1) **E2**, Tornado, Bill Erkelens. (2 boats; 26 miles)

Full results — www.kbsail.com

ELVSTROM-ZELLERBACH (StFYC: 5/5-5/6)

29er — 1) Judge Ryan, 5 points; 2) Max Fraser, 14; 3) Ian Simms, 18; 4) Matt Van Rensselaer, 20; 5) Finn-Erik Nilsen, 22. (9 boats; 6 races)



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THE RACING

FINN — 1) Henry Sprague, 5 points; 2) Forrest Gray, 14; 3) Andrew Kern, 15; 4) Conrad Brown, 16. (8 boats; 6 races)

FORMULA WINDSURFER — 1) Seth Bessie, 4 points; 2) Steven Bodner, 10; 3) Al Mirel, 15; 4) Mike Percey, 19. (7 boards; 4 races)

LASER — 1) John Pearce, 7 points; 2) Mehmet Sevinc, 11; 3) Vann Wilson, 16; 4) Chuck Tripp, 24; 5) Tracy Usher, 25; 6) Bill Buckingham, 25; 7) Walt Spevak, 30. (14 boats; 6 races)

RADIAL — 1) Claire Dennis, 7 points; 2) Nick Dugdale, 13; 3) Michael Schalka, 14; 4) Katie Maxim, 15. (8 boats; 6 races)

Full results — www.stfyc.org

Race Notes

Good sports: The Mercury fleet has long been known as a class act, but two events during the Cinco de Mayo regatta in Santa Barbara last month further proved the premise.

In the first, **Dave West** and **Pat Bradley** had an incident during race one. Neither did penalty turns on the water, but after a discussion ashore, West felt he was at fault and dropped out of the race. The second incident also involved Bradley, and Southern California sailor Mike Burch. Although Burch felt he had

been fouled when the two boats made contact at the start of race two, neither one did any circles. Bradley went on to win the race, but when he looked up the rules back home after the weekend, he realized he'd been at fault in the incident with Burch. Although the regatta was done and dusted, Bradley owned up to the error and the results were adjusted accordingly. In West's case, his own Retired After Finish score meant the difference between his fifth place finish overall and the possibility of getting fourth in the 16-boat regatta.

Why don't we hear these stories more often? It's no secret that when protests go to the room, things can get very ugly very quickly. People like West and Bradley — and we imagine there must be more — set a strong example that a little sports-



Smooth as Glass — Bay Area skiffie Jen Morgan Glass was in Hyeres, France, in April for the ISAF 'Observation Trials', demo-ing boats under consideration for the potential Women's High Performance Dinghy class at future Olympic Games. One of the selections, the 29erXX, is intended to be a two-person boat, but she makes singlehanding it look like a piece of cake.

manship goes a long way toward gaining the respect of your competitors. In the words of the great Dane **Paul Elvstrom**, "You haven't won the race, if in winning

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you have lost the respect of your competitors." Full race results for the Cinco de Mayo Regatta are at www.mercury-sail.com.

Doctor, doctor: She makes mincemeat of call-in 'patients' during her nationally-syndicated radio program, and now **Dr. Laura Schlessinger** is doing the same to her competition on the water. Schlessinger's J/145 *Doc* finished with straight bullets at Newport Harbor YC's **Ahmanson Cup Regatta** April 21-22 and San Diego YC's **Yachting Cup** May 5-6 — the only boat at either regatta to post such a record. Complete results for both the Yachting Cup and the Ahmanson Cup Regatta are at www.sdy.org and www.nhyc.org, respectively.

More Yachting Cup fun: With "the best weather any of us can ever remember," according to the SDYC regatta manager Jeff Johnson, all sailors at the Yachting Cup went home happy, including Northern Californians Robert Youngjohn and Tom Coates. Youngjohn's Woodside-based DK46 **Zephyra** and Coates' San Francisco-based J/105 **Masquerade** won their respective classes. But the real

winner was the Leukemia & Lymphoma Society, which earned \$100,000 through race sponsors, entry fees, fund raising and merchandise sales.

Sale boat of the month: Reigning Newport 30 class champion **Bob Harford** has upsized to an Express 37. The Sacramento hairstylist and three-time class champion on *Fast Freight* bought another reigning class champion, Caleb Everett's **Stewball**.

Lone star light: Just 30 boats showed up for the **Etchells North Americans** on Galveston Bay in early May. "The regatta was a great one although the numbers were not what anyone would have liked," reports Jim Gregory, who made the long haul from the Bay Area to Houston, as did Russ Silvestri. "The sailing was fantastic, with winds for all races in the 10-20 knot range (except for the finish of race 5 when the wind nearly died altogether on the last leg.) Russ ended up 7th, with us 11th." Current Etchells North American and World champion **Jud Smith** won the regatta by a 14-point margin. Full results at www.etchellsnorthamericans.com

Hot kids: For the fourth time in 12 years, **Newport Harbor High School** won the Mallory Cup, the US double-handed high school championship, in early May.

Or not: Encinal YC's Commodore's Challenge was a no-go last month, thanks to scheduling conflicts and just one entry from Berkeley YC. "Of course, after we postponed the race, we got several more entries," sighed EYC race chairman Charles Hodgkins. "Oh, the joys of running a racing program!"

Eight bells: Avid Bay racer **John Davis** died unexpectedly April 28. Davis was a regular in the SF 30 fleet from its early days, almost always on one of the Laser 28s in the class. His own boat, *Peggy Sue* (named for his wife), was in the midst of being prepared for the summer season at the time of his passing.

Pop quiz: What do a **Santana 22** and a **Transpac 52** have in common? Aside from using wind as their primary means of propulsion, not much. But later this month, a Tuna and a pair of TP52s will share the same race course — perhaps the only time in history — during Encinal



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THE RACING SHEET

YC's Coastal Cup.

As of May 24, there were only 11 confirmed entries in this year's edition of the downwind race from San Francisco to Santa Barbara: the aforementioned TP52s (*Lucky* and *Samba Pa Ti*), *Phantom Mist*, *City Lights*, *Reinrag2*, *Recidivist*, *Low Speed Chase*, *X-Dream*, *Far Far*, *Azure*, *Shaman* and the *Santana 22*, *Bo-nito*. The first start is June 20, and if you hurry, there may still be time to get in on the fun. Race documents are at www.encinal.org. The entry deadline is June 17.

As we were rolling this issue off to the printer, 18 women's college sailing teams were going at it for the 2007 ICSA Women's National Championship at Old Dominion University in Norfolk, Virginia.



INGRID ABERY / HOTCAPERS.COM

Jim Swartz's 'Money Penny' (look for the bright green crew shirts) was among the Bay Area reps at Antigua Race Week in late April.

After two days of the three-day regatta, **Stanford University** was sitting comfortably in third and **UC Irvine** in fifth, just three points away from fourth. St. Mary's College of Maryland, which has led the women's college rankings all spring was at the top of the leaderboard.

Unfortunately, the printer's deadlines wait for no one, and you'll have to go to www.collegesailing.org to see how both teams fared in the end. While you're there, be sure to look for results of the ICSA/APS Team Race National Championships, which took place May 27-29 and the ICSA/Gill Coed National Champion-

ships (May 30-June 1).

But wait, there's more: It wouldn't be Memorial Day weekend with out the Spinnaker Cup or the Master Mariners Regatta. Those TiVo addicts who like jumping to the end of the show can get results at www.sfyc.org and www.mastermariners.org, respectively. For everyone else, check back with us in the July issue of *Latitude* for snappy shots and colorful commentary from both events.

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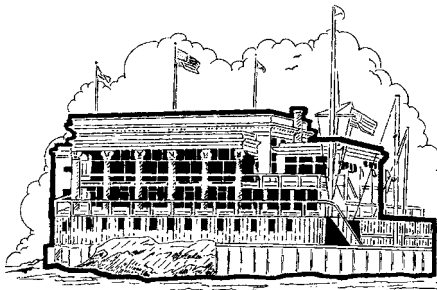
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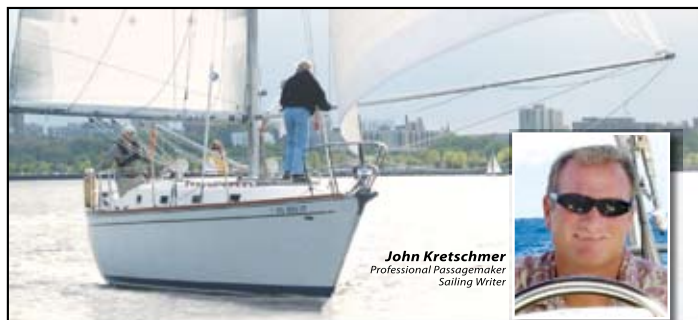
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With reports this month on the charter industry's answer to **Green Propulsion Technology**, a Bay Area sailor's raucous **Tall Ship Cruise to Antarctica**, and miscellaneous **Charter Notes**.

Leaving a Smaller Footprint: Smarter, Cleaner Charter Cats

In an era when fuel prices and dire ecological warnings dominate headlines, the development of smarter, cleaner propulsion systems is welcome news indeed. Within the realm of yacht chartering, collaborations between two renowned yacht builders and two innovative power plant manufacturers is ushering in an exciting new generation of eco-friendly boats which could very well mark the beginning of an industry-wide revolution.

In recent months, both Robertson and Caine, builder of Moorings charter cats, and Lagoon, supplier of cats to a variety of charter firms, have introduced new yachts which feature cutting edge diesel-electric power systems. These hybrids are expected to supply power for both 'house' and propulsion functions much more efficiently than traditional diesels do, thereby using substantially less fuel, emitting less exhaust, running quieter, lowering operating cost and reducing interior heating — a huge plus in tropical charter destinations. Oh yeah, and don't worry, they still have sails.

From the Seychelles to the British Virgins, virtually all of the world's most popular charter destinations are environmentally sensitive. In fact, their unspoiled natural beauty — both above and below the surface — is inextricably tied to their appeal to vacationers. So it's no surprise that savvy charter operators

The Lagoon 420 hybrid was specially designed to accommodate diesel-electric components and a large bank of batteries.



LAGOON / NICOLAS CLARIS

would be extremely interested in ways to make their 'footprint' on local environments as benign as possible.

The French firm, Lagoon, was the first manufacturer to address this potential need. Partnered with The Catamaran Company, they introduced a Lagoon 440 prototype several years ago, fitted out with a diesel-electric system supplied by longtime energy innovator Solomon Technologies.

Having worked out the kinks of their system through extensive sea trials, Lagoon began producing their second-generation boat, the Lagoon 420 hybrid, a little over a year ago — this time purpose-built to accommodate the new charging and propulsion system. While too complex to describe in detail here, the fundamental process is this: A large, efficient generator supplies AC current, which is inverted to DC to supply a large house battery bank — not unlike systems used on modern cruise ships and naval vessels. The bank then supplies both propulsion needs (twin electric motors) and all house functions such as refrigeration, air conditioning lighting, etc.

We would remind you that nearly all bareboats are actually owned by private individuals or corporations, and are then put into "management programs" with bareboat charter operators. That said, a variety of 'green-minded' individual buyers have commissioned 420 hybrids to be put into bareboat management firms in the BVI, including Horizons Yacht Charters, TMM and The Catamaran Company. With the promise of substantially lower

and fuel costs, and the cache of being environmentally-friendly, we expect there will be no shortage of new orders.

Meanwhile, The Moorings and its South African cat manufacturer Robertson



SPREAD: THE MOORINGS; INSET: OSSA POWERLITE

Spread: The Moorings' E-43 hybrid uses a fully-integrated system designed by Glacier Bay. Inset: The streamlined electric drive motor.

and Caine have quietly been doing their own research into green energy generation for a number of years also. In February they announced a new line of E-Leopard 43 cats whose systems are substantially different from the Lagoons. Partnered with the longtime Bay Area firm Glacier Bay — which is primarily known among boaters for its marine refrigeration systems — the E-43 features a high-efficiency OSSA Powerlite generator which operates at variable speeds in response to demand from both house and propulsion motors. The OSSA unit puts out high voltage DC current (in contrast to the Lagoon's AC) which is utilized via a normal-size house battery bank for all on-board electrical components — from air conditioning to refrigeration to propulsion.

OF CHARTERING



ings marketing ace Van Perry explains, if troubles arise, generators, propulsion motors or other components can potentially be swapped out during a typical 24-hour turn-around.

To our way of thinking, one of the biggest benefits to individual charterers will be what you might call the tranquility factor: a substantially quieter propulsion system while motoring, and reduced interior heat (generator vs diesel engine). Add to this the psychological benefit of knowing the vessel you've chartered is having a minimal impact on your vacation destination, and we'd bet these boats will be in great demand by charterers — and, consequently, by investors looking to place a boat in a charter program.

Given the fact that the upper tier of bareboat fleets turn over their entire inventories every three to five years, it's a safe bet that we'll see a whole lot more diesel-electric cats available in the next few years. And, as with the car industry, greater demand will inspire continued innovation — undoubtedly spreading to monohull fleets as well.

A few decades ago, the boat-building surge fueled by the increasing popularity of bareboating resulted in many yacht design innovations

Power sources aren't the only design refinements on the Lagoon 420. You've gotta like this forward lounging area.

The heart of the system, however, is OSSA's super-sophisticated power distribution system, which, according to company founder Kevin Alston, allows all of the system's component units to operate at peak efficiency while consuming a minimum of fossil fuel. During the year-long tests of the E-43 in the punishing heat and humidity of the Caribbean, fuel savings were recorded of up to 40% over typical twin diesels. Although the OSSA generator must always be running while motoring, there is a substantial weight (and environmental) benefit, as the system requires fewer batteries. At anchor, the generator only kicks on to resupply house batteries and other components such as air conditioning as needed (and at appropriately variable speeds).

Alston is proud to explain that, because Glacier Bay designs and builds every component in this system, it all works together at peak efficiency. (In

response to orders from the charter biz and other industries, Glacier Bay has dramatically increased its staff and facilities here in the Bay Area.)

Especially in places like the BVI, where charter outfits typically pick up

the cost of fuel, the substantial fuel savings of either company's system will be a colossal benefit, given today's record-setting fuel prices. Overall maintenance costs should be greatly reduced also — in theory, anyway — due to the modular nature of the systems. As Moor-



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WORLD

which ultimately benefitted recreational sailors also. Similarly, the innovations of today's cutting-edge hybrids will inevitably spin off into the recreational boat market as well, potentially leading us all to a much greener future!

— latitude/at

Force Nine Chartering:

A Tall Ship Cruise to Antarctica

There's an old sailor's adage about the Southern Ocean: Below forty degrees there is no law. Below fifty degrees there is no God.

I can add to that: The medical care isn't so great either. I landed in Argentina with a broken leg after a three-week sailing voyage to the Antarctic. A fractured fibula to be precise. There must be a hundred ways to break a bone sailing a tall ship in the Drake Passage. Me? I broke it doing the limbo in hiking boots during a raucous celebration of the fact that we had made it through some of the most tumultuous waters in the world — in one piece. Oh, the irony. Fortunately, it was on the return trip.

I get so many reactions when I tell the

truth. According to some, I need a better story, such as: I was running from a leopard seal on an iceberg, or I tumbled from the rigging while furling the t'gallant sail. A better story than doing the limbo while you round Cape Horn? Honestly, unless I was limboing naked on the yardarm, the story doesn't get much better than that.

Others ask the obvious and then sound shocked when you affirm their greatest fear: Were you drinking when it happened? Lately, I respond by looking at them disdainfully as I say: "Actually, I limbo professionally." And then I limp away. Now really, has anyone ever done the limbo cold sober? And then there are those that just simply don't believe any of my story.

It is easy for me to write about the comical denouement to my trip. But trying to describe the journey to Antarctica is daunt-



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ing. I can't possibly capture the experience and, truthfully, a month later I am still processing it. It was pristine. It was magical. It was vast. It was scary. It was humbling. It was funny. It was three dimensional. I will never do it justice with my words and photos, but bear with me as I try. I am a lawyer, not a writer.

The *Barque Europa* is a three-masted, square-rigged ship built in 1911. She is a training vessel that sails the world year round. During the austral summer the ship travels from the tip of Argentina to the Antarctic Peninsula. Her passengers, or 'trainees', are part of the watch system and participate in all aspects of crewing the ship.

