

Latitude 38

Latitude 38

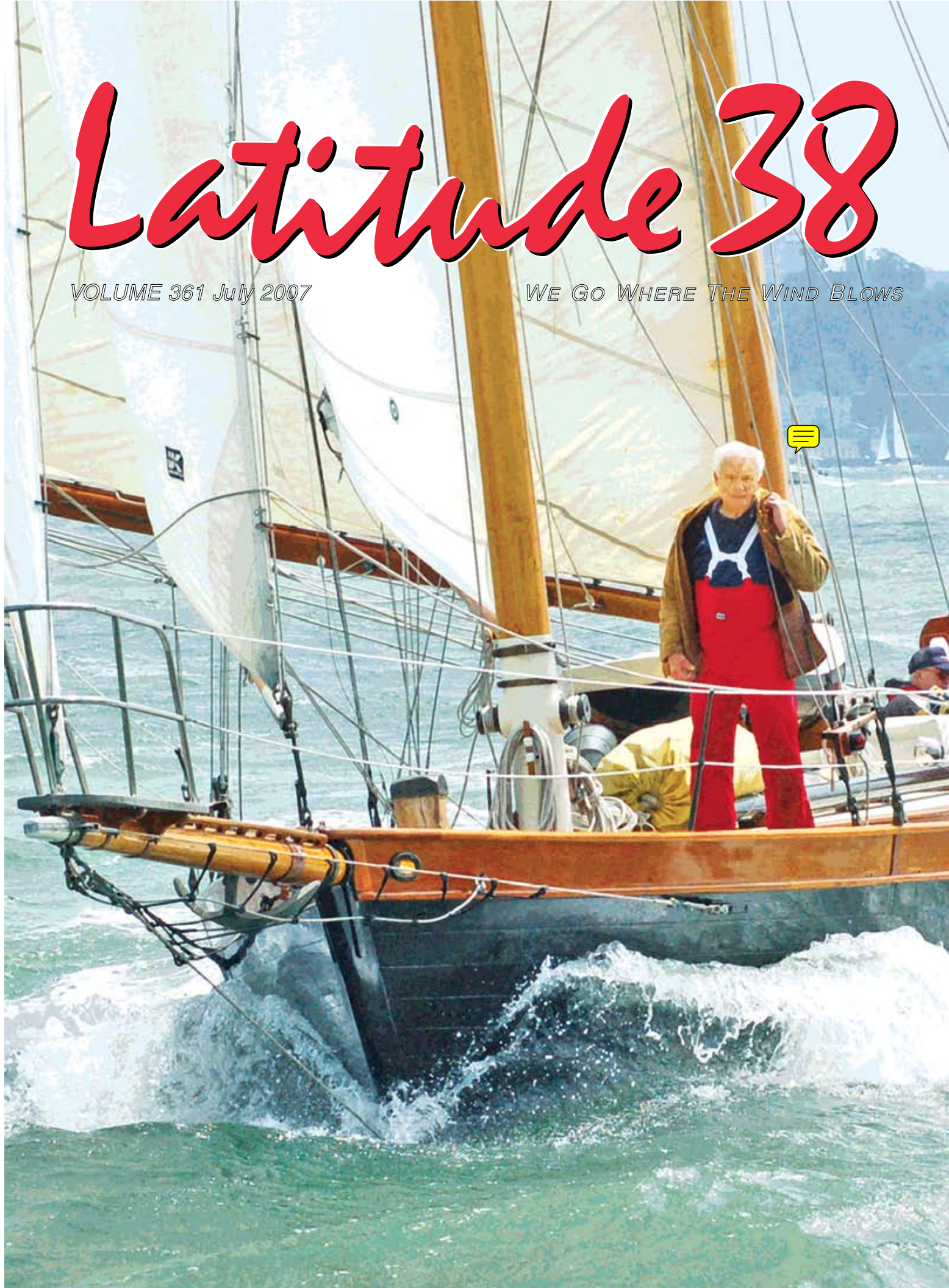
VOLUME 361 July 2007

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JULY 2007

VOLUME 361





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DIRECTORY of GRAND MARINA TENANTS	
Bay Island Yachts	7
Bay Marine Diesel	214
The Boat Yard at Grand Marina	20
New Era Yachts	232
Pacific Coast Canvas	87
Pacific Yacht Imports	9



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Cirque*

Racing sailboats can really be a circus. Ever since Louis Kruk and his wife Laura bought their Beneteau 42s7 last fall, they have made this the theme for *Cirque*. E-mails to the crew are “cirque-ulations.” Louis is the “ring master” (juggling clubs is actually a hobby), the crew are “performers” and there is that “contortionist” on the bow. Bright colors are everywhere.