My friends are astounded that I paid to work. When you tell people that you went to the

Aboard the 'Barque Europa' everyone gets a turn at the wheel. We can't think of a "saltier" way to make this trip.

Antarctic on a boat, they can't help but picture a massive cruise ship with a casino, a swimming pool and midnight buffets. It was slightly more rustic than that, I assure you.

I truly thought I was prepared. I sailed on the San Francisco Bay as often as I could, I raced on *Mr. Toad*, I took classes at OCSC and I read everything from Moitessier to *Moby Dick*. But no amount of Bay sailing or reading could have prepared me for the Drake Passage. We spent our first day out of Ushuaia lazily making our way through the Beagle Channel — a warm day with calm seas. Along our route, we saw dolphins and penguins. I went up the mast for the first time with my harness and my adrenaline, thinking of Ishmael looking for his whales. On deck I chatted with the people I'd get to know so well over the next three weeks. I didn't worry about the six hundred miles that separated us from the Antarctic. We were lulled into believing that the notorious "Drake Shake" was just a lot of hype.

As we approached the end of the

channel, Captain Robb rang two bells — all hands on deck. The weather forecast predicted a storm with Force 9 to 10 winds for the next three days. We all knew that on the *Europa's* last voyage home from Antarctica, she had shredded a number of sails in a Force 10 gale. The Captain laid out the options: We could heave-to and wait it out for two days or go forward. Ultimately, of course it was his decision: "I don't feel like waiting. So we are going to risk it." As if I hadn't spent enough sleepless nights envisioning my own watery death, the last thing I needed was for the Captain — the man charged with bringing me home alive — to say the words "risk it."

We left the relative safety of the Beagle Channel and immediately felt the swell of the Southern Ocean. As the night wore on, the sea built, the storm hit and passengers turned green at an alarming rate. My first watch was from midnight to 4 a.m. We were using the engines because we had a strong headwind and there is no such thing as close hauling and tacking on a tall ship. We put up staysails to stabilize the ship and hand

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This antique steel barque may be weathered, but she is obviously still going strong. Animals in those latitudes show little fear of man.

steered her through the night. By morning, the watch system with the trainees had completely broken down. All but about five passengers were seasick, not to be seen or heard from for four more days.

The storm eventually topped out somewhere between Force 8 and 9 with



the wheelhouse with the Captain and crew watching her list and plunge, and watching the blue, blue sea rhythmically bury the rails, first one side, then the other as we tried to hold on to anything at all to keep from losing our balance. One wave I remember crested next to the

16-ft waves on top of the already impressive natural swell. By the time the storm hit its peak, the Captain had sealed the doors and had put the ship on autopilot.

I know the Drake is capable of so much more, but I was awed and intimidated. I spent my hours in

stern of the ship and, as the whitecap blew off, I saw an Hourglass Dolphin swim through the wave more than three feet above me. During calmer moments I looked for birds off of the stern. There was something thrilling about seeing a bird gliding next to us, and wondering whether it was a Wandering Albatross or a Southern Giant Petrel.

Once through the Drake, as the other passengers emerged from below, things changed dramatically, and the experience of the sea was happily forgotten for the next two weeks. We floated on that antique ship through what seemed to be a nature documentary, watching whales feed, play and slap their flukes within a few feet of our boat. We sat down with penguins who had so little fear of us that it was refreshing and a little bit bizarre. Our Zodiacs were chased and hunted by leopard seals who were perhaps curious, perhaps mischievous, perhaps waiting for something a little larger than a penguin for lunch. We navigated the boat between icebergs and heard the little ones scrape along the bow of the ship taking bits of *Europa* rust from the steel hull. We heard ice calving from glaciers

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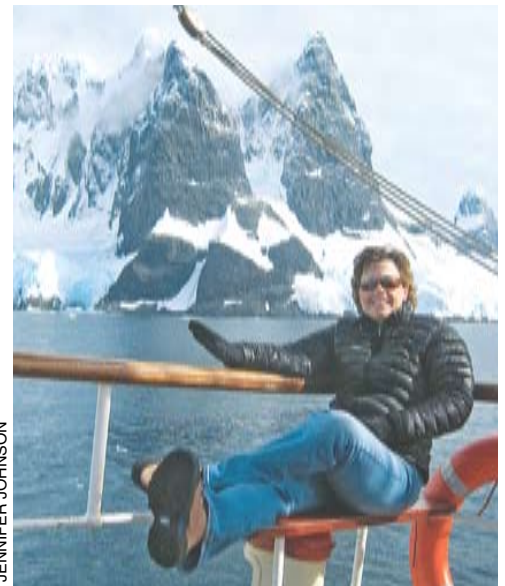
on a regular basis but so often, by the time we looked, we saw only the iceberg and the wake left behind.

I could not keep myself from photographing the ship every time I was in the Zodiac. It looked like Sir Ernest Shackleton's *Endurance*, Robert Falcon Scott's *Terra Nova* or Roald Amundsen's *Fram* — so vulnerable next to the ice and the mountains that rise straight up from the sea. From a distance she looked like she was made of toothpicks. Sometimes, she felt like it. But she was seaworthy and reliable and had been around since Amundsen discovered the South Pole. And in that untouched environment, she fit in as much as anything can. I can't say which was more exciting, the wildlife or the sailing. In the end, it doesn't matter.

We finished our journey with another four days in the Drake. Again, the sea was a Force 8, but in a favorable direction for a broad reach back to Argentina. The memory that stands out for me was another midnight to 4 a.m. watch that started drizzly and cold and turned into a full-blown snow storm. Most of us 'trainees' had wearied of the watch sys-

tem, so I was sharing the watch with only four other passengers in addition to the professional crew. Our job was to stand lookout, and take turns at the helm. With the weather, we could only be on deck for 20 minutes at a time. For most of the watch I was at the helm because my partner was trying desperately not to succumb to his nausea. The snow was blowing horizontally across the ship and ice was accumulating on the compass faster than I could clear it off. The sail above the wheel was filling with snow and then periodically unloading its contents on my head as I stood harnessed to the helm.

While I was concentrating fiercely on my course, one of the professional crew came up and gave me some advice. "You know, Jenny, you don't have to be so wedded to sailing by the compass. Look up at the top sail and see how it is luffing a little? Pay attention to the wind on your face and steer by the feel of the wind on your cheek. Use your instinct. Sail by feeling it. You don't need that compass." And then he left. I was alone at 3 a.m. at the helm of a 185-ft ship in 40-knot winds with snow blowing and ice on my



JENNIFER JOHNSON

"Look, Ma! I'm in Antarctica." Having safely made the crossing, Jenny chills out on deck before her limbo disaster.

hood. "You've got to be kidding me?" I thought, "Steer by the wind on my face?" As soon as he left, I clung to the compass with everything I had for the rest of the watch.

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WORLD OF CHARTERING

So has all of this made me a better sailor? Probably not. Perhaps I am a little bolder. I can tell tales of the Southern Ocean, of icebergs and whales and albatross — things of legend that so many have written about, but so few have seen. Although I didn't technically 'round' the Horn, we did go by it twice, which I think still gives me bragging rights.

According to sailor's lore, I can now wear a golden hoop earring in my left ear, I can spit into the wind and I can put my feet on any table in any galley on any ship in the world. Just don't ask me to do the limbo.

— jennifer johnson

Jennifer — Many thanks for your 'chilling' report. Your limbo leg break reminds us of the time we badly sprained our ankle on a Puerto Rican dock, after having completed an injury-free, five-week



SUNSAIL

Cecile will have plenty of toys to choose from when she gets to Sunsail's Club Colonna during American Sailing Week.

Atlantic crossing minutes earlier.

Readers — For info on future cruises aboard the Barque Europa, see www.barkeuropa.com.

Charter Notes

We boxed ourselves into a corner this month, leaving very little space for

tidbits of charter news, but we do want to give you this timely update: The **first prize of Summer Sailstice 2007** has been awarded to Cecile Ann Witt of Takoma Park, MD. She'll be spending Summer Sailstice this month in **Antigua**, thanks to the **American Sailing Association** and **Sunsail**. These organizations teamed up to award a **week at Sunsail's Club Colonna Sailing Resort for American Sailing Week** — a special rendezvous for ASA's

worldwide membership timed with the Sailstice. Offering this flamboyant award this year was a first, but hopefully it will be an annual occurrence.

If you missed out on the grand prize, no worries. By signing up at www.summersailstice.com and going sailing on Summer Sailstice, **June 23**, you can still win one of more than 300 other prizes, including a **one-week charter in the BVI**, courtesy of **The Moorings**.

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Catamaran Course.....June 23, 24
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CHANGES

With reports this month from **Penelope** on several very long single-handed passages; from **Lily Mae** on why there's no reason to be afraid of the Panama Canal; from **Newport Beach** on why it's a great place to visit; from **Bette** on the importance of preventing chafe; from **Salt Whistle** on a family's adventures across the Pacific; from **Taj** on taking 10 years to taste saltwater; from **Aztec** on San Blas and Mazatlan; from **Fantasia** on the 14-year-old being outvoted on the question of going to the South Pacific; and **Cruise Notes**.

Penelope — Samson C-Petrel 37 Dale Jennings Singlehanded To Easter Island (Vallejo/Wilton)

I sailed beneath the Golden Gate on November 5 of last year, and arrived at Rapa Nui, better known as Easter Island, 52 days later. Thanks to the fact that I had to skirt a late season Mexican hurricane, I ended up crossing the Inter Tropical Convergence Zone about 600 miles further west than I had planned. I burned 28 gallons of fuel during the singlehanded nonstop trip, mostly to make some easting when it was calm.

I checked in with the 'armada' on Easter Island just before I arrived. They came out to inspect my boat and do the Customs thing. They did confiscate my honey, but said I could get it back when I left. The Easter Island officials didn't seem too happy that I'd followed the protocol as outlined in *Chapmans*, as I didn't fly my Easter Island courtesy flag until they finished clearing me in. Nonetheless, they gave me 30 days on the island.

Thanks to changing weather conditions and the fact you don't want to be on a lee shore at Easter Island, I had to do a bit of moving around the first week I was there. Eventually, I settled in for a period at the Hanga Piho 'Harbor', which is where the island keeps its rescue boat, a 34-ft hard-bottom inflatable, and the

By the time you read this, Jennings will have completed two very impressive singlehanded passages in his ferro-cement boat.

local fishing fleet, which consists of open 25-footers with big outboards. There were also three sailboats in the harbor, two of which are based out of Easter Island, and a third from Spain.

The only available place for me to tie up at Hanga Piho was against the seawall, which wasn't the best place to be. I hooked my main anchor to a large ship's anchor chain that runs along the bottom of the harbor, but also put out another four 5/8-inch nylon lines to various places on shore. Nonetheless, one line chafed through and another — tied by someone else — came untied.

While *Penelope* was tied up at Hanga Pilo, I took a tour of the famous *moai* stone monoliths, and did the other tourist stuff. But on the 16th, after I'd been there more than two weeks, I had to move my boat so that a small cruise ship could unload her passengers. I'm now anchored in front of Hanga Roa and working on provisioning for what I expect will be a 25-day passage to Robinson Crusoe Island, after which I'll continue on to Valparaiso, Chile.

Remote Easter Island is not on any cruising 'milk run', nonetheless, boats do call. An Aussie yacht was here for a week when I first arrived, and a Kiwi yacht just pulled in.

What's worked well for me so far? My Monitor windvane has been great ever since I put single blocks at the tiller, which stopped the control lines from chafing through. The radar alarm with an external buzzer, put together by the guys at KKMI, woke me up for all the ships, boats and squalls that came my way. My SSB radio kept me in human contact with everyone on the Amigo Net, Picante Net, 6-A Net, Southbound Net, and my good friends aboard *Further* up in Port Angeles. The folks on *Further* have been nice enough to keep my wife informed that everything was well with me. The raincatcher beneath my main has been great also, as I arrived with only 10 gallons less than I left with from San Francisco. My Air X wind generator and two 85-watt solar panels provided all the power needed to keep the radar and tri color working. I cooked 90% of my meals in a pressure cooker, which did the job faster and more



efficiently than by normal methods. My Garmin GPS chart plotter let me see my true course — even though it was sometimes a pretty sad sight.

By the way, I built *Penelope* behind my mother's house in the San Diego area over a 10-year period in the '70s and '80s, and sailed her up to the Bay Area in '84. I got married, had kids, then we sailed her to Australia and back in the mid-'90s. Now the kids are grown and my wife has a career that doesn't allow her to take too much time off.

— dale 05/05/07

Readers — We're continually impressed at the incredible things that 'unknown' sailors such as Jennings do. Fifty-two days of singlehanded sailing on a homebuilt ferro cement boat. Brilliant. But that's not all. Dale's wife Tammi tells us that she visited with Dale for three weeks in Chile, and he's on his way back to San Francisco on what he expects will be an approximately 70-day singlehanded nonstop passage.

We're trying to think of other West Coast sailors who have done such long singlehanded passages. Bruce Schwab





With a location of 21.21N, and looking a bit like Lake Mead, this anchorage looks as though it could be near Las Vegas. Actually, it's Kor Shinab, a three-mile-long rivermouth anchorage in Sudan, Africa. The shot was taken by Bill and Sam Fleetwood of the Monterey-based Gulfstar 50, which can be seen on the far right. The couple are now in Port Ghalib, Egypt.

did it twice with *Ocean Planet* in the around the world race, but that was an organized event. The only comparable passage that we can remember was that of Roy and Tee Jennings — no relation — of *Inverness*, who did something like a 70-day passage from Valparaiso to San Francisco aboard their *Freya 39*. Of course, there were two of them.

**Lily Mae — CT-49 Cutter
Simon and Charlyn Anderson
The Panama Canal
(Las Vegas, New Mexico)**

We bought our beautiful CT-49 center cockpit liveaboard in San Diego by mistake. What we mean is that our goal was to cruise the Eastern Caribbean, but it turns out it's more than a daysail from San Diego. As such, we soon realized that there were a number of challenges facing us before we could reach what was meant to be the starting point for our new life of living aboard:

Could we handle what is quite a large

boat for a couple with our very limited experience? I had sailed dinghies in the past, but my wife Charlyn had all but never set foot on a sailboat before. What about crossing the dreaded Gulf of Tehuantepec, and what were Papagayos? How on earth could we hope to cope with the seemingly impossible transit of the Panama Canal?

We've got short answers to the first questions. Yes, the two of us could handle *Lily Mae*, largely because she's such a brilliantly conceived design that she looked after us while we learned. And we learned in comfort by being part of the '04 Ha-Ha fleet. The Gulf of Tehuantepec was no problem, thanks to the excellent weather forecasting by Enrique, the manager of Chahue Marina in Huatalco. His forecast gave us five

lake-smooth days in which to cross. As for the Papagayos, we didn't even notice them.

That left us with the big challenge of transiting the Panama Canal. Like most cruisers, we'd read articles, pamphlets and innumerable reports about doing it, the sum total of which led us to believe: 1) That it would be impossible to find any anchorage at the south end of the Canal, because the Panamanian authori-

No matter if you go through side-tied, such as this boat, rafted up, or center-chamber, a Canal transit shouldn't be difficult.



CHANGES

ties had arbitrarily removed "most" of the buoys at the Balboa YC. 2) That it was no longer legal to transit the Canal without employing an extremely expensive agent to deal with the very complex paperwork, the days of the friendly taxi driver/ helper having been consigned to history. 3) That it was no longer possible to rent the required long lines and wrapped tires for the transit. 4) That it was impossible to maintain the required minimum eight knots across Lake Gatun to avoid heavy fines. 5) That the huge movement of water in the locks would severely damage the hull of our yacht, as the concrete walls were now badly roughed up by the many years of use. 6) That, in any event, we'd have to wait for weeks to get a transit date. 7) That if we ever did make it through the Canal, we would find ourselves in Colon, a city so dangerous that we couldn't even leave the environs of the Panama Canal YC.

So it was with trepidation that we left the delightful Las Perlas Islands and set off across the bay towards the southern entrance to the Canal. Fortunately, we'd met some delightful fellow cruisers who had been based in Panama, who assured us that getting a mooring at the Balboa YC would be no problem. And right they were. Having negotiated our way through the mostly anchored fleet of huge freighters at the entrance to the marked channel, we arrived at the anchorage and called the wharf guys, "Muelle, muelle, muelle, aqui Lily Mae?" Without delay, a helper appeared in a water taxi, tied us up to one of many vacant moorings, and told us that the taxi service to the dock was free. So much for problem number one.

Our next bit of good fortune was to find that Peter and Nathalie of *Nathape*, old friends, were also moored at

Being a line-handler isn't physically demanding and doesn't require experience — but when needed, you've got to be alert.

the club. They recommended that we contact Tony, the taxi driver they'd used during their time in Panama. Tony turned out to be an ever-smiling guy who knew everything there is to know about Panama City, where anything and everything can be found, how the paperwork shuffle goes, and who has access to the necessary 125-ft lines, tires and line-handlers. In short, Tony was The Man! We put ourselves totally in his hands, and he did not disappoint. In fact, having arrived only a few days before Christmas, we were even offered the chance to transit on Christmas Day! We settled for December 27, giving us time to catch our breath, find a new inflatable dinghy, restock the larder at the excellent supermarkets, and pick cruisers' brains about the upcoming difficulties.

Our new friends at the yacht club taught us the most useful lesson of all. Before attempting the transit, go as line-handlers on someone else's boat. This was great advice, resulting in a thrilling and completely incident-free practice transit with no worries about possible damage to *Lily Mae*. As well as the opportunity to learn firsthand exactly what — and equally important, what not — to do to prepare for and execute a safe passage. So here are our recommendations for a south to north passage, which will take away all the stress, and allow you to get the maximum enjoyment from using one of the modern world's great wonders:

1) Moor at the Balboa YC, no reservations needed.

2) Immediately contact Tony at 228 0721. He bases out of the TGIF restaurant next to the yacht club. Have Tony take care of all the paperwork and make all the arrangements for you. He will start with Immigration and the Cruising Permit, approximately \$100, and take it on from there, including lines, about \$75, and tires, \$2 each — although you may be able to get some free from boats that have just transited the other way. Tony will book a



transit date for you, but unless you're in a great hurry, give yourselves at least 10 days to buy groceries, spare parts, take a sightseeing tour with Tony, enjoy the city, and most important of all, to find other cruisers as line-handlers.

3) The transit charge is currently \$650 for boats less than 50 feet overall, and \$850 for those up to about 80 feet. Your boat will be measured, but don't assume that just because your boat is nominally 48 feet, that she'll measure out the same way for the Canal. *Lily Mae* is 48' 11", but, what with the anchor and other immovable bits at the blunt end, we could not make her less than 50' 2.25" — despite trying four times! A budget of \$1100 or so for boats less than 50 feet, and \$1300 for those like us, should cover everything.

4) When on your 'practice' transit, note everything that happens.

5) Sign up four — the legal minimum number — of line-handlers from your new friends at the club. In desperation, Tony will provide professionals — local layabouts — at \$60 each. Hopefully at least one person has done a transit before.



IN LATITUDES



BOTH PHOTOS: ELECTRONIC/RICHARD

Every year during the Ha-Ha we warn people about the dangers of getting nailed while taking a dinghy through the surf. Yet every year people continue to be too impatient to wait for a good lull — even when using our dinghy! Because nobody was hurt, this soaking turned out to be nothing more than cheap entertainment for the amused gals in the hot-tub. Be careful out there!

6) The authorities will tell you to be ready at about 5:45 a.m. on the day of your departure. You then call the Canal on VHF, and they'll tell you when your Advisor will be dropped off. In practice, this is seldom before 8 a.m., but you have to go along with the rules. Don't let go of your mooring until they call you back.

7) Provide a good breakfast for your crew, and especially the Advisor. We served fresh fruit, a baked egg/ham dish, assorted rolls and muffins, as well as hot and cold drinks.

8) Remember that your Advisor has done this a thousand times before, and that his advice and instructions should be followed without question. Remember, too, that he has *no* legal responsibility for the safety of your boat. That remains with the captain/owner. A conflict of interest? Yes, probably.

9) When in the locks, make all your movements with determination. Remember that you are the captain and that the crew are just that, not guests along for

the ride. An overcautious or sloppy crew can be a recipe for damage or disaster.

10) It's very hot in the Canal, so have plenty of nonalcoholic drinks on ice, and let everyone know they are welcome to them. Food is important, too. We were told that not long before, a French boat made the transit without providing any food. Not only did the Advisor phone an extremely expensive caterer and have lunch delivered to Lake Gatun, but he also imposed a \$300 fine!

11) Don't worry too much about being able to maintain eight knots across the 28-mile-long lake that makes up most of the Canal. Your Advi-

sor will make you push, but we haven't heard of anyone who missed the next lock from being too slow. We averaged just over seven knots.

12) Once you arrive at the Caribbean side, your Advisor will be whisked away on a pilot boat.

13) Dock at the Colon YC, break out the champagne, and release your crew complete with a sandwich to get them home. It's probably after 6 p.m., and it's your responsibility to get them back to Panama City. Do *not* rely on the bus service. It's better to take a taxi from the marina or, as we did, arrange for Tony to come over and pick up your crew as well as his lines. Dump your tires on the dock, because they'll be gone by morning.

14) If possible, stay the night at the club, as you'll be tired. If there's no room, just motor five miles to The Flats and anchor there. The following morning make contact with Tony's opposite number, the great Stanley (447 0065 or cell 6680 7971). He will escort you round town and help with *zarpes* and Immigration if you are leaving the country.

Enjoy the experience — it's likely to be a once-in-a-lifetime!

For those transiting north to south, the experience is somewhat different, as transit times start at about 4 p.m. and involve a night spent at anchor in Lake Gatun. However, if you start with Stanley for all the paperwork and finish with Tony, you are still likely to have as satisfactory an experience as we did.

— *simon* 04/15/07

Newport Beach A Great Summer Destination

No matter if you're out-of-area folks who will be cruising around Southern

Two piers, miles of beaches, powerboats, sailboats, the Wedge, cheap moorings, beer can races — it's all happening in Newport.



ELECTRONIC/RICHARD

CHANGES

California for part or all of the summer or among the many who will be heading down to San Diego in October for the start of the Ha-Ha, we're going to give you three good reasons why you should consider making Newport Beach your base for at least part of the time.



1) An all but unlimited number of moorings for just \$5/night.

2) An all but unlimited number of moorings for just \$5/night.

3) An all but unlimited number of moorings for just \$5/night.

There are, of course, some limitations and restrictions on these moorings. For example, reservations are not accepted. Nonetheless, they have many vacant moorings, and we've never known anyone who has had to be turned away. You have to stop at the Orange County Sheriff's guest dock to sign up and possibly have your boat inspected to make sure it's seaworthy and won't be an abandoned derelict a week later. Boats can stay for five days, and quite possibly get two more five-day extensions, for a total of 15 days in any 30-day period. But the most unusual requirement of all, is that even if you're staying for longer, you can't pay for more than five days at a time, and you have to pay in person. This is only a minor annoyance if you're going to be on your boat all the time, but if, for instance, you have to return home to Northern California for a week, you need a friend in Newport to pay for you.

Once you're checked in, you'll either

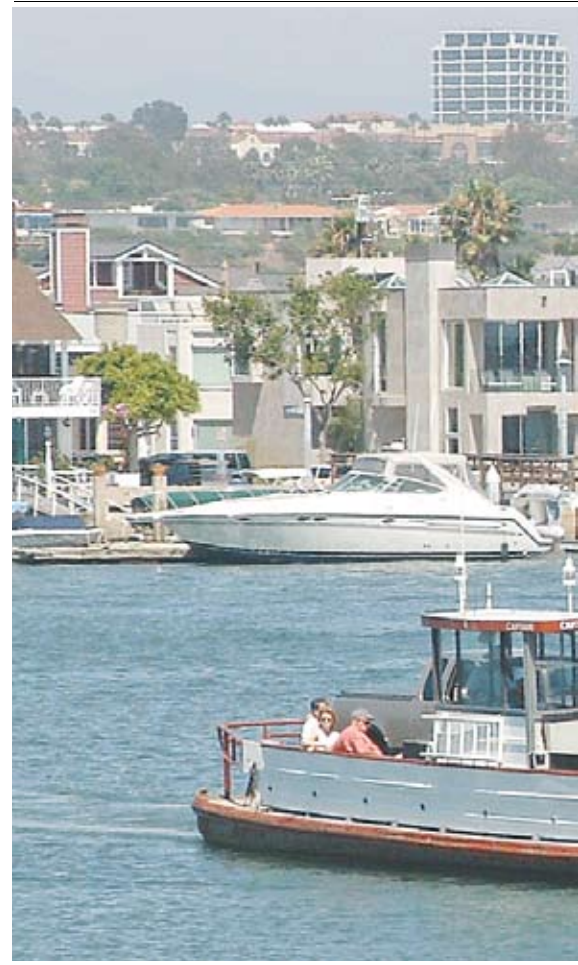
What an improvement! A few years ago, dinghy tie-ups around the harbor were limited to 20 minutes. Now you can stay up to 12 hours.

get one of the five single moorings near the Coast Guard station, or be assigned a double-buoy mooring between the Coast Guard station and the Pavillion. There are facilities near the dinghy dock by the Coast Guard station. They're not luxurious, but they are free, cleaned regularly, and have always worked when we've needed them. The shower does have hot water, but we still can't figure out why the shower head is only high enough for an eight-year-old.

It's actually unfair to focus primarily on the fact that Newport is able to accommodate an almost-unlimited number of transient boats and at a great rate, because Newport has a lot of other stuff to offer. For instance, with a harbor that's a little over three miles long and about .75 miles wide, and is home to 10,000 boats and 1,200 docks, there's lots of exploring to be done by dinghy. You'll see every kind of boat imaginable and some swanky waterfront digs. And thanks to dinghy docks scattered around the harbor, on some sides of which you're allowed to tie your dinghy to for up to 12 hours, it's easy to get to shore for other activities. Some of the fun things to do include walks or bike rides along the beach, through 'downtown' Lido Isle, and over on the Balboa Peninsula. The Newport and Balboa Piers are both worth a visit, and it's a nice mile-long, people-watching beachfront walk between the two. If there's a hurricane blowing in Mexico, you'll want to visit The Wedge, actually the west side of the west breakwater at the entrance to the harbor. You'll get ultra front row seats to some of the world's wildest bodysurfing.

In truth, just sitting on your moored boat in Newport Harbor can be plenty entertaining, as during daylight hours and busy summer nights there are almost nonstop parades of sailboats of all sizes, fishing boats, mini megayachts, sportfishing boats, kayakers, the ferry to Catalina, sea lions, boats racing and so forth.

Given the 10,000 boats, Newport Beach is naturally home to every kind of marine product and service known to mariners. And virtually all of them are located next to the water or within close walking distance. In addition, the County Sheriff's department has always been a big help. If you're trying to tie to bow and stern moorings in a cross breeze with a strong current, you'll appreciate their help. And if you request help, they try to give it to you.



Newport is also convenient for having friends fly down for a trip out to Catalina, as Southwest's flights from Oakland to nearby John Wayne Airport are frequent and reasonably inexpensive. As for Catalina, it's only 31 miles to Avalon. For those wanting to sail to Catalina, it's usually best to motor eight or so miles up the coast to Huntington Beach, where there is usually a stronger and more reliable afternoon breeze.

Where to eat? Our favorites are El Faro, the Italian restaurant up at the very west end that stays open late. But it's quite a hike, so if you didn't bring a bike, you might cab it. The Thai restaurant near the Balboa Fun Zone isn't bad, and Hershey's Market on Balboa Island makes a great ahi sandwich for about \$7. We use a Verizon card to get internet access on the boat, and that works well, but we'd be surprised if you can't borrow wifi signals from one of the many homes in the area. If not, there's Starbucks on Balboa Island. There are also two West Marine stores on PCH in Newport.

Like all of coastal Southern California, Newport is subject to the June gloom. Indeed, it's often warmer in San Francisco



IN LATITUDES



ELECTRONIC/RICHARD

Summer weekends in Newport are understandably crowded, but there's always room for pedestrians on the fun Balboa ferries.

than Southern California coastal cities during the month of June. July is usually better, while August and September are prime time. September is usually the best time of year, as the kiddies are back in school and the air and water are often the warmest.

Newport Beach — it's fun, and just seems as though it should be expensive.

— latitude 38 05/09/07

**Bettie — Cascade 36
Bob Steadman and Kaye Nottbusch
Beware Of The Chafe
(Marina del Rey)**

We recently had Claude and Clair, a Parisian couple off the yacht *Wapeti*, over to our boat in Roatan, Bay of Islands, for a few drinks. The French couple are delightful and speak English quite well, so we whiled away the hours telling cruising stories, discussing politics and generally having a great time. Eventually we said our good-nights, and they got back into their dinghy. It was blowing 20+ knots

in the anchorage, but they made it safely into their dinghy and took off into the night.

Five minutes later they were back. Their boat was gone!

They didn't know, of course, when their boat had slipped her mooring, nor have far she might have travelled to leeward. Claude didn't have enough gas in his dinghy for an extended search, so he asked if we would help. Of course we could. Claude and I piled into our little dinghy and headed directly downwind. Because of the relatively strong wind, the waves were pretty big, so we had no trouble planing. In fact, we planed so easily that I had to be careful that I didn't flip the dink and give us an unscheduled swim. But with the motor screaming at full throttle and a full moon to light the way, we had one wild ride.

We eventually detected a little white smudge on the horizon. I reasoned that it must be *Wapeti*, for what else would be white out in that direction? Slowly we closed the gap and could

make out her mast. When we finally caught her she was drifting downwind at close to two knots. In another half hour she would have been on the reef.

Claude boarded his boat and quickly started the diesel. After making the dinghy fast to her stern, we motored back to the anchorage. My guess is that *Wapeti* had drifted two miles downwind while the four of us had been having such a great time on *Bettie*.

It turns out that the big diameter line that Claude had used to secure *Wapeti* to the mooring had inexplicably chafed through. None of us can quite figure out how so much chafe could have occurred in so short a time. Anyway, no damage was done, and our French friends were reunited with their floating home.

— bob 05/05/07

**Salt Whistle — Cheoy Lee 53
The Malan Family
The South Pacific
(Sacramento)**

Last year's Ha-Ha was a wonderful send-off for our family — Abby, 13; Hannah, 17; Matt, 20; and Sue and Justin, who are a little older — enroute from the Bay Area to Cairns, Australia. We loved the camaraderie, enjoyed spinning yarns with the other sailors, Hannah and Abby were stoked to have been given surfing lessons from the Grand Poobah himself, and Matt was in his element introducing the Baja revelers to rugby on the beach. It has been over 6,000 miles and seven months for *Salt Whistle* and her crew since then. We survived Cabo, loved La Paz, almost settled in Puerto Vallarta, saw in Christmas and the New Year in Zihua, languished in the pools at Barra de Navidad and the Acapulco YC, hiked volcanoes in El Salvador, explored Costa Rica, dove the fabled Cocos Islands, and were awestruck by the Galapagos.

The zest that Hanna, 17, and Abby, 13, demonstrate for life is typical of the entire Malan family. They go for all the gusto!



ELECTRONIC/RICHARD

CHANGES

Then there was the Puddle Jump — 3,000 miles from the Galapagos to Fatu Hiva, Marquesas. Our 17-day passage was fantastic until Day 12, when we blew out both our spinnaker and big genoa. On Day 13, the genset blew up. On Day 14 we saw the demise of our autopilot. On Day 15 we were just 300 miles out — and there wasn't any wind. The prospect of a whole 'Bay of Virgins', our Fatu Hiva landfall, may certainly have been a motivator for our 20-year-old son Matt, but the rest of us simply wanted the incessant rocking to stop.

That was two months ago. Since then we have hiked the world's third largest waterfall, which is in the Marquesas, snuggled up to 10-ft hammerhead sharks in Rangiroa, enjoyed cocktails with the ritzy at Bloody Mary's in Bora Bora, and much much more.