Cirque won their class in the Ocean Yacht Racing Association Spring Series. The boat’s Pineapple sails were a big part of that “performance.”

Louis and Laura keep their racing fun, but they also cruise regularly. In fact their next “act” is the Baja Ha-Ha this fall, with more cruising in Mexico to follow. Then who knows - perhaps a “cirque”-cumnavigation... Powered by Pineapples.

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- 57
- 49
- 46
- 43
- 423
- 40
- 393
- 373
- 343
- 323



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RACING

- 50
- 44.7
- 40.7
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CONTENTS

subscriptions	8
calendar	30
letters	44
loose lips	104
sightings	108
master mariners	128
death & injustice on clear lake	136
america's cup prologue	140
mittchells - 25 years	144
eye on the bay	152
transpac preview	156
max ebb: an even keel	160
the racing sheet	166
world of chartering	180
changes in latitudes	190
classy classifieds	210
advertisers' index	222
brokerage	227

Cover: *Rose of Sharon* sails the Master Mariners Regatta.

Photo by: Latitude 38/JR

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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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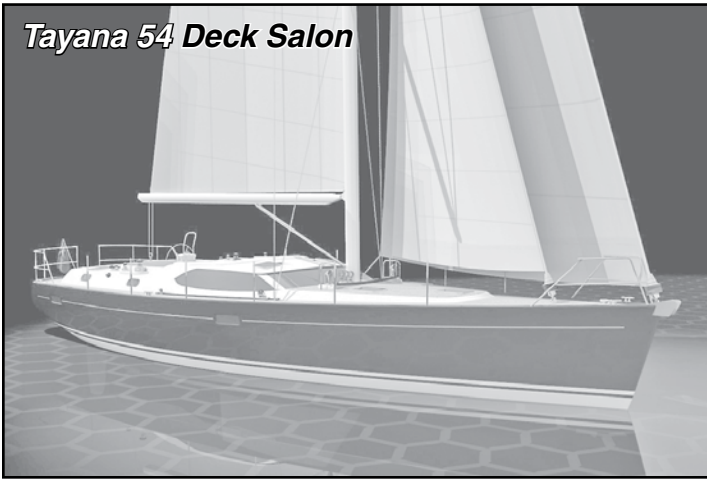
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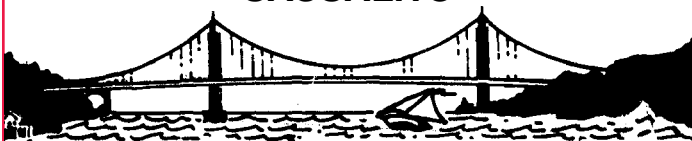
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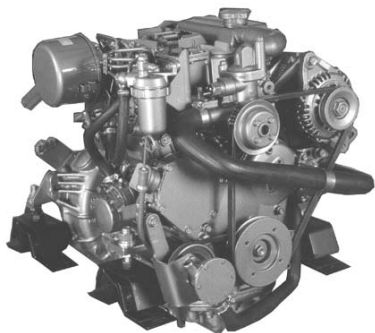
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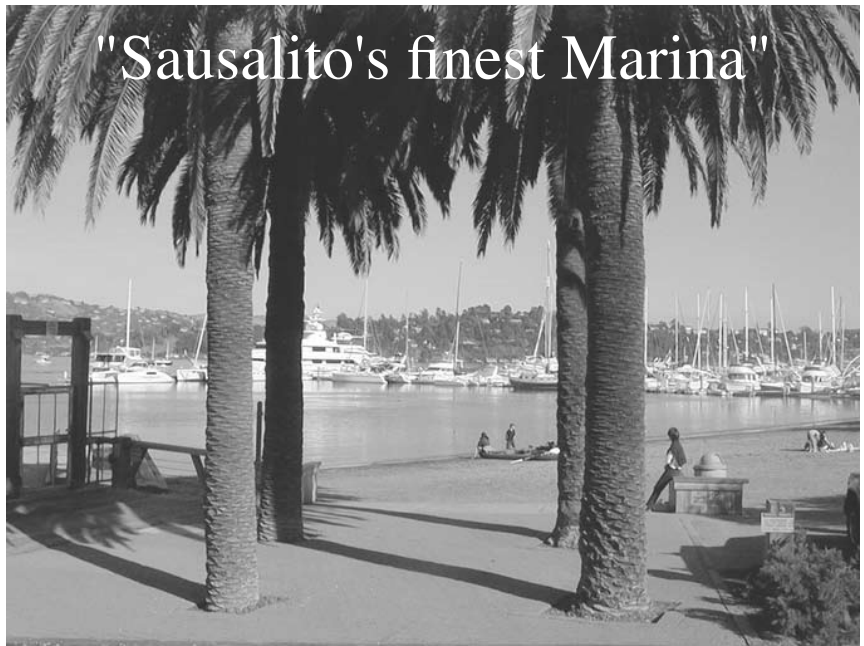