Salt Whistle is back in order — genset running, sails patched, transmission rebuilt, autopilot fixed and crew happy. We have just spend a wonderful but too short time in Aitutuki (Southern Cooks) with the friendliest people on earth, and are heading for Nuie, Fiji, Vanuatu and ultimately Cairns in Oz to dive the Great Barrier Reef. We plan on selling 'Salty' in Oz and taking the easy way back home to California in September.

There have been tough times for all of us, during parts of the trip, but it has been and still remains such an amazing adventure in so many ways. We've been keeping a photo journal on our www.mytripjourney.com/saltwhistleodyssey website, so if anybody wants to, they can join us online.

— *the salties* 05/20/07

Taj — Grainger 48 Cat Peter Brown Ten Years After (Seattle)

Last August, 10 years after con-

Since 'Taj' wasn't launched until late last year, and snow and stuff made it too cold to sail in winter, she's just being shook down now.

struction started, we launched *Taj*, my Grainger 48 catamaran. Bringing the boat to fruition was one of the most difficult but rewarding things that I've ever done. Readers who are parents and/or boatbuilders will probably understand.

I'm originally from Berkeley, and was inspired — halfway through the '82 Singlehanded TransPac aboard my Olson 30 *Gold Rush* — to go cruising. So after the race, I bought a new Pretorian 35 from the factory in France. By the time I got to South Africa a few years later, I replaced *Emerald City* with *Nepenthe*, a locally built Norseman 400 catamaran. Unfortunately, she was destroyed by hurricane *Luis* when I got to St. Martin in '95. Realizing that FEMA doesn't offer trailers to displaced hurricane victims in the Caribbean, and being left with nothing but my papers, some underwear, and my four-legged cat Lucifer, I returned to the States. I eventually found my way to Pt. Townsend, where I attended the NW School of WoodenBoat Building — and got the very silly idea that it would be a good idea to build my own boat.

At the time, Dave Howell was in the process of building the Grainger 420 cat *Freebird* on Camano Island. I figured that I could profit by his experience. I then hooked up with Ken Lincoln of Olympic Boat Works in Pt. Townsend, who had built a number of Kurt Hughes multihulls, and is probably one of the most sophisticated epoxy-composite multihull builders around. I started with Ken and a crew of fellow boat school students, one of whom accompanied me to Nevada to attend the Abaris Training in high-end composite construction and repair. I couldn't afford pre-preg and autoclaves, but we came away with a respect for what could be done and what techniques were practical for us.

Tony Grainger's plans were great. I'd gone to Australia to meet him, saw his designs on paper and on the water, and had confidence in him. Having

previously worked with Alex Simonis in South Africa, who oversaw the construction of my first cat, I feel lucky to have been able to observe the construction and design skills of these two great multihull designers. We rarely had to call on Tony for guidance, but when we did,



he was 100% there.

Over 10 years of building, I worked with some of the finest men and women I will ever know. They egged each other on trying to build the finest, most beautiful boat they could. They drove each other nuts — and me, too, — but none of them ever gave anything less than their best. When I had money, there were as many as five people on the crew. And when I didn't have money, there were less. One year it was just me, and at another time it was just me and John Bronson, who poured his heart and health into making *Taj* the fairest boat in the land. The stock market decline of 2000 meant that I had to put the project to sleep for two years and go back to practicing law — something I hadn't done in 17 years. I found that you can do a lot when you have to. You can also have some pretty funny job interviews when you have a gap in your CV like I did. I happened onto somebody who wished he'd gone cruising instead of practicing law, and since he preferred cruising stories to new lawyer B.S., he hired me. Poor fellow. Anyway, it allowed me to pay the guys and keep



IN LATITUDES

PETER BROWN



Spread; As befits a catamaran that took a decade to build, 'Taj' looks fantastic. Inset; Her first cruise will be to Alaska.

the boat project going.

We started with strip-planked cedar for the hulls and lower decks, but switched to Corecell foam for the upper decks and coach roof. This was partly due to our increasing sophistication with building materials, and partly my allergy to cedar — which for me is the nastiest material I've ever worked with. I'll take isocyanates any day. By then, Dave Howell and I had discovered a source of 'seconds' of honeycomb core panels — although not from Boeing, the usual seconds source. They came in piles of panels, and we had to buy all that was offered, regardless of quality or dimension. It was too late in construction for Dave to use them, but I built *Taj's* entire interior from them. Most of the panels were carbon-skinned with a Nomex core, but some had glass skins.

After going back to work, I got Ken Lincoln back on the job for spray painting, epoxy work and a thousand other things nobody else can do as well. John

Bronson, who worked the longest on the boat, came back, too. Bill Colson is a genius at pattern-making and systems design, which he did to an exceptional standard. Glen Taniguchi and Tom Gillespie get most of the blame for the interior. They forced me to do a cardboard mock up of the interior, from which we learned an enormous amount about the scale and aesthetics. They also worked to tolerances I can't even see. Tim Uecker of Meridian Stainless did superb custom stainless work — at prices that can't be discussed in a family publication.

Along the way, I got married. Janet had no possible idea what she was getting involved in, but wanted a freezer on the boat. Sure. No problem. No problem a few bazillion can't cure. So we have a superb Glacier Bay freezer, due largely to Bill Colson's high standards and exceptional support from Paul Miller and Mark McBride at Miller & Miller Boatyard in Seattle. I'm sure they lost money on us, but we'll be back. The mast came from my old friend Pete Shaw at

Sparcraft South Africa, as did the sails from friends Craig Middleton and Janie Reuvers at Quantum in Cape Town. These folks had provided sails and spars for *Nepenthe* when I was in Cape Town, and they gave the same good service and more this time around.

When the boat was nearing completion, I asked around for berth space. Every harbormaster just fell to the floor howling with laughter when I told them what I needed. So we bought a dock. It came with some land and a house in Port Ludlow, across from the Port Ludlow Marina. If you're silly enough to build a multihull, stop by for refreshments. I have a lot of leftover materials to sell you.

Shortly after the launch of *Taj*, we took her to Canada for a two-week cruise. Unfortunately, there wasn't that much wind, and it's been too cold to sail over the winter, so we can't give much of a performance report quite yet. We're not sure when, but before too long Janet and I would like to cruise up to Alaska and down to Mexico. And Janet is even pushing for a circumnavigation. Who knows?

— peter 04/05/77

Aztec — Cape North 43 David and Carolyn Cammack Mazatlan, Good Place To Be Stuck (San Francisco)

We finally left Puerto Vallarta, and the first day sailed out to Punta Mita to spend the night on the hook. On Day Two we continued on to Mantanchen Bay (San Blas), where we spent another night. By the way, our afternoon sail between Punta Mita and Mantanchen Bay was the nicest sailing we've ever had on this boat — three hours of pleasant beam reaching under just the big genoa.

Housing on Isla Isabella looks a lot like something that might have been copied from a Disney animated movie.



AZTEC

CHANGES

Before the sailing breeze came up we were motoring, and I didn't like the look of the white smoke coming out of the engine exhaust or the fact that there wasn't much water coming out either. I checked the three things that were mostly likely to cause white smoke — a clogged sea strainer, a broken salt water impeller and a plugged intake. The first two possibilities weren't a problem, so I pulled the hose off the inside of the thru-hull. The water should have shot in when I opened the valve, but since it just dribbled in, I knew that was the problem. Trying to clear the obstruction from the inside didn't seem to do much, so the only thing left was to jump into the ocean to see if there was a blockage there. Some friends had said the barnacles had been so thick on the bottoms of their boats that they'd gotten clogged intakes. But I didn't find anything in the way of barnacles. There was, however, one sort of spongy plant at the outer edge of the intake, so I knocked him off, but that was it. Since there was nothing else to do, we started the engine again. Problem solved! I guess that little spongy guy just flopped into the hole when it started sucking in water!

After San Blas, we continued on to Isla Isabella, the small bird and marine sanctuary about 40 miles off the coast. We saw hundreds of frigates sitting in the low trees. On our way out there, we had a radio conversation with another boat that had been out there two years before, and they told us about the whale sharks. Before long we saw a group of three! They were probably juveniles because they were 'only' about 20 feet long. We circled them slowly and could see that they are shaped sort of like other sharks, except that their mouths are wide and flat. Think vacuum cleaner, because that's about what they are. They have big vertical dorsal and tail fins and swim lazily along the surface straining up krill and other tiny sea things.

The Cammacks were lucky enough to see whale sharks, about 20 feet long, swimming near Isla Isabella. In 30 years, we've not seen one.



We went ashore to see the nesting frigate birds, and there were chicks everywhere. They weren't afraid of us at all. There were also boobies on the island, but they weren't nesting at the time. David also snorkeled in the clearest water he's seen in Mexico. We could see the anchor 30 feet down on the bottom. We stayed for two nights, then left at 4 a.m. hoping to make Mazatlan before dark.

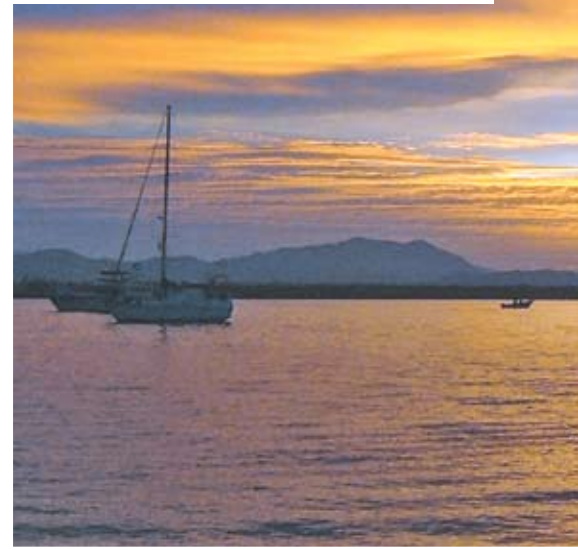
The surf at the narrow entrance to the channel had large ocean swells crashing against it, so we weren't allowed to enter. This meant we had to anchor for two nights in the old harbor. Even though we'd waited for the swell to diminish, we still surfed into the channel and the El Cid Marina. We've been here for three weeks now, starting to get boat work done. We greatly prefer Mazatlan for the ease of getting work done, getting around the city, and because it's generally a more authentic Mexican city. We'll probably be here at least a month, but we're not complaining because it's a good place to be 'stuck'.

— david and carolyn 05/09/07

Fantasia — Islander Freeport 41 Krista Swedberg, 14, and Family I Wanted To Do The Puddle Jump (San Diego)

We're back! After a wonderful five-month season of cruising in Mexico, we're back in the coolish spring of California. It's quite a shock to be back in civilization. But nobody can blame me for being here, as I wanted to do the Puddle Jump across to French Polynesia and New Zealand. Unfortunately, I was outvoted by the rest of my family.

Our trip started in November after the Ha-Ha. Having spent a couple of months in Banderas Bay / Puerto Vallarta during our cruise five years ago, we rather quickly continued down to Tenacatita Bay and Barra de Navidad. One of the first things we noticed about Barra is that it was amazingly neat and clean, and, unlike much of Mexico, not very dusty. The streets even had sidewalks! The Sands Hotel should be commended for their help and support of cruisers, as they let us tie our dinghies to their pier and bring trash, all in return for patronizing their bar and restaurant from time to time. For there, we could take a 40-



cent bus ride to Melaque, where tortillas and groceries were readily available. The buses could be very entertaining, as musicians, clowns and others would perform in hopes of getting tips.

One of the things I liked most about Barra was the easy access to a nice surf break. The surf was often good, with low tide usually being the best time of all. For those needing lessons or boards, there are several surf shops in the area. The beach is a little steep-to and a little rough for just playing in the surf, but it's great for surfing. I met a lot of other teenagers during our trip this year, and surfing at Barra was one of the most fun things we did. Thanks to friends like Morgan and Joseph encouraging me to surf more, I'm not only back into it, but more accomplished than ever. The Christmas cruiser pot-luck at Barra wasn't bad, either.

Tenacatita Bay is one of the favorite cruisers' anchorages in Mexico, and we attended the 'Mayor's' raft-ups with the Alameda-based *Harmony*, a sistership. The morning cruisers' net there was always fun and helpful, and my sister and I enjoyed serving as net control from time to time.

IN LATITUDES



PHOTOS COURTESY FANTASIA

Spread; One of the typically spectacular sunrises at Tenacatita as seen from 'Fantasia'. Inset; Krista and friends on surf patrol.

But as the weeks flew by to February, our family had to decide what we were going to do next. Should we cross the Pacific to New Zealand, follow so many other cruisers to Ecuador, or Bash back to California? I was for doing the Puddle Jump across to French Polynesia, and spent many an hour trying to persuade the rest of my family. The crew of *Sassona* very tactfully supported my position, but in the end I was outvoted, and we were going to have to do the Bash.

We started back north with an easy rounding of the sometimes rough Cabo Corrientes, and all too soon were in Mazatlan. We left Mazatlan with one of the longest weather windows ever, and managed to make it all the way to Ensenada without any really bad weather. Although our Bash was certainly mild compared to what it could have been, I'm not sure that I'd want to do another one. The fact that we were buddyboating with Rich and Linda on *Content* made the wearying passages more enjoyable, as did the Patrick O'Brian and C.S. Forester

books.

Having been inspired by books, other cruisers and my own experiences, I hope to take my own sailboat to the South Pacific someday. This year's cruise was very educational, as I learned about sailing tactics, using waypoints, celestial navigation — and how to stop the leaks in the caprail above my bunk. All in all, it was an amazing trip and a wonderful time with my family.

— krista 05/15/07

Krista — If you're not careful, you'll end up like Liz Clark, who after a cruise to Mexico with her parents at about the same age as you, went on to get herself a Cal 40, and is now into the second year of her sailing surfing safari. By the way, we'll have an update on Liz's adventures next month. And if you ever have the slightest doubt

about what girls/women are able to accomplish, check out the first item in this month's Cruise Notes to see what Jeanne Socrates has done and is doing. There are absolutely no limits to the great things that you girls/women can do.

Cruise Notes:

We have nothing but the greatest admiration for Jeanne Socrates of the British-based Najad 36 **Nereida**. She started out cruising with her beloved husband George in '97, and they made it to the Caribbean before he succumbed to cancer in '03. Jeanne kept their sailing dreams alive by shipping the boat to Vancouver for a cruise, with crew, to Alaska, and the following winter to Mexico and Central America. She surprised a lot of people by being a last-minute entry in the '05 Singlehanded TransPac from San Francisco to Kauai. Shortly after arriving in the Islands, she continued on — still singlehanded — to Sitka, Alaska, and after cruising in Southeast Alaska, was forced to spend the winter in Puget Sound. Brrrrrrr. She completed her loop of the Northeast Pacific last May by taking the offshore route to San Francisco. But that's to be just the beginning of her sailing adventures.

"As a result of those ocean passages, and having had to overcome the varied problems that cropped up en route," she writes, "I have gained in confidence tremendously and have now set my sights on sailing around the world. After some necessary work on the boat, I sailed down to San Diego for a lot more work, with my circumnavigation in mind. Then came a fast journey offshore down the Baja in February, ending eventually in Zihuatanejo, from where I officially began my solo circumnavigation on March

Rebounding from the loss of her beloved husband, Jeanne Socrates's philosophy is that it's best to live life to the fullest.



LATITUDE/LADONNA

CHANGES

26." The first leg of her "fast circumnavigation" was a 24-day passage to the Marquesas, after which she's continued on to Papeete. Jeanne says that she's having a great time, and despite being a singlehander, is not having a solitary life. "My social calendar gets very full!" You can follow her circumnavigation at www.svneraida.com.

For years we've been telling you that people in Mexico appear unconcerned about the proximity of **crocodiles**, which are common in the lagoons and rivers of the mainland. For example, locals regularly wade waist-high in the waters of Nuevo Vallarta lagoon to cast nets for fish — despite the fact that cruisers in the cockpits of boats in Paradise Marine regularly see large crocodiles cruising up and down the waterway. Companies around San Blas advertise 'swim with crocodile' programs. And down in Zihua, mothers and infants commonly lie next to crocodile tracks at the water's edge, and relatively large crocs are often found not 15 feet from restaurant tables. When we've asked Mexicans about their seemingly reckless attitude, we've been told



The lagoons and rivers of mainland Mexico are home to many crocs, such as this big fella. They may not eat you, but they sometimes attack.

not to worry because crocodiles don't like the taste of humans. But on May 1, Kevin Tapia Alatorre, just five years old, was grabbed by a nine-foot crocodile while standing with his parents, and dragged

into the Rio Tomatlan. Witnesses say that the croc emerged from the river twice with the child in its jaws, but fled after being shot at. The child's body was found a short distance away two days later.