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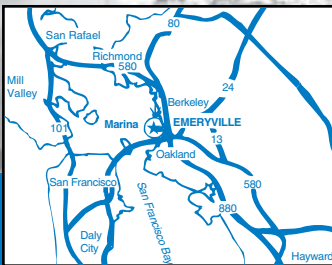
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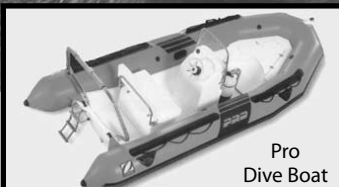
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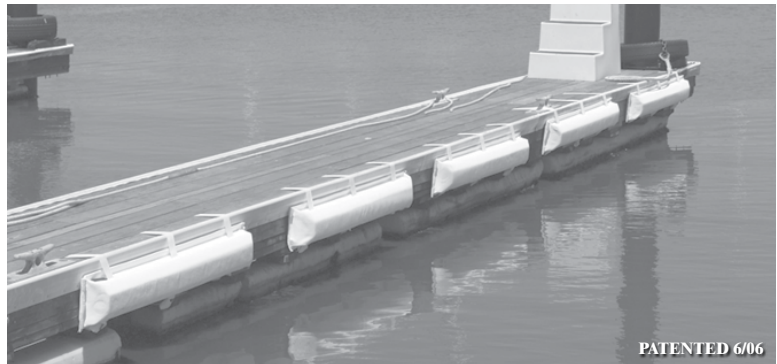
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CALENDAR

Non-Race

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 30-July 4 — 31st Annual Lake Union Wooden Boat Festival and Classic Speedboat Show. Info, www.cwb.org.

July 1-29 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

July 4 — Celebrate Independence Day at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta. Don't expect a surprise appearance from Paris.

July 4, 15 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

July 4, 18 — 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.

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 8, 1857 — When the schooner *America* trounced her 14 British competitors in 1851, Queen Victoria is reported to have asked which yacht finished second. "There is no second, your Majesty," was the response. On this date, the *America* syndicate donated the Auld Mug to the New York YC as a perpetual trophy for a little race called the America's Cup.

July 12 — 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.

July 13-14 — Spinnaker Shop Goodbye Open House & Super Bargain Sale in Palo Alto, 10 a.m.-4 p.m. (or till it's all gone). Sailcloth, canvas, sail hardware, webbing, battens, etc. Info, (650) 858-1544 or www.spinnakershop.com.

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

July 15 — Modern Sailing Academy Open House BBQ. Info, (415) 331-8250 or www.modernsailing.com.

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

July 21 — Tropical Island Party/Open House/Cruise-in at Aeolian YC in Alameda. Free music and tours, dinner \$20 (RSVP). Info, (510) 523-2586 or aeolianyc@aol.com.

July 22 — Loch Lomond YC Swap Meet, 8 a.m.-?. Info, call Leonard at (415) 453-5117.

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

Aug. 4 — Coast Guard Day.

Aug. 4 — Aeolian YC Nautical Swap Meet in Alameda, 8 a.m.-2 p.m. Info, (510) 523-2586 or aeolianyc@aol.com.

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

Aug. 7 — Salty Dog Technology 12 Volt seminar at the Santa Cruz West Marine, 6-7:30 p.m. Info, (831) 476-1800.

Aug. 9-11 — 35th Annual Lake Tahoe Concours d'Elegance. Info, www.laketahoeconcours.com.

Aug. 11 — Pre-Ha-Ha Rendezvous and Potluck BBQ at Two Harbors, Catalina Island, 5 to 9 p.m. at the bandstand. A super casual opportunity to meet other Ha-Ha'ers and organizers in advance. There will be a digital slide show, Q & A session and plenty of room on the barbie. See ya there!

Aug. 16-19 — Jeanneau Owners Rendezvous at Catalina's Two Harbors. Info, www.hsyacht.com.

Aug. 17-19 — 20th Annual Metal Boat Festival in Bellingham, WA. Info, www.metalboatsociety.org.

Aug. 23-26 — Beneteau Owners Rendezvous at Catalina's


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CALENDAR

Two Harbors. Info, www.southwesternyachts.com.

Aug. 25 — Vallejo YC's annual Flea Market, starting at 9 a.m. "If it's legal, sell it!" Info, www.vyc.org.

Sept. 11-26 — Squadron Boating Course 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 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.sfyf.org.

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

July 7 — Interclub Race #4 in South Bay, EYC. Info, C. Hodgkins at (510) 865-9045.

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

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

July 7-8 — Cawdad 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 7-8 — GPS Speed Sailing Trials. Find out more at www.sanfranciscospeed.com.

July 8 — IRC Regatta, the first of a series on the Cityfront for any boat with an IRC certificate. GGYC, www.ggyc.com.

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

July, 1977 — It Was Thirty Years Ago, from the article titled *TransPac*:

The West Coast's big biennial event, the Trans Pacific Race from Los Angeles to Hawaii, starts July 2. Now, we suppose, is the appropriate time to wonder how such a great race could start in such a rotten town. Rest assured it wasn't supposed to happen that way, and only happened as the result of an earthshaking event.

Talk of a race from the mainland to the Islands had begun in the 1880s, but it never got off the ground because the potential entries so dreaded the long upwind haul back to the mainland. In 1906, Clarence MacFarlane left Honolulu in his 48-ft schooner *La Paloma* for San Francisco, with the intention of proving that the sail back to the mainland wouldn't be that bad. Upon his arrival, he assumed he would get some takers for the race from the San Francisco fleet. When *La Paloma* tied up at Meigg's Wharf, the waterfront was deserted. It was not until MacFarlane began to look for a hotel that he discovered San Francisco had been ravaged by earthquakes and fires four

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45' Hunter 450, '00, Fall Asea.....	New Listing \$229,000	35' J/35, '93, Flashback**.....	Reduced \$67,500	29' J/29, '84, Jolly J*.....	\$25,000
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44' Miller, '80, Wind Dreamer**.....	Reduced \$148,900	35' J/35, '84, Courageous**.....	New Listing \$42,000	26' J/80, '00, Risky Business**.....	\$34,900
42' J/42, '00, Velocity.....	SOLD \$260,000	34' J/105, '02, August West.....	SOLD \$124,900	24' J/24, '05, Hull #5453**.....	New Listing \$35,000
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CALENDAR

days after he left the Islands. Knowing he wouldn't be able to race against the best, he headed south for Los Angeles with no alternative but to settle for sloppy seconds.

Down south he found two vessels willing to take him up on the race: *Lurline*, the famous 86-ft San Francisco schooner, and the 112-ft schooner *Anemone*.

The three boats left the mainland on June 11, 1906, and the TransPac was born. MacFarlane sailed for 15 days and



The 86-ft schooner 'Lurline' won three TransPacs, including the first.

became concerned when the Islands hadn't appeared. His navigator suggested that the same earthquake that had hit San Francisco might have swallowed up the Islands — just the kind of thought that runs through a navigator's head when land doesn't appear where he says it should. MacFarlane was about to buy his navigator's story

and head back for the mainland when the tip of Kauai was spotted.

The Islands were still there. So was *Lurline*, having finished two days earlier, and *Anemone*, having finished one day earlier. The TransPac was run with a vague regularity until World War I, and the habit of starting from Los Angeles became a tradition the race has never been able to shake.