We've never been terribly impressed with **hurricane forecasts**, no matter if made by NOAA, educational institutions or private industry. Last year was a good example why, as everybody predicted an exceptionally bad year for both the East and Gulf coasts of the United States. And what happened? The Caribbean had almost none, and the U.S. came away completely unscathed. The experts either completely overlooked the fact that it was an El Nino year or forgot that El Ninos have historically been associated with light hurricane years in the Atlantic and Caribbean. We don't know that much about weather, but it seems to us that there are just so many variables that scientists are only at the beginning stages of being able to make accurate forecasts about things like hurricanes. Be that as it may, all the experts are again predict-

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ing a very active hurricane season. And when it comes to hurricanes, you always have to be prepared, for it only takes one to ruin your boat and/or your life.

"After a five-night, 900-mile sail from Panama's Las Perlas Islands to the Galapagos, we dropped anchor an hour after sunset off the main island and principal city of Santa Cruz," reports Mike Harker of Manhattan Beach, who is in the early stages of a fast circumnavigation aboard **Wanderlust III**, his new Hunter Mariner 49. "The anchorage faces south, so the predominantly southern swell with southeast winds needed to be countered with a stern anchor to keep the nose of the sailboat into the swell. Despite the stern anchor, the motion was terrible the first night! For the first time in over four years of sailing, I didn't sleep a minute! I got up grumpy and angry at the world. It wasn't until daylight, when I had the chance to see the complete anchorage, that I spotted a better place, just beneath the cliffs of Angermeyer Point. When I'd been to the Galapagos four years before, I'd thought it was for locals only. It

wasn't, and we slept better from then on.

That incident, however, didn't test Harker's patience anywhere near as much as his having to wait for officials to get off their butts and release a critical replacement part so he could continue across the Pacific. More on that, and what it's meant to his trip, next month. Meanwhile, Harker, a professional photographer, wants everyone to know he believes he's found "the absolute best camera for a sailboat". We'll let him explain:

"I use my *big* Canon 16 mega-pixel camera with 10 pro lenses for most stuff, but when on the boat, the only cameras I use are my new 'shock and waterproof



This photo of Mia and Louise, two of Harker's crew to the Galapagos, demonstrates that the Olympus 700s work fine above water, too.

Olympus Stylus series cameras. I have three of them, all of them 7.1 mega-pixels, but able to go to different depths. My favorite is the Olympus Stylus 725 SW, which cost \$380 at Costco and came with a floating wrist strap and a silicone clear cover. It's waterproof down to 20

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...IN BEAUTIFUL NICARAGUA

CHANGES

feet. My light blue Olympus is the Stylus 720 SW, because it can be dropped on cement from six feet without damage. I tested that feature by slipping and falling down a small cliff. But it's only waterproof down to three meters. The real underwater king of these small cameras is the Stylus 770 SW, which is good down to 30 feet."

"Like a lot of cruisers, we've been working our way down the Central American coast over the last few months," report Bruce Balan and Alene Rice of the Cross 46 **Migration**, a trimaran which has been based out of both Northern and Southern California. "We had some great inland travel adventures in Guatemala while the boat was in Barillas Marina, El Salvador — including climbing an active volcano and standing only 15 feet from flowing lava. Few boats are stopping at Puerto Quetzal, Guatemala, this year, as the port fees are quite expensive compared with the \$10/person and no boat fees in El Salvador. We next sailed down to Honduras in the Gulf of Fonseca, and spent some time in the town of San Lorenzo. Armando, the owner of the Porlamar waterfront restaurant,



MIGRATION

Bruce and Alene stand by a lava flow of a volcano in Guatemala. Any closer and their hair would have gone up like Michael Jackson's.

hailed us on VHF as we came up the channel. He made us feel most welcome, with a free drink — and a free ride to the port captain and immigration offices in nearby Henecan. San Lorenzo is a nice

little town, and the trip up from the Gulf is reminiscent of sailing in the Delta. You definitely want to go up with the flood, as the current runs at as much as three knots. The M21526S1 chart for the channel to Henecan is dead-on — even the channel buoys are exactly where they should be. When you turn off to San Lorenzo, at about 13 23.3 N 87 25.7 W, you need to use visual navigation, as that part of the chart doesn't correspond with the GPS. But it's only about two miles, and there is plenty of water at high tide. We're now in Costa Rica, enjoying a two-week visit by Bruce's mom. After that we'll head out to Cocos Island for some diving, then continue on to Ecuador, which has apparently attracted a lot of cruising boats this year."

Like cruising back in time. Rob and Lorraine Coleman, who started their cruising with a trip to Mexico aboard the Berkeley-based Columbia 30 **Samba Pa Ti** more than 20 years ago, and who then returned to California to buy the Anglemans ketch **Southern Cross** to take to the South Pacific, are about to take off for a third time. "After being in



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Hawaii for more than eight years, it appears that we're finally going to be able to sail back to the South Pacific from whence we came," they write. They'll be easy to spot, as you no longer see many wood ketches with jaunty bowsprits like *Southern Cross* out cruising anymore.

"I'm getting my boat ready to leave Oregon on August 1 for a leisurely cruise down the coast of California, then I'll do the Ha-Ha at the end of October," reports Patsy Verhoeven of the **Gulfstar 50**. "I did the Ha-Ha in '92 and '93 before it was the Ha-Ha. After this year's Ha-Ha, I plan to visit La Paz and the Sea of Cortez. So far crew is a bit of a problem, but singlehandedly a 50-ft boat would be a challenge."

"After reading all the recent letters regarding the careening of boats for maintenance, I've sent along a picture from the entrance channel to the lagoon at Barra de Navidad, Mexico," write Mike and Marilyn Morehouse, plus Bear the boat dog, of the Santa Cruz-based Mariner 50 **Ladyhawke**. "I don't think the skipper of the trimaran **Moon Me** careened his boat intentionally, but it

turned out to be a good time for a bottom scrubbing. A few weeks later, another boat went aground, but this time on the other side of the channel. Had both boats been aground at the same time, they would have made great channel markers. By the way, I would recommend Mazatlan as a good place for cruisers to get their 10-Year Temporary Import Permits. I went up to the counter at the *Banjercito*, where a very friendly girl helped with the application form. I then went to another window to pay my \$51, but was asked to sit down until I was called back. I thought it was going to be a long wait, but before I could get through a couple of letters in the recent *Latitude* I'd brought with me, they called me up and gave me the permit. I'd been there



Although there's strain on the rudder, we bet 25 cents that the owner of 'Moon Me' put his tri on the beach in order to clean the bottom.

for a total of about an hour. We've left our boat in Mazatlan for the summer while visiting family and friends back here in the States."

As far as we at *Latitude* are concerned, Mexico just keeps getting better all the time. Two big reasons are the greatly reduced red tape when going from one domestic port to the other, and the wonderful new "How can I help you?" attitude

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CHANGES

of many civil servants.

"We met the poor Polish fellow who worked all his life to buy the Morgan Out-Island 51 **Relentless** that, as was reported in *Latitude*, caught fire and burned in Ensenada," report Marek and Helen Nowicki of the San Pedro-based **Raireva**. "He told us the fire was the result of mixing too large an amount of epoxy too close to a large container of solvent. I can see more Polish jokes coming, but it really was unfortunate. Like *Latitude*, I recommended that he pursue his dreams of a circumnavigation aboard something in the 28 to 35-ft range."

That small yachts are a good option for going around the world continues to be proven by Jack van Ommen of the Gig Harbor-based Naja 30 **Fleetwood**. By the time you read this, he will have completed a nearly 4,000-mile crossing of the Atlantic from the Cape of Good Hope to Brazil. That means in two years he will have covered 21,600 miles, and, if we're not mistaken, all of it singlehanded. And if the earth is warming, don't point your finger at van Ommen, as he's used just 100 gallons of fuel to cover all those miles



LONGNIE RYAN

What's worse, a big hole in your boat or a big fire? It seems to us that you've got a better chance to survive the hole than the fire.

and for all his electrical needs.

Speaking of fires on sailboats in Mexico, you may recall that Brian Jose's Port Townsend-based Triton 28 **Shelly B** caught fire and burned to the waterline

in La Paz on March 14. Unbeknownst to him, local cruisers pitched in and bought him a replacement sistership, which was named the **Phoenix**, and did a lot of hard work to get her looking good and functional. The only fly in the ointment is that Jose hasn't been able to get clear title to the boat. It leaves him in the position of being hesitant to pour more time and money into something he doesn't have title to. At last word, he was sailing the boat to San Carlos where he was going to let the hull dry out. Unfortunately, *Phoenix's* engine doesn't work, and there hasn't been much wind. As such, his father tells us that Brian had only made 100 miles in seven days, which works out to an average of . . . oh man, you don't even want to know. Here's to hoping that the title can be cleared so that everybody's generosity and hard work won't have been in vain.

Jim Elfers, Marina Manager at **Puerto Los Cabos Marina** at San Jose del Cabo, says they are "very, very close to opening the marina to the sea." He figures it will happen sometime in June, which means

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the Mexican Navy dredge can come in a few weeks after that to really get the final dredging in high gear. "I expect the soft opening for the 90 slips in Phase I to be in July," says Elfers, "and the 100 slips in Phase II a short time later. When it's all done, there will be 420 slips with an average length of 50 feet, which should make it the largest marina in Mexico." There was talk that some of the slips might be for sale, but Elfers says that, like most marinas in Mexico, the facility is so close to the ocean that it's federal property, which can only be leased, not sold. Artistically, one of the highlights of Puerto Los Cabos will be the 80-ft tall bronze cross created by one of Mexico's most famous sculptors. It cost a cool \$1 million, which will give you an idea of the kind of boats you can expect to find in there. Nonetheless, slips to accommodate the 150 *panganeros* have been set aside, as well as a 'civic plaza' where they can clean their catch.

Some people grumble about all the development on the Cape, and that's understandable. We think what happened

to Cabo San Lucas, one of the most naturally beautiful places in Mexico, has been an abomination. The other side of the coin is that as a result of all the development, Baja California Sur has, according to Elfers, the highest per capita income of any region in Mexico.

There's a classic jobs versus conservation battle being waged at Careyes on Mexico's Gold Coast, as the government has given approval to what's going to be called **Marina Careyitos**. We haven't seen the plans, but think the name is a little deceptive. Yes, we can see where they can put in a boutique hotel and some megamillion homes, but if you've been to the old Bel-Air Hotel and old Club



After three years and endless digging, it appears that the Puerto Los Cabos boat basin will soon finally open to the Pacific Ocean.

Med site, you know there won't ever be room for more than a few boats. In any event, it's a high stakes battle between some of the most powerful families in Mexico in an area that's about the most undeveloped on the coast, yet has homes that often play host to the rich and fa-

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CHANGES

mous of the world.

"We're back in La Cruz again for a short time before putting our boat in Paradise Village Marina for the summer," report Terry and Jonesy Morris of the Chula Vista-based Gulfstar Sailmaster 50 **Niki Wiki**. "Although the marina is not expected to open until this winter, yesterday they put in a floating dock for dinghies and *pangas*. The beach formerly used for dinghy landing is being bulldozed — again — and it looks as though they will be building a rock berm there."

There was tragic news out of Carlsbad, California, in late April, as veteran cruisers Lee and Sharon Kochert of the Catalina 42 **Namache**, and Sharon's 25-year-old daughter Alexandria Meekcoms, were killed after the Kocherts' Cessna 182Q crashed shortly after takeoff. The engine had been heard sputtering before the plane went down. Based on a *Changes* we did on the Kocherts for the April '05 *Latitude*, they were wonderful people. A short time later, they sailed *Namache* across the Pacific to Australia, where their adventuresome spirits made



ELECTRONIC/RICHARD

Sharon and Lee Kochert of Phoenix. The terrific couple were known to be as safety-conscious as they were adventuresome.

them many Aussie friends.

"Thanks for turning us on to Mark Mulligan," write Tom and Judy Blandford of the *Missoula*, Montana-based **Imagine Me**. "We can't say enough good

things about Mark, his music, his words, his charity work and his incredible attitude. After we heard about Mark in *Latitude*, we met him and his two boys — a couple of tough little dudes — this year in San Carlos. For readers who may be unfamiliar with his story, Mark recently lost his wife in a tragic auto accident in Guaymas. His sons were also severely injured, and it was believed the oldest would never walk again. But when we met this son in May, he was running around on the beach — and gave me a low punch that nearly put me on the deck! I'd say he's recovered just fine. We bought six of Mark's music CDs, which kept us smiling on a road trip to L.A."

"Here's a quick update on San Carlos and Guaymas," the couple continue. "As of May, the new 25-boat marina and boatyard were about to open in Guaymas. The slips appear to be right for 30 and 40-footers, while the end-ties would accommodate boats to 50 feet. We think the best part of the new facility will be the boatyard, the surface of which is concrete. The new Travel-Lift is in place

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and ready to go. Not everybody seems to know about the Pemex fuel dock just outside Guaymas. When diesel was selling for \$2/gallon in San Carlos a year ago, we were able to top off at \$1.26/gallon. Things sure have changed since our first trip to San Carlos in '73, as now *gringos* are buying land and building houses like mad, and every English-speaking Mexican is either a real estate broker or contractor. Marina San Carlos is an outstanding facility, professionally operated, clean and well-maintained. We wish we could say the same about Marina Real, although it's not the fault of Isabel, the terrific young woman who runs the office and almost makes up for all the shortcomings."

"Three more little tidbits," the Blandfords write. "Cruisers are so unhappy with the ridiculous rates Singlar charges for their facilities at Puerto Escondido, that some musicians told us there was talk about moving the event to San Carlos. It's only talk so far, but it's indicative of cruiser sentiment toward Singlar. As for Norm Goldie in San Blas, we hate

to say it, but he's a pain in the ass. He was troublesome when we first met him years ago, causing us several problems. He was recently on the Amigo Net complaining about the things cruisers said about him. The truth is, he's his own worst enemy. By the way, we listened to Goldie over our Icom 718, which is a ham radio with a fairly small footprint that's relatively easy to operate and is *borado* — inexpensive. A modification allows it to work on USB and LSB frequencies, and it's SailMail compatible."

Roy and Marlene Verdery, the Sauzalito-based couple who began cruising by taking their Pearson 36 **Jellybean**



Roy and Marlene Verdery's new floating digs is a Manta 42 catamaran. They'll be sailing her to Panama for hurricane season.

to Mexico with the Ha-Ha in '04, have completed their journey to the dark side of sailing by moving aboard their new catamaran on the East Coast:

"We emptied *Jellybean* and left her in La Paz, then drove to L.A., from which we sent just over 1,000 pounds of stuff to **Damiana**, our new-to-us Manta 42 catamaran in St. Augustine, Florida. Friends

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Rob and Linda Jones of the Whidbey Island-based Gemini 3000 of **Cat 'n About**, who also did the '04 Ha-Ha, also flew east and helped us get the boat ready. Rob did a perfect job of installing our new water-maker, assisted the rigger putting in our new mast, and showed us how to handle a cat. Linda scraped off the old name, replaced gaskets on the hatches, repaired the sail cover, sewed shade covers, and, like Rob, did so many other things that we can't even remember. They've been a great help. We've been motoring and sailing down the ICW for the past few days getting ready to head for Panama, where we'll keep the boat for the summer. Gene Gelbach, who did the 04 Ha-Ha aboard his San Francisco-based Irwin 46 **Chalet Mer**, will be joining us at Isla Mujeres, Mexico. By that time we should be in top shape, and plan to enjoy many days snorkeling the reefs and islands on the way to Panama."

Didn't we leave Santa Cruz a few months ago? While down in Zihua this winter, Alan and Margaret 'Mac' Mathison, and boat cat Maggie of the Santa Cruz-based Morgan 43 **Effie** were run-

ning the net shortly after Zihua SailFest when they came to the realization that, of the 18 or so boats that checked in, a third of them were from Santa Cruz. They were: Tom and Ann Carr of the Dreadnaught 32 **Leonidas**, Tom Deasy and MaryEllen Mullane of the Amel 46 **Aphrodite**; John Deworcken and Kelly Blazo of the Cal 30 **Que Tal**, Jim and Tiffany Tindle of the Tayana 48DS **Blue Plains Drifter**, and Darryl and Judy Morehouse of the Mariner 50 **Ladyhawk**.

"We cruised the Philippines for over three months, but still don't quite know what we think of the country," report Garth Wilcox and Wendy Hinman of the Port Ludlow, Washington-based Wylie 31 **Verella**. "Of the many countries we've visited, it's not one of our favorites. We had a great many experiences and really appreciate the country's natural beauty, yet we were hassled more in the Philippines than almost anywhere we've been. It was so bad that at times that we could hardly wait to leave." Wilcox and Hinman did the

'00 Ha-Ha, and have been cruising ever since. For more on their experiences in the Philippines and many other places they've been, visit yachtverella.blogspot.com.

"The best investment we made on our boat for our cruise was our Lewmar 1000 electric windlass, writes Saesha of **Sea Heather** (last name, boat type and hailing port unknown). "The windlass meant no more back pains! We also liked our stern-mounted long-range wireless internet antenna. Thanks to its range of up to five miles, we were able to 'borrow' wireless access in many anchorages. Our favorite anchorage? The north cove at Careyes, where we had beautiful water, a private beach, and no Club Med." If you've read *Cruise Notes* in order, you know that the north cove of Careyes is slated to become part of the Marina Careyitos project.

"It was no contest, the most valuable investment I made before going cruising was a big solar array, which gave me the power to operate all the rest of my "most valuable cruising gear", writes Steve

Latitude 38

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Bondelid, formerly of **Grey Max**.

It's usually recommended that boats, particularly complicated ones, be shaken down for about six months before they are taken on long ocean passages. Well, Ni Orsi of the Stockton Sailing Club-based Dolphin 460 cat **Finalamente** either doesn't believe in that or didn't have time for it. A member of the '64 Olympic Ski team, Orsi and his wife Krissy wanted to get their new cat from the factory in Brazil to Valencia, Spain, for a peek at the America's Cup action, but most importantly to their new home in Santa Margheurita, Italy, gateway to Portofino, for the summer cruising season. It's about a 6,500-mile mostly open ocean trip, and their first stop wasn't going to be the Azores, 3,500 miles after they set sail from Brazil. Considering that *Finalamente* is a brand new boat with lots of new gear, the problems seemed about normal to us: the radar, autopilot, generator, and watermaker all crapped out at one time or another during the 21-day trip to the Azores, and clogged fuel lines even knocked out both

engines for a spell on the way to Gibraltar. Still they managed to get most of the important stuff but the autopilot working again. Despite the problem, Ni never lost his faith in techno gadgets. While in the Azores, he added a washer/dryer, microwave, blender, pannini maker, and a French press coffee gizmo. After a day at the Louis Vuitton races in Valencia, they continued on to Santa Margherita, where they have an entire summer of *dolce vita* before them.

In the April *Changes*, Martin Vienneau of the San Diego-based Brewer 44 **Crystal Wind**, wrote about having to be rescued by the Mexican Navy north of Cedros because of bad fuel he got at Turtle Bay. Then in the May *Letters*, J.R. Beutler of the Catana 47 **Moon and Stars** responded that almost all the boats he's known that have had fuel problems doing Bashes hadn't had their fuel systems maintained as well as they might have, possibly had old and dirty tanks, and didn't have the necessary filtration.

Well, Vienneau took exception to the suggestion that sailors such as himself don't maintain their fuel systems as well as powerboaters. My fuel tanks are just a couple of years old, and are state-of-the-art, with inspection ports in all the baffle areas. In addition, I have two sets of big Racor filters, plus a prefilter, and always change my fuel filters before starting a Bash. That's why I'd never had a problem before in 11 previous Bashes, and why I'm convinced that I got bad fuel in Turtle Bay."

"We were stunned to find that our dinghy and outboard were stolen from the San Carlos, Mexico, dinghy dock one afternoon," write David and Betty Lou Walsman of the Indianapolis-based Hunter 420 **Decade Dance**. "We can kayak ashore, and two crews in the anchorage have offered to give us rides, but we're still in shock. The marina, which has a sign on the dinghy dock that requests that locks not be used, is 'writing a letter to the *capitania*'. We imagine that people will now start using locks. What a sad finale to four really great months of cruising in Mexico."

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25 TO 28 FEET

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LIBERTY 28, 1980. Cutter, double-ender, bow spread, boomkin, Isuzu diesel, full keel, tiller. Delta berth. Stout yet agile. \$17,500/obo. (916) 641-1527 (owner).

RANGER 26, 1972. Good condition. 10-hp Honda, fixed keel, full batten main, 4 bags of sails, full winter cover. Trailer. Freshwater boat. Tahoe. Double forestay, CB radio. \$5,500. John (530) 541-2442.

CATALINA 25, 1978. Swing keel, pop-top, standard rig. New electric start 8.0 Yamaha, dinette, compass, new lines led aft, extra sails, trailer included, bottom painted 09/06. Good condition. Currently in Moss Landing Harbor. \$7,000. (831) 688-2268.

COLUMBIA 26 Mk II, 1972. \$2,500. In SF Marina, temporary slip sublet possible. Wheel steering, 10-hp Honda 4-stroke outboard. Ready to sail. Photos and details at website: <<http://home.comcast.net/~sovereign-columbia26/>>

LASER 28, 1984, HULL #6. Freshwater boat, located on Clear Lake, CA. 10-hp Bukh diesel, sail drive. Bottom redone 2/07 with Interlux vc17. Many systems recently upgraded. Visit website <www.laser28.org> or <www.laser28.com> to get complete history and specifications on this design. Extensive equipment list available on request. \$25,000 with dual-axle, easy loader trailer. (707) 263-8673 or whallenbeck@sbcglobal.net.

B-25. GREAT BOAT. Fully tricked. Dry-sailed. Perfect sail inventory. Professionally faired keel. Sailcomp with mast-mounted display and remote keypad. Raymarine speedo. Carbon pole. Single-axle trailer. Tohatsu outboard. New full-length custom cover. Single-point hoist. Winner Long Beach Race Week. \$15,500. (760) 580-6763 or seidel@earthlink.net.

PEARSON TRITON 28.5, 1962. A gem. 1st place Classic winner So-Bay OP-Day, 2006. 18-hp Yanmar, freshwater cooled. 7 sails including spinnaker. Barient, autopilot, standing headroom. Haulout 4/05. Located Redwood City, CA. Asking \$13,500. (650) 327-0190. Will email photos: cdroth2@sbcglobal.net. Certified check only.

MacGREGOR 26X, 2000. Trailer, 50-hp 4-stroke Evinrude, low hours, top condition, freshwater sailed, roller furling UPS, stove, ice box, large SanIPottie, 2 opening ports, extra interior lighting. Great Bay, lake, Delta boat. Water ski, sailing. \$19,995. Call (650) 703-6514 or email: sv_murmur@hotmail.com.

ERICSON 27, 1978. Wheel, freshwater-cooled Atomic 4, Indigo oil filter kit, tall rig, roller furling. 3 headsails: 95, 110, 140. VHF, 2 fresh batteries, AM-FM cassette, swim ladder. Sweet boat. At Richmond Marina Bay, E120. \$9,000. David (510) 757-5202.

27-FT SAINT PIERRE DORY, RAGMEG. Built Nova Scotia 1990. Cat-rigged schooner. Featured in April and May *Latitude 38*. Complete description and photos at <www.geocities.com/saintpierredory/> Includes delightful slip in Oceanside Harbor. \$14,500. Call John (760) 745-7245.

CATALINA 27, 1984. Original owner. Two trips to Cabo and beyond, Smallest Boat Award Baja Ha-Ha '97. Diesel, Harken furler, dodger, bimini, Autohelm, stove, oven, refrigerator, ground tackle. \$12,000/obo. (510) 236-9849.



CHEOY LEE OFFSHORE 27. Full-keel pocket cruiser. Restored Sitka spruce spars. Very pretty but also very seaworthy. 7-hp Volvo diesel starts easy, runs strong. Hauled out 2004. Well maintained with new running rigging, CD changer. See: <www.zen-in.com/Fairwind> \$12,000. (650) 968-3707.

RANGER 26, 1973. Gary Mull/Jensen Marine of the vintage fiberglass known to be good. Full North Sails sail inventory with spinnaker and the rigging to fly it. Two-sailboat owner, slip paid thru July. \$5,500. (209) 406-8316 or (209) 915-7057.

SANTANA 525. Fixed keel. New lines and deck hardware. Multi-function Horizon instruments. Stereo/CD player, complete sail set. Dry sailed on trailer, trailer included. Ready to sail and travel. Join club, gain space. Hull #48. \$7,000/obo. (831) 241-2159 or mrsarp@msn.com.

MacGREGOR 26X, 2001. 50-hp Suzuki outboard motor. Perfect, used once and then stored in a warehouse due to illness. Factory trailer with spare tire. A steal at \$20,500. (530) 265-3729.

CATALINA 25 WING KEEL. Real clean 1987 C25, Hull #5606. Hood roller furler, 2 jibs, VHF, Standard/Horizon depthsounder and knot/log, Lewmar self-tailing winches, Honda 7.5-hp 4-stroke longshaft outboard, Raytheon autopilot, dual-axle trailer and many more extras. Mostly sailed in fresh water and stored during winter. Now on trailer in Los Altos, CA. \$13,900. Barely used inflatable and Merc 4-hp 4-stroke outboard for additional \$1,750. Call (530) 623-5418 or hammer@snowcrest.net.

ALBIN VEGA 27, 1969. #169. Cutter rig. Excellent condition, well equipped, very clean, fully provisioned for offshore passage. 6mm Dyform, Quick Attach and Hayne fittings; running back stays for staysail, F/B main, 5-oz 150% jib; North composite 85%, 1.5-oz drifter, storm jib, trysail, anchoring sail. Barient 17 S/T winches. Nissan 9.92-stroke. Two 37-watt solar panels. Rutland 503 wind charger, Lewmar manual windlass. 3 GPSs, 3 VHF, JRC radar; fathometer; weather station. EPIRB 406, full safety gear, fixed fire suppression system. 2-burner propane stove; solid fuel heating stove, composting head. 8' Avon Redstart, and much more. Ready and waiting in San Diego. Must see to appreciate; must sail to believe. \$19,500. Call Larry Bryant (415) 259-7100.

CORONADO 25, 1969. Very good condition, 2 jibs, 2 mains, Harken Traveler, boom vang, custom cockpit cushion, good anchor gear, VHF, D/S, inflatable dinghy, 9.9 Sailmaster electric start with charging system. Located HMB. \$2,500. (650) 218-6434.

1955 NORDIC FOLKBOAT, FOLLY. Wood. Overall good condition, needs some cosmetic attention and minor upgrades. Keel bolts replaced 2005, standing rigging, mast, boom and hull in good condition. Full boat cover. \$7,500/obo. SF Marina. <www.sfbayfolkboats.org> Chris (415) 783-4303 (days) or (415) 713-1638 (cell).

CATALINA 25, 1985. Family cruiser, great condition. Swing keel with trailer. Raymarine ST1000 tiller pilot, Horizon speed and depth, Contest compass, all new in last two years. CNG stove, roller furler jib, 1996 Honda 9.9 hp with charger. \$10,900. (209) 832-9715.

CHEOY LEE NEWELL-CADET 27, 1970. Solid fiberglass hull/deck, sloop rigging, Volvo MD1b diesel, new Awlgrip paint. Easy to sail, standing 6'2" headroom. Teak interior, classic Cheoy Lee design. \$17,500. In San Diego. (808) 651-1997.

ERICSON 27, 1979. New Yanmar 2GM20, prop, shaft, cutlass, fuel tank. Includes new refrigeration, dodger, radar, knot, depth, roller reef, autopilot, pressure water. Galley remodeled, recent canvas and upholstery. Ready to sail. \$16,500. (510) 364-1984 or email for more photos: ddozier@net.com.

YAMAHA 25. Diesel, spinnaker, jib furler, rigid vang, new main, new wire rigging, legal head, Autohelm, VHF, refrigerator, solar charger, LPU on mast and pole. Fortman Marina, Alameda. \$11,500. Email: doralynp@aol.com or (510) 521-8309.

HUNTER 25, 1978 with 8-hp Nissan outboard. All in very good condition. Sails well. Very nice interior including cushions and cockpit cushions. Sausalito berth. \$4,850/obo. (415) 577-9901.

ERICSON 27, 1973. 1988 Westerbeke diesel, 800 hours. GPS plotter, newer cockpit and interior cushions, Force 10 heater, roller furling, spinnaker, new bottom paint. A very nice boat. Located Emeryville. \$11,500. Call (707) 964-7917 or (707) 357-1309.

BRISTOL SAILSTAR CORSAIR 24'7", 1966. Santa Cruz Lower Harbor. Fair condition, full keel, Yamaha 6-hp outboard motor, Autohelm self steering, main, jib, drifter, lapper, life preservers, needs cosmetics. \$2,300. Call (831) 423-7718.

CATALINA 27, 1974. Dinette version. Continuously updated: Nissan 4-stroke outboard 2007. Battery, VHF 2005, halyards, masthead truck, spinnaker crane, stainless spreader bracket, Mast step June 2004. Heavy-duty chainplates, standing rigging, holding tank 2003. \$6,000. Call Tim (510) 263-4919.

OLSON 25, 1988. New standing and running rigging. New roller furler. New jib and main. Dual-axle trailer. 5-hp Nissan ob, full set of racing sails, spinnaker sock, all lines led aft, VHF, stereo. Asking \$12,500. Brent (510) 207-8844.

PEARSON 28-1, 1978. Clean, attractive, William Shaw design, quality built. New in 2006: Bottom paint, topsides polished, professional top overhaul on Atomic 4, alternator, two AGM batteries and built-in 3-stage charger, Ritchie bulkhead compass and cover, galley foot pump. Interior roomy, attractive, 6' headroom, good cushions, enclosed Monomatic head, holding tank. Navico tiller/pilot, not installed. ST Lewmar sheet winches, heavy-duty sun awning and mainsail cover, CG-compliant flares, pfd's, extinguishers, etc. See at Sausalito slip. \$7,900/obo. Call (415) 887-9268 or (415) 830-1707 (cell).

29 TO 31 FEET

OLSON 30. New 1998: Ballenger mast, double spreader rig, boom, main #1, #3. New 2003: Halyards, Harken traveler/blocks, Lewmar vang, blocks, hatch, #4, spinnaker, and more. Trailer. Possible Santa Cruz dry storage sublet. \$15,000. Frank (831) 426-4755.



SANTANA 30, 1977. Very clean. Six bags of sails, one spinnaker with pole. Autopilot, windlass, 2 VHF's, one handheld. Volvo diesel, new bottom job 8/06. Alcohol stove and BBQ. Locate in Delta. Call for more info. \$14,200. (916) 208-1818.



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YANKEE 30 Mk III, 1974. Hood sails new 12/06. Haulout including topsides paint 12/04. The hull looks like new. Yanmar diesel with 720 hours. Ready to sail. Email or call for full info and pictures. \$21,000. weissd@pacbell.net or (925) 552-5395.

CAL 29, 1974 WITH 30-HP Atomic 4 inboard. Full headroom, roller furling, 5 sails, spinnaker. Propane stove, fridge, TV, depthsounder, VHF GPS, autopilot, holding tank, anchor winch, 5/8" rode, anchors. Cruise ready. Marina del Rey slip. Excellent. \$9,950/obo. (661) 548-6603 or hwothuis@juno.com.



CAPE DORY 30, 1981. Alberg designed cutter rig, true yacht quality. Equipped for coastal cruising. Easily single handed. Rebuilt MD7A, low hours. Pristine condition, meticulously maintained. Many upgrades, too much equipment to list. Over \$50K invested. \$43,500/obo. (415) 409-6983 or raconteur30@earthlink.net.