San Francisco was represented well in those early TransPac years. The short-ended and beamy San Francisco-designed and built *Lurline* not only won the first race, but two subsequent TransPacs as well. L.A. Norris (such dreadful initials) was too busy helping to rebuild San Francisco in 1906 to participate in the first race, but he made up for it in 1929 when he sailed his 120-ft schooner, *Mariner*, to a record winning time. His record was to last for 26 years, the longest a TransPac record ever stood. Norris had always bought his boats back east, and five times he "brought 'em around" the Horn. Ironically, Norris drowned when he fell off a small boat a short distance from his Sausalito waterfront home.

The very nature of the TransPac, a predominantly long downhill slide, kept many large schooners and ketches alive on the West Coast when they were dying of neglect on the East Coast. When the Bermuda Race (which also started in 1906) was limiting boats to under 73 feet, the TransPac was featuring such glorious vessels as the 161-ft schooner *Goodwill*, and the 98-ft ketch *Morning Star*, which finally broke Norris' record time in 1955 in a record fleet of 53 entries. Even as late as 1965, Ken DeMuese was sailing the beautiful schooner *Serena* in a competitive fashion in the TransPac.

In the mid-60s, the world became a different place. People were listening to the Beatles and the Stones, smoking pot, dropping acid, protesting the war, letting their hair grow, and entering light displacement boats in the TransPac. New materials and new designs came into the hands of yachtsmen with a wealth of experience in throwing up acres of spinnakers and lightweight downwind sails. The TransPac had changed. Whether it was forever, rather than for better, is a subjective



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CALENDAR

matter.

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 — Jack & Jill Race. SSC, www.stocktonsc.org.

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

July 21 — YRA-OYRA Half Moon Bay. HMBYC, www.yra.org.

July 21 — 23rd Plastic Classic Regatta. Bay View BC, www.bvbc.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 22 — Women's Regatta on Lake Tahoe. TahoeYC, www.tahoeyc.com.

July 26-29 — US Kiting National Championships. Buoy racing, then a day of jumps off a mega ramp at Crissy Field. Yeee-haaaaw! StFYC, www.stfyf.com.

July 28-29 — Junior Olympic Sailing Festival, RYC. Info, Kers Clausen at kcy@aol.com or www.richmondyc.org.

July 28-29 — YRA-HDA/ODCA 2nd Half Opener I & II. EYC, www.yra.org.

July 28-29 — West Wight Potters Roundup on Monterey Bay. MPYC, www.mpyc.org.

July 28-Aug. 5 — Waikiki Offshore Series. Info, www.waikioffshoreseries.com.

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

Aug. 3-4 — 35th Annual King Harbor to Santa Barbara Race. SBYC, www.sbyc.org.

Aug. 3-5 — Aldo Alessio Perpetual Trophy Regatta for IRC, J/120s, J/105s and any other big boat one design class that fields six boats. StFYC, www.stfyf.com.

Aug. 4 — Interclub Race #5 in South Bay, SBYC. Info, G. Krawiec at (510) 339-9451.

Aug. 4 — YRA-WBRA #12 & 13. RYC, www.yra.org.

Aug. 4 — YRA-OYRA Farallones. BVBC, www.yra.org.

Aug. 4-5 — BAYS #4 Sequoia Youth Regatta. SeqYC, www.sequoiayc.org or hiker4u@aol.com.

Aug. 4-5 — Vanguard 15 Fleet Race PCCs at Columbia River Gorge. Info, www.vanguard15.org.

Aug. 4-5 — GPS Speed Sailing Trials on the Bay. Info, www.sanfranciscospeed.com.

Aug. 10-12 — Santana 22 Nationals, RYC. For more info go to www.richmondyc.org.

Aug. 10-12 — 2007 Laser Pacific Coast Championships at TISC. Info, <http://pcc2007.laserforum.org>.

Aug. 11 — Gracie & George Regatta, a co-ed doublehander featuring 'Gracie' on the helm. EYC, www.encinal.org.

Aug. 11-16 — Sears, Bemis, Smythe National Championships for youth sailing. Info, www.bayheadyachtclub.org.

Aug. 12 — IRC Regatta, the second of a series on the Cityfront for IRC-rated boats. GGYC, www.ggyc.com.