US 305 WILLIAM GARDEN SLOOP. All new rigging, refurbished mast. All new systems, davits, Caribe C32, 15-hp Johnson. Excellent liveaboard. One month free rent at Jack London Square. See behind Waterfront Plaza Hotel at Jack London Square. \$19,995. Stuart (510) 325-5966.



ERICSON 30+, 1985. Bruce King designed racer/cruiser, fast and strong. Wheel steering, Universal diesel (runs great), new fuel pump/Racor filter system, new head, pressure water, 2-burner propane stove/oven, new Profurl furler with offshore-rated genoa, double-reef main, new cover, new rope clutches, self-tailing winches, lines led aft, 2 anchors, VHF, depth/knot meter, stereo. All records including original blueprints. 2006 bottom paint, no blisters. Many extras. Located Alameda, slip available. \$32,000/obo. Call (408) 203-0409.

ISLANDER 30, 1973. New Universal diesel 20-hp motor, regular bottom cleaning, roller furling, needs topping (boom) lift line. This could be a nice boat for new sailor. I don't have time for it. \$10,500/offer. (928) 897-0297.

CATALINA 30, 1981. Wheel. New 7.5-oz main. New furling 8.0-oz 100% jib. Rebuilt A4, 50 hours. Recent re-rig: Standing and running. New spreaders. Mast re-wired. Delta shade attaches to dodger. All green canvas. Very nice boat. Clean. Located San Rafael. Asking \$26,500. (530) 235-4908.

WILLARD 30, 1976. Crealock world cruiser, Baja HaHa vet, Perkins 4-108, full keel, great liveaboard, Raymarine autopilot, radar/chartplotter, Lofrans windlass, lots more gear, biggest 30 footer you'll ever see. \$39,500. <<http://willard30.blogspot.com>> (408) 887-3103.

CAL 2-29, 1975. Wheel steering, dodger, fore and aft anchors, full sail inventory, pressure water, microwave, refrigerator. Cabin wired 110v, stereo, television, propane cooktop. Cabin cozy, clean and roomy. Two-sailboat owner buys fresh bottom paint for buyer. \$7,750. Call (209) 406-8316 or (209) 915-7057.



CATALINA 30 TALL RIG, 1978. \$17,500/obo. New: Main and 110% jib, CDI furler, Spectra running rigging, Harken carbon mainsheet blocks, Forespar whisker pole, Garmin 172C GPS, Raymarine ST2000 tiller pilot and ST40 speed/depth, propane system. New BBQ, locker, solenoid and sniffer, Rule auto bilge pump and Whale manual gusher, Lewmar Delta anchor, LED anchor, steaming, bow lights, lazy-jacks, mainsail cover, Universal 11-hp diesel low hours, 2002. Standing rigging 2002. Mast painted: Awlgrip LPU 2002. Ari: aroostifer@yahoo.com or call (510) 290-6329.

NEWPORT 30 Mk III, 1986. Original owner, racer/cruiser, fleet champion, turnkey boat, diesel engine, good sail inventory, roller furling, fully race equipped, new standing and running rigging 2005, CNG 3-burner stove/oven, pressure water, many upgrades. Asking \$24,800. Call (916) 806-8149 or email: FastFreight1@aol.com.

CATALINA 30, 1988. Wheel steering with pedestal controls. Universal 25 hp with 994 hours, roller furling jib, dodger, 6-gal water heater, lazyjacks, mainsail cover, ST60 depth and knot meter new in 2006, ST4000+ Mk II new in 2006. Uniden DSC radio new in 2006. Magma BBQ new in 2006. Well maintained and clean. In Alameda for \$34,500. Call (916) 747-6398 or email: dabuju@hotmail.com.



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FARALLON 30, 1976. Roller furling, Yanmar diesel low hours, radar, windlass, new ss port, new dodger, holding tank, propane 3-burner stove/oven, microwave, TV, cassette, teak floor, dinghy. \$20,000. Well maintained, seldom used. Steve (707) 433-2043.



CAPE DORY 30 CUTTER, 1978. Carl Alberg-designed, modified full keel classic. Solid fiberglass construction, Volvo Penta marine diesel, autopilot, alcohol stove, bronze ports, 6-ft plus cabin headroom. Excellent condition, well maintained. She is a classic beauty. Purchasing larger boat. Asking \$35,000. Call Scott (925) 631-9588 or email: capedory@comcast.net.

NEWPORT 30. Good running Atomic 3, good sails. New head and holding tank. Recently refinished topsides. New non-skid. Large 4-burner stove with oven, custom woodwork. 20 gals fuel, 38 water. Can email pictures. \$13,000. Call (415) 847-8022.

CATALINA 30, 1980. Wheel steering with pedestal controls, Garhauer traveler, furling jib, self-tailing winches, asymmetrical spinnaker, dodger, recent canvas, beautiful interior, Universal diesel. Great Bay cruiser, excellent condition. Berthed in Berkeley. \$25,900. (916) 443-7393.

ERICSON 30, 1968. 60 hours Kubota diesel. New rigging, thru-hulls and holding tank, \$9,500. Also 36-ft slip at Pier 39 for sale, C-5. Best location, close to everything. Excellent Marina facilities and parking. \$12,000. Both, \$20,500. (925) 228-4635 or: singemarc@yahoo.com.



ISLANDER BAHAMA 30, 1979. Great family cruiser/racer, standing headroom, sleeps 5, enclosed head, pressure water, dodger, wheel, diesel, stereo/CD, new 130% jib on furler, \$16,000, make offer before broker gets her. See: <www.freewebs.com/bahama30/> Call (415) 254-9973 or bonedaddy@aol.com.

CAL 30, 1966. Atomic 4, blue hull, Monitor vane, Avon Redcrest. Replaced standing rigging. Full keel. Fast Boat. \$6,000. Bill (650) 948-2560.

32 TO 35 FEET

SOVEREL 33-2, 1985. *Flexi Flyer* is a winner. Fast, beautiful, well maintained, new bottom, fresh sail inventory. <http://flexiflyer.blogspot.com/> \$31,000. (408) 656-9919.

PACIFIC SEACRAFT 34, 1996. Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, SeaFrost 12V refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. \$130,900. For detailed info call (949) 489-1529.

JUBILATION. PEARSON 323 1977. Roomy, solid, sails well. Blue hull, Volvo 27-hp diesel, Avon, Alpha autopilot, Maxi-prop, extra sails, spinnaker, windlass, Lewmar winches, vacuum head with Microphor treatment system. Located in Berkeley. Purchasing new boat. (510) 205-3836. Details at <www.reedwheel.com/323/323.htm>

ALBERG 35, 1965. Diesel, windvane, radar, much more. Needs minor work. Good condition. \$19,000/obo. Call Mark Eilers (707) 971-0537.

CATALINA 320, 1993. Pristine condition. Very little wear on new engine and rig. Motivated seller. \$65,000/obo. Call or email for pics and details. (510) 548-9986 or 320@ideasoup.net.



HOBIE 33, SLEEPING DRAGON. Carbon rudder, boom, poles. Gyro autopilot. New mast/rigging 2003. Trailer. Sails galore. New interior. Great boat for SSS, Coastal Cup and Pacific Cup. Lots of extras. \$35,000. Photos/details via email: halmanm@sbcglobal.net.

ERICSON 35+, 1983. Excellent running shape. Hauled Aug 2006, new varnish, crispy new sails, recent Autohelm 6000 and instruments. Furler, spinnaker, dodger, LP stove, fridge, diesel, spares. Emeryville, CA berth. \$57,500. Email: pmchin47@hotmail.com for details/photo link, or call (925) 642-7600.

YORKTOWN 35 FIBERGLASS center-cockpit, but ce windl for th obo. 1,500/erior, hain, boat, \$500/



33-FT DOUBLE-ENDED GAFF KETCH. Al Mason, 1968. Cedar/oak. Looking for a conscientious and caring new owner. Good condition. Cruise equipped. Liveaboard 22+ years. Details, photos, contact info: <www.chrisnkt.users.sonic.net/lucida> Located Poulsbo, WA. Reduced \$51,000.

35-FT SPARKMAN & STEPHENS cruising sloop. Built 1963 as Chris Craft 35 sailing yacht. Center cockpit, aft cabin, heavy hand-laid fiberglass, diesel, hydraulic steering, autopilot, fatho, GPS. Classic lines, comfortable, capable. \$28,500. Located SoCal. (360) 271-3030.

C&C 34, 1978. Great design, performance and value. Well maintained and in very good condition. Many upgrades including Harken traveler and jib furler. New mainsail and jib. New full-cockpit and mainsail cover. All interior and exterior woodwork refinished. Great value for someone looking for a fast, well-built, well-maintained racer/cruiser. Located Ventura, CA. Asking \$39,500. Call Tom (559) 392-0404 or email: tks22@comcast.net.



ROBUST, CORED DOUBLE-FIBER- glass hull. 38' overall, 4.5' draft. Galvanized steel skeleton, 100+ gallons fuel, 135 water. Bluewater history: So.Pac, Hawaii, Mex., Canada. High-tech nav. gear, huge inventory. Tiller, prop in keel. New in 1992: Fabulous diesel engine, electronics, freezer-fridge. Computerized corrosion control, heater, hot/cold shower, large solar panel, smart charger, 2 VHF's, 2 sounders, 6k vane, radar, autopilots, 2 GPS's, 7 sails, charts. Asking \$49,900. Last survey over \$300,000. Call (530) 477-5007 or (510) 301-5374. Trade for vehicles, offers.

WESTSAIL 32. Perkins 4-108. Minor damage due to grounding. Doesn't leak. Located in La Paz, B.C.S. Death forces sale. \$28,000/obo. Email Kevin: sunbreak@sunbreaksea.org for survey and full specs.

C&C 35 Mk II, 1975. One of the models that made the original C&C their reputation. Rod rigging, records for the past fourteen years, custom double spreader spar, Autohelm 4000. Buy and sail not buy and fix. Three spinnakers two poles. Fully equipped. Simple systems. Atomic 4 engine recently overhauled. Solid not cored hull. Best value on this model in US and Canada. \$26,500. Steal it now. (415) 892-6308 or (415) 516-1299.

PEARSON 32 RACER/CRUISER, 1979. Harken jib roller furler, fully battened main, gennaker, Navtek backstay adjuster, 1,250 hours on original Universal M-15 diesel. Electronics: Autohelm autopilot, Furuno radar, Interphase digital depth gauge, Jefferson depthfinder, Signet knotmeter, West Marine Loran-C, 25-watt VHF/FM marine radio. New: 19-gallon custom aluminum fuel tank, two batteries, electric fuel pump. Documentation: Original boat, gear and electronics manuals, 1995 boat and engine surveys; maintenance, dive and haul records since my purchase in 1995. \$22,000. (510) 525-2754.



GULF 32 PILOTHOUSE. Strong world cruiser. Hand-laid fiberglass, no blisters. 45-hp Westerbeke diesel. Harken furling jib, storm jib, full batten main. Hot water, dodger, bimini, basic equipment. \$28,000. For more info call Chris (714) 931-3247.

PETERSON 34, 1978. Comfortable cruiser/successful racer, 15-hp diesel, CNG stove/oven, sleeps 8, fully equipped for ocean and Bay racing. Asking \$25,000. Email: ammc2006@sbcglobal.net.

ALBERG 35. All new: Bottom, rudder, shaft, propeller, transmission, Racor fuel filters, starter, alternator, raw water pump, standing and running rigging, low hour Universal diesel. New electrical system. Sacrifice: \$19,500. Chris (415) 332-7501.



SCHOCK 35, 1985. Diesel, new upholstery, removable V-berth, VHF, wind speed and direction, speed, depth, GPS, TP-30 autopilot with remote, good sails, cherry body. PHRF rating 72. Will pay for shipment west of Mississippi. \$35,000. (702) 374-2787 or e-mail: Sailho10@aol.com.

LOTUS 950, 32-FT NEW ZEALAND- built 1986 racer/cruiser. Modern Farr-ish design. Very fast, very fun, very comfortable. Open transom, roller furling, B&G instruments, radar, pressure water. Big interior, propane oven, engine-driven freezer, shower. \$40,000. <www.lotus950.blogspot.com> (310) 971-1582.

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36 TO 39 FEET

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ISLANDER 37, 1968. Clean, classic cruising boat. Same owner for 13 years. She's been to the Sea of Cortez and back. Diesel engine is well maintained. Decks are recently painted. Interior modified for safer sailing with toddlers. Some projects remain, but you must sail to appreciate this boat. Seller motivated; toddlers are now pre-teens and we're moving to a larger boat. \$19,500. Frank (310) 968-3724 or billeentete@yahoo.com for details/specs.

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BROWN SEARUNNER 34 TRIMARAN. Many, many extras. \$10,000. In Rio Vista, CA. (925) 584-7658. Serious only need inquire.

PRICE REDUCED \$70K BELOW survey value: 47' x 27' Mayotte, 1994. Great condition, never chartered. 4 cabins, 4 heads/showers, large salon, galley. Many spare parts, 2 Yanmar 38-hp diesels, radar, 500gpd watermaker, SSB, 2 marine band, 7kw generator, 2 AC heat pumps, EPIRB, water heater, 8cf fridge/freezer, freezer box, microwave, 360w solar, 14' hard-bottom dinghy, 25-hp Yamaha. 8-man Avon liferaft. Fully equipped, ready to cruise Caribbean, 7 Seas. St. Pete, FL. \$260,000. Email: brsarch@comcast.net for complete specs/survey or call (503) 810-4435.



IROQUOIS 32 Mk IIA CATAMARAN, 1977. Cruising cat with 28 Johnson outboard, main, 150% genoa with furling/reefing, spinnaker, wheel steering. 2 dbls, 2 singles, propane stove/oven, pressure H2O, stereo. At Port Sonoma Marina, Petaluma River bridge. \$27,900. (707) 255-8066 or dhafligh@yahoo.com.



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CORSAIR F24 Mk II, 1996. New main and 5-hp Honda outboard, reconditioned trailer, stereo, knotmeter, asymmetrical spinnaker. Good condition. Located in Santa Cruz. Call Cal (831) 661-0280.



26-FT CATAMARAN, 2000. 26' x 15'. Core Cell construction, open solid bridgedeck, 9.9 4-stroke electric start, sleeps 4, bimini with 3-sided enclosure. Located near Rio Vista, CA. Asking \$26,000. (916) 203-8517.



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POLYCON 37, 1976. Molded fiberglass, sandwich with foam and balsa core. Builder: Polynesian Concept, Inc. 2 Kubota Nannie diesel engines. Max-feathering props. Datamarine instruments. Sleeps 7. Health sale. \$49,000. Vallejo Marina K-Dock. (707) 644-5504 or (707) 252-7546 or Winterhawk73.aol.com.

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1980 MAINSHIP 34. Perkins T6-354 diesel, 1,300 hours. Berthed in Oakland. \$49,500. (510) 388-4464.

TRADE OR SALE OR DONATE: 1974 68-ft x 20-ft working steel trawler/office/home. 1,200 sq.ft. of space. Legal live-aboard. Trade value: 45 to 70-ft sailboat or cash or terms. Be creative. Berkeley slip. See: <www.myclassicboats.com> Email: GaryKJennings@msn.com or call (510) 665-7716.



65-FT WOOD CLASSIC, 1939. Heavy built ex-trawler. GMC 12V-71, 21-kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. More pics/details: ancona@mcn.org. Asking \$112,000 or any reasonable offer. Call (707) 964-5423.