Aug. 17-19 — Moore 24 Nationals in the beautiful and

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40' Olson sloop, '82.....	78,000
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37' Wykoff, '71.....	Inquire
34' Chinook, '67.....	24,000
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34' Peterson OOD, '79.....	37,000
32' Columbia 5.5 Sabre, '67.....	14,000
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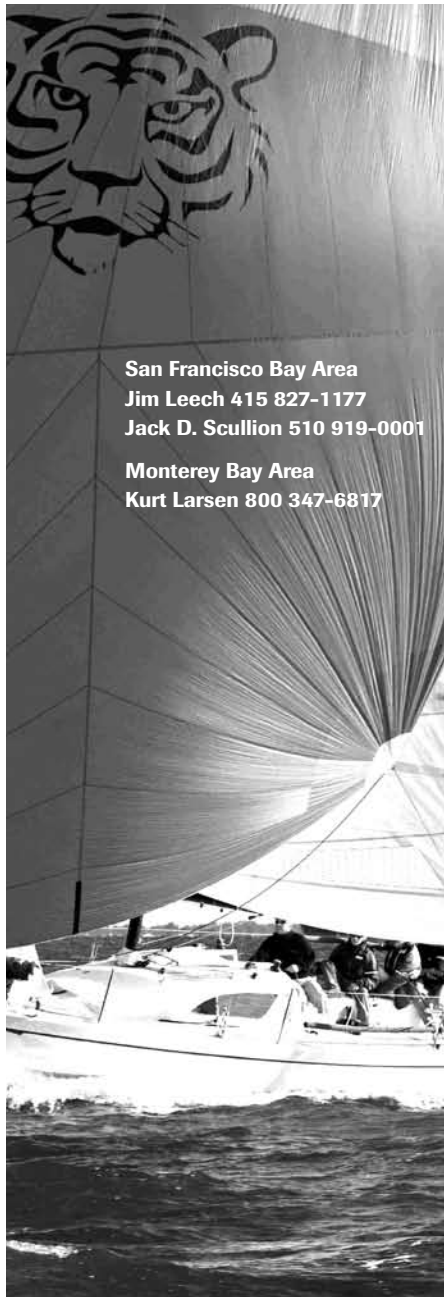
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CALENDAR

windy Columbia River Gorge. Info, www.moore24.org.

Aug. 17-19 — Vanguard 15 Nationals. StFYC, www.stfyc.com.

Aug. 18 — 28th Annual Franks Tract Regatta in the Delta. ACYC, www.acyc-log.org.

Aug. 18 — Single- and doublehanded Half Moon Bay Race, from SF to HMB. SSS, www.sfbaysss.org.

Aug. 18 — YRA-ODCA South Bay. BVBC, www.yra.org.

Aug. 18 — YRA-WBRA #14 & 15. PresYC, www.yra.org.

Aug. 18 — YRA-HDA Islands Tour. RegattaPRO, www.yra.org.

Aug. 18 — Dinghy Ditch Run, 31 miles from Rio Vista to West Sac. LWSC, www.lwsailing.org.

Aug. 24 — Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, www.stfyc.com.

Aug. 25 — YRA-ODCA Cityfront. OYC, www.yra.org.

Aug. 25-26 — Monterey & Back Race. The name says it all. SCYC, www.scyc.org.

Aug. 31 — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, www.scyc.org.

Sept. 1 — 19th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Sept. 8-9 — IRC Regatta, the last of a series on the Cityfront for IRC-rated boats. GGYC, www.ggyc.com.

Sept. 13-16 — Rolex Big Boat Series

Sept. 19-23 — 2007 Finn Nationals. CPYC, Bob Carlen at carlen@jps.net.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 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 Fall Series: 7/23, 8/6, 8/20, 9/3, 9/17. Peter McCool, (415) 864-4334.

BENICIA YC — Thursday nights through 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 7/11 through 10/17. Mark Misura, (650) 347-1505.

ENCINAL YC — Summer Twilight Series, Friday nights: 7/27, 8/10, 8/24, 9/14, 9/28. 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: 7/15, 7/22, 8/26, 9/9, 9/30. Roy, (408) 735-8765.

GOLDEN GATE YC — Friday nights: 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 — Summer Series, Friday nights: 7/20, 8/3, 8/17, 9/7, 9/21. 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 through September. Richard, (530) 304-7038 or rhleijon@pacbell.net.

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CALENDAR

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 7/25 through 9/12. Steve Shaffer, (510) 368-5427.

RICHMOND YC — Weds. nights: 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 — Summer Sunset Series, Tuesday nights: 7/31, 8/14, 8/28, 9/11, 9/25. J. Rigler, (415) 332-6367.

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

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

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

STOCKTON SAILING CLUB — Every Wednesday Night through 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). Summer Series: 7/18-8/29. Spring Laser Series, every Mon. night through 7/9. Summer Series: 7/16-8/27. Darren Kramer, (530) 581-4700.

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

VALLEJO YC — Every Wednesday night 7/11 through 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.

July Weekend Currents

date/day	slack	max	slack	max
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
7/04Wed		0120/2.4F	0358	0729/4.7E
	1109	1416/3.7F	1744	2010/2.8E
7/07Sat	0140	0421/2.2F	0720	1007/2.8E
	1322	1635/2.9F	1945	2249/3.7E
7/08Sun	0252	0537/2.4F	0848	1110/2.2E
	1420	1731/2.6F	2033	2349/4.1E
7/14Sat	0101	0430/5.6E	0829	1140/4.3F
	1457	1714/2.2E	2013	2305/3.0F
7/15Sun	0150	0515/5.5E	0912	1220/4.3F
	1537	1755/2.4E	2100	2351/3.0F
7/21Sat	0129	0403/1.8F	0704	0937/2.1E
	1305	1609/2.1F	1917	2215/2.9E
7/22Sun	0235	0515/1.7F	0821	1032/1.5E
	1355	1659/1.8F	2000	2310/3.0E
7/28Sat	0011	0338/4.7E	0743	1052/3.6F
	1409	1617/1.9E	1919	2211/2.5F
7/29Sun	0055	0420/5.0E	0819	1124/3.9F
	1445	1656/2.3E	1959	2252/2.8F

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Tim and Ruth are counting down the days to retirement, when they plan to set sail for points south and then west. Probably the Ha-Ha and then the So.

Pacific. Tim had his mind set on a couple of cats at last year's Miami Boat Show, then Ruth saw the 1160, and the decision making process was over.

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LETTERS

↑↓ IT SMELLS LIKE COW DUNG, WE MUST BE CLOSE

I'm writing in response to two letters that appeared in the June issue. One author proposed a three-day cruise outside the Gate, perhaps to Tomales Bay, and another proposed an overnight sail to Pt. Reyes. *Latitude's* editorial responses were spot on in both cases, but I thought it might be helpful for me to describe an actual outside-the-Gate cruise we took some years ago. At the time, my wife and I had extensive Bay cruising and racing experience, and some ocean experience.

We owned *Phoebe*, a 26-ft Cheoy Lee Frisco Flyer. It was Labor Day weekend, and our plan was to sail up to Drake's Bay on Friday, spend two nights in the anchorage, and sail back on Sunday. We got clear weather with the usual 15 to 25-knot northwesterlies and the normal seas for the start. So we sailed out the Gate, clearing Pt. Bonita on starboard tack. Rather than short tack up the southern Marin coast, we chose to hold starboard tack long enough to tack once and enter the Drake's Bay anchorage on port.

We were enjoying the beauty of the open Pacific when, to our dismay, dense fog appeared. I had just enough time to plot our location on the chart before we were enveloped in fog, leaving us with the same wind and sea conditions, but with zero visibility. This was in the days before GPS, so our navigational tools were a compass, radio direction finder, depthsounder, knotmeter and clock. Our plan became to sail toward shore on port tack until we saw 10 fathoms on the depthsounder. We did that, but since there was still zero visibility, we tacked onto starboard until we reached the next navigation aid — the smell of cow dung! The prevailing northwest wind in Drake's Bay is offshore, having blown across some miles of the Pt. Reyes peninsula, which is still active cattle ranching country. So the smell told us that we were close. While flying along at hull speed on starboard tack, anchored boats on all



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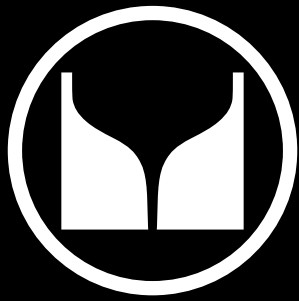
sides suddenly appeared out of the fog. We'd reached the anchorage. It was a bit of a challenge to keep clear, get the engine started and the sails down before we were too close to the beach, but we did. We

found an open spot to anchor, and quickly retired below.