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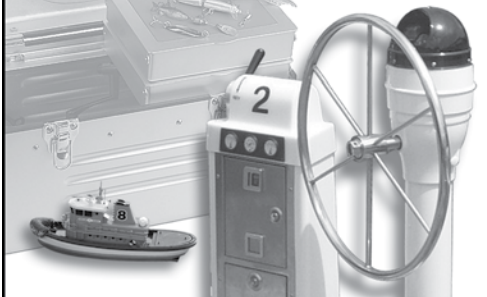


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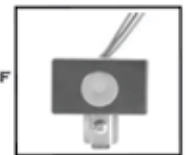
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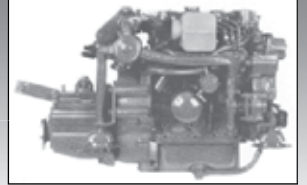


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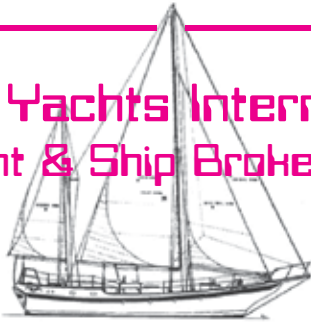
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35' CAMPER NICHOLSON sloop, 1974	52,500
36' CASCADIE cutter, 1969	Pending
36' UNION POLARIS cutter, 1978	78,000
37' BROWN SEARUNNER sloop & trailer, 1985	28,000
37' ISLAND PACKET cutter, 1995	167,500
37' TAYANA Mk II cutter, 1987	Gone!
38' C&C LANDFALL sloop, 1980	55,000

38' CROSS trimaran, 1975	58,000
38' CUSTOM HORSTMAN trimaran, 1997	149,500
38' DOWNNEAST cutter sloop, 1975	Pending
40' BENETEAU OCEANIS 40CC sloop, 2000	199,950
40' HANS CHRISTIAN CHRISTINA cutter, 1986	165,000
40' VALIANT cutter, 1978	84,900
40' VALIANT cutter, 1976	Pending
41' ISLANDER FREEPORT ketch, 1977	99,500
41' MORGAN classic CC cutter, 1988	Gone!
42' BROWN SEARUNNER cutter, 1976	59,500
42' CHEOY LEE CLIPPER ketch, 1970	SOLD
42' HUNTER PASSAGE CC sloop, 1990	124,500
42' SPENCER sloop, 1974	84,500
43' WESTSAIL custom tall rig cutter, 1976	115,000
44' KELLY PETERSON CC cutter, 1977	129,000
46' CAL CRUISING 3-46 CC sloop, 1977	79,500
47' HYLAS CC cutter, 1989	235,000
49' LIBERTY CC cutter, 1987	240,000
51' CUSTOM STEEL CC ketch, 1976	119,000
54' CUSTOM SOUTH AFRICAN CC ketch, 1983	199,500

31' SEA RAY AMBERJACK EXPRESS, 1992	97,500
31' TIARA 3100 EXPRESS sportfisher, 1993	125,000
32' AVANTI 3255 EXPRESS & trailer, 1989	47,500
32' BAYLINER 3218 motoryacht, 1988	68,500
34' CRUISERS 3375 ESPRIT EXPRESS, 1984	69,500
34' MAINSHIP PILOT 34 OPEN EXPRESS, 2000	125,000
34' TROJAN 10 METRE sedan sportfish, 1984	47,900
37' NORDIC TUG trawler, 1999	309,000
37' SEA RAY 370 sedan, 1996	135,000
38' CHB tri-cabin trawler, 1978	39,000
38' RAMPAGE OPEN EXPRESS, 2001	319,000
41' LITTON flybridge motoryacht, 1978	127,000
41' TIARA OPEN EXPRESS, 1998	319,000
42' GRAND BANKS classic trawler, 1976	SOLD
43' OCEAN ALEXANDER trawler, 1985	169,500
43' WELLCRAFT PORTOFINO EXPRESS, 1989	59,500
43' MONTEREY sedan convertible, 1983	169,500
44' TROJAN F-44 motoryacht, 1978	110,000
45' CHB EUROPA sedan, 1982	164,900
45' VIKING sedan convertible, 1989	300,000
47' C&L SEA RANGER trawler, 1979	199,500
50' FERRETTI 150 motoryacht, 1997	650,000
54' KNIGHT & CARVER custom LRC, 1981/2006	585,000
55' VIKING convertible, 1998	950,000
56' SUNSEEKER MANHATTAN, 2002	950,000
76' LAZZARA Grand Salon Sky Lounge, 1998	1,650,000

47' HYLAS CC CUTTER, 1989. This timeless Sparkman & Stephens design still wows from any angle! She's enjoyed the same owner for many years, who has kept her in great shape. Three cabins, two heads with showers, a beautiful in-line galley... the features will impress you. So will her sailing characteristics! She's at the dock waiting for your visit. **\$235,000**



54' CUSTOM SOUTH AFRICAN CC KETCH, 1989. From her fine entry to her lovely stem, this cruiser will grace any anchorage. She's been well maintained and upgraded since her launch by savvy owners. Now, the kids are grown and they'd like to downsize. Plan a trip to see this boat now! **\$199,950**



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42' CHEOY LEE GOLDEN WAVE, 1984

Designed by Bob Perry to look like a Nautor Swan topside and like a Valiant 40 below. Never cruised, this particular example shows nicely – sails in fine shape, low time (less than 500 hours) on the trusty Perkins 4-108 diesel, heavy duty stainless steel, dinghy, davits/radar arch, electric windlass, radar, etc., etc., etc.

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38' BENETEAU, 1990

Moorings 38 model, designed around a modified First 38S5 hull and is a sleek and fast two-stateroom/two-head racer/cruiser, perennially popular on the brokerage market. This one is clean with a new suite of sails and a rebuilt Yanmar engine.

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41' PEARSON RHODES SLOOP, 1965

With her East Coast pedigree (she was built in Bristol, RI) and lines reminiscent of a classic Hinckley or Alden, she turns heads wherever she goes. And with a full keel with cutaway forefoot and updated systems, she sails like a dream on the Bay. *Sea Forth* is one of a kind and must be seen to be appreciated.

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40 CHEOY LEE OFFSHORE 40, 1968

Ted Brewer said, "No one yacht is perfect, but this Philip Rhodes design comes very close..." Always a local California boat, this particular example is in very nice shape and lying in a transferable Sausalito slip – all in all a nice turn key package.

\$49,000



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35' PEARSON, 1981

Bill Shaw-designed classic in fine shape, just detailed and lying in a transferable Sausalito slip.

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www.marottayachts.com.

\$39,900



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30' HUNTER, 1990

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29' COLUMBIA, 1967

This S&S classic has had only two owners since being built and commissioned here in California almost 40 years ago. Her current owner has loved her for almost 15 years, during which time he estimates he's spent upwards of 2,000 hours of his own time working on the boat; he still has the original Columbia factory brochure. Lying transferable Sausalito Yacht Harbor slip. \$19,000

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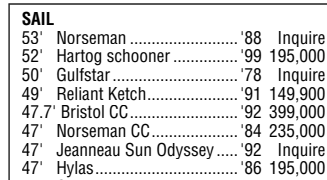
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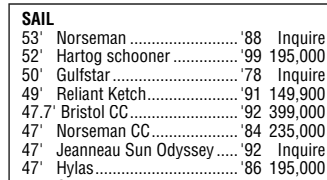
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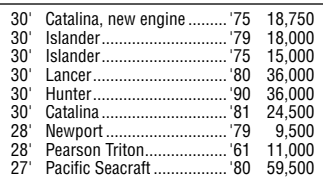


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36' CANADIAN SAILCRAFT CUTTER, 1981
\$65,000



32' WESTSAIL, 1977
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31' HANSE 311, 2002
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30' WILLARD VOYAGER TRAWLER. Glass, diesel, cabin heat, well-respected design offering remarkable seaworthiness of a much larger vessel. USCG documented, colorful & attractive. **\$34,950/offers.**



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30' BRISTOL 29.9. Famous Halsey HERRESCHOFF cruiser/racer. Dsl, extra robust FG construction, roller furling, roomy & comfortable, dodger, pedestal wheel steering & more! This is a great boat. **Ask \$34,950**



REDUCED
25' PURSUIT 2470 Walkaround Fisherman by highly respected S-2 Yachts, Inc. 2001 model. Twin 150 hp Yamaha V6 O/Bs. new Furuno radar & fishfinder, galv. trailer, head, transom door, sport fish pkg & more! **Ask \$49,500**

ALDEN MOTORSAILER



58' ALDEN BOOTHBAY Motorsailer Ketch. Aft S/R, PH-center cockpit, dsl, furling, AC, Onan, radar, inflate, lrg. sail inventory, etc. Loaded w/world cruising gear & amenities. Super boat! Must see! U.S. document. **Ask \$268,950**



35' PEARSON sloop designed by Carl Alberg. Glass, diesel, 3/4 full keel, windvane. Full lifelines & pulpits, wheel steering, dodger & more! This is a nice, clean craft from a great builder & a great designer. **\$21,950 Ask**

SAIL

- 47' VAGABOND ketch. Project...86,000/obo
- 44' MAGELLAN Kitch by Grand Banks. Dsl, dodger & great charm.....38,900
- 40' BLOCK ISLAND Cutter. Dsl, good wood fixer, 1937 classic..... Asking 9,950
- 40' ANGELMAN Ketch. A beauty in wood. Big & ready to cruise. Diesel, radar, etc..... Asking 48,950
- 38' INGRID Cutter. Super strong double-ender, diesel, lots new, radar, vane, GPS & more..... Asking 59,200
- 38' KETTENBURG Sloop. Dsl... Ask 49,500
- 38' C&C Sloop, world cruiser... Ask 39,950
- 37' GULFSTAR cent. cockpit, aft cabin, dodger, dsl & more..... 49,950/offers
- 36' ISLANDER Sloop. Major upgrades, dsl, dodger, furling & more..... Ask 44,950
- 36' STEEL HARTOG ketch, double-ended cruiser, great potential & value. 19,500
- 36' NIELSEN classic 1918 Danish aux. sloop. Nice condition..... Asking 15,000
- 35' COX BOATYARD Custom Ketch. F/G, diesel, PH, good inventory, strong & more! ... Asking 14,950
- 33' ISLANDER Wayfarer Slp. Atomic 4 just rebuilt. Furling, AC & heat. Nice!... 12,800
- 33' RANGER Slp. Wheel, spin..... 9,950
- 32' PEARSON VANGUARD slp, NEW inboard, NEW LPU, NEW sails, super clean example of a great design..... Asking 10,950
- 32' RANGER Sloop. 1/B. Great Gary Mull design. Spinn., ++ Asking 16,500
- 29' PEARSON TRITON. New diesel. Total refit nearly done..... Asking 15,950
- 27' CATALINA. Diesel, wheel & more! GREAT DEAL @ 6,000
- 25' CHEOY LEE FRISCO FLYER, teak, 8,000
- 25' FOLKBOAT Deb. SHARP! 15,000
- 23' HERRESCHOFF Classic PRUDENCE Slp w/'03 Honda 7,500

POWER

- 140' CRUISE SHIP. Steel, twin diesel, recent MAJOR REFIT, would also make a great entertainment yacht. Must see. Check our website..... Asking 1,000,000
- 63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000
- 60' MATTHEWS MY. '65, twin diesels, big, comfortable liveaboard cruiser w/South SF berth..... Asking 215,000
- 50' STEPHENS aft stateroom MY, twin diesels, flybridge, genset, great design from a great yard..... Asking 128,950
- 45' STEPHENS 1929 classic.... Try 75,000
- 40' CHRIS CRAFT, Aft S/R..... Try 9,750

- 36' UNIFLITE. F/B, aft cabin, twins, radar, GPS and more!..... Asking 59,950
- 36' CHRIS CRAFT CAVALIER. Aft cabin, flybridge, twin V8s, many recent upgrades, very nice..... 34,950
- 35' NORTHERN STEEL TROLLER. Reliable & economical Cummins dsl, good heavy weather boat set up to go to sea & stay there. There's more!.... Asking 35,000
- 35' STEEL CHRIS CRAFT ROAMER cruiser, twins..... Ask 34,750
- 34' LAKE UNION Dreamboat. Classic 1928. Dsl, shower, beautiful design.... 14,950
- 33' SONIC Offshore Express.... Ask 62,500
- 32' ROBERTS commercial fish w/HERRING PERMIT & more!..... Asking 58,950
- 32' CARVER. Glass, twins, Sausalito live-aboard berth. Nice!.... Asking 30,950
- 31' MONTEREY BAY EXPRESS PH utility, F/G, 1991, twin 130 Yanmars, trailer, USCG-documented, commercial quality gem..... Reduced! Asking 34,950
- 30' CHRIS CRAFT Constellation, twin V8s, very nice 1967..... Asking 14,950
- 30' ALUM. CREW/SUPPLY vessel, radar, GPS, scanning sonar, VHF, crane and more. Just refit..... 35,000

- 29' WELLCRAFT 2900 EXPRESS. Twin screw (not outdrives). Super clean & nice! Asking 24,950
- 28' RODMAN WA, F/B, 2004. Twin dsls, high quality & loaded. Looks new!..... Asking 189,000
- 27' FARALLON, '86. Gas 1/B, more! 51,950
- 26' TOLLYCRAFT. F/G, V8, more! 12,500
- 26' BARTENDER by Caulkins. Fast, seaworthy..... 2 starting at 7,500
- 25' FARALLON SF w/trailer. New twin 180 hp Volvo's, radar, etc.... Asking 17,500
- 25' FARALLON FISHERMAN, 6 cyl. dsl, duo-prop, H/T & more..... Ask 19,500
- 24' SEA RAY V8. Full Delta canvas, trl, o/d, nice!..... Ask 12,000
- 18' SEA RAY 175-5 Series. Ski & fish pkg w/tr & very clean..... Ask 8,900

OTHER

- 2 LIVEABOARD HOUSEBOATS in San Rafael..... Starting at 23,500 obo
- 60' STEEL BARGE, 20-ton A frame, spuds, deck house, more..... Offers/55,000
- 56' LCM-6 with dive support, steel, W/H, twin 671s, full elect..... Try 25,000



CENTER COCKPIT **HARD DODGER**
41' ISLANDER FREEPORT Ketch. Dsl, F/G, genset, radar, AP, wheel in center cockpit w/hard dodger. 2 private staterooms w/heads, shower, roomy & comfortable. Mexico vet. Great cruiser/liveaboard & more! **Asking \$54,500**



REDUCED
CLASSIC CRUISER
65' CLASSIC, '31 MOTORYACHT BY WHEELER. 16' beam, recent 40k hull refurb. Bottom's good & she's ready for you to finish restoration. Pilothouse, twins, 3 heads, huge salon, crew's quarters & more **Asking \$55,500**



40' CHEOY LEE GULF 40 PILOTHOUSE Sloop. 56hp Yanmar diesel, varnished teak hull, copper rivet fastened. Good sail inventory including 2 spinnakers, AP, radar, chart/GPS, more! Great yacht in great shape. **Asking \$65,000**



41' HINCKLEY CUTTER. Classical tradition from one of our VERY best builders. Good condition & vastly upgraded. New diesel, refastened, teak decks, large sail inv., 6'6" headroom & much more. Must see! **Asking \$69,900**

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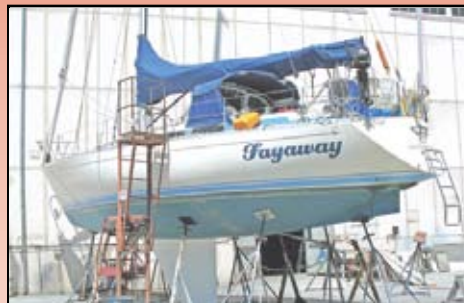
Lapworth 48

This lovely Bill Lapworth classic came to Nelson's for upgrade and restoration. We'll refinish the topsides, the mast and cabin house so she continues to shine as she sails the Bay this summer!



Coronado 30

Another plastic classic being reborn to sail another day. The old Atomic 4 was rebuilt at Nelson's and is now ready to power on! Updated photo!



Sigma 41

We're working with the owner of this performance cruiser to get her ready for an open-ended world cruise. From refinish to systems maintenance and upgrades, she'll be ready to head south in the fall!



Transpac 52

This high performance racer has just arrived on the coast. Nelson's will help get her commissioned and ready for this summer's TransPac.



High Performance Life Boat!

You can't beat the color – especially if you're awaiting rescue. Nelson's repainted, refastened this downhill sled, and, like her ship's owners, hopes she never has to be boarded!

The owners of these fine vessels are taking advantage of Nelson's convenient location and broad skills to get their boat ready for a great season ahead. Call now!



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