Fortunately, we had the Tiny Tot, which is a small wood-burning stove, that allowed us to at least stay warm for the weekend. But the wind and fog persisted for the entire time we were there. As we had no dinghy in which to go ashore, we hung out below and read. But it wasn't exactly relaxing, with *Phoebe* tacking on her anchor day and night. The return sail to the Bay was downwind, at least, but it wasn't until we were back at our berth in Sausalito that we saw the sun.

The sun, of course, does shine in beautiful Drake's Bay — as it did the Friday before I wrote this — but one can never be sure. When the sun is working, the Pt. Reyes National Seashore webcam provides real-time wind, temperature and humidity (read fog) readings, and a photo of the beaches north of the point. A peek at this before departing from the Bay would be informative.

As for anchoring at the mouth of Tomales Bay — which is even further north than Drake's Bay — I think it's a completely



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LETTERS

inappropriate place for a keel boat. The problems are that there can be breaking waves at the mouth, the bay is shallow, and it's sometimes infested with great white sharks. We second *Latitude's* recommendation that readers contemplate cruising to Catalina and Petaluma respectively.

Charles Gay
Inverness / Kathmandu

Charles — We don't want to suggest that San Francisco sailors shouldn't make a weekend trip to Drake's Bay, just that they have to be prepared for challenging conditions, even with a good weather forecast, and even if they have radar and GPS. Having a good in-the-Bay alternative destination could save a sailing weekend that otherwise might be lost to bad weather out in the ocean. As for grandparents wanting a three-day sailing outing with grandkids, a fall trip to Catalina is a superior option because you can pretty much rely on the weather being excellent.

*Boats have been lost at the entrance to Tomales Bay and parts of that bay are shallow. Nonetheless, a number of *Latitude* readers have reported having wonderful trips up there. As for the great white sharks, they aren't much of a threat as long as nobody goes overboard.*

Prior to your letter, it had been a long time since we remembered what it was like to sail the coast of Northern and Central California in pea-soup fog without GPS and radar. Frankly, it was spooky as hell. We did a Singlehanded Farallones Race on our Olson 30 once, a boat that didn't have a GPS, radar, knotmeter, depthsounder or engine. The sail out and halfway back had been in lovely conditions, with light wind, warm sunshine and blue skies. But when we got halfway between the Lightbucket and home, it started to get dark, and we began to be chased by an ugly wall of fog that was the consistency of whipped cream. From then on, the race wasn't against the other boats, but to get our butts back inside the Gate before the lights went out. We made it, but the thought of having been lost in that stuff just outside the Gate still gives us a chill — which is why we love radar and GPS.

⇅ I DIDN'T WANT TO BOTHER THE RACERS

I go down to our boat at the Vallejo YC marina each week to run the engine and generator on our boat. When I did it in early May, it coincided with the Vallejo Race, and the marina was chock full of racing boats. I decided not to run the engine and generator that day because the exhaust might bother the visiting sailors.

But I have to say, some of the visiting racers were very rude, and blocked the walkways as they chatted in groups. I got more than one dirty look when I said, "Excuse me," to walk through. And when I returned the next day after all the boats had left, I found that all my docklines were either hanging in the water or splayed about. I then found my hose had been unwound and left in a pile. In addition, there was lots of garbage floating in the water. The thing that upset me the most, however, were the beer cans in our cockpit. Had people come onto the boat to hang out and drink, or were they just using my cockpit as a garbage can? No matter which, it shouldn't have happened.

I was pretty hot, so I waited to write this letter lest I compose something that wasn't fit to print. Fortunately, nothing was missing from our boat, but one of our neighbors did discover a few things missing. He also reported that he'd had to deal with rude 'guests', too.

I'm sure there were only a few offenders, but some of the other racers should have had the balls to take them aside and

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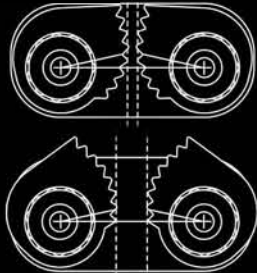
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LETTERS

straighten them out. I don't mind someone using my hose, but they should leave it as they found it — or better. There is no excuse for the way I found things. I hope the people that did this will be a little more courteous next time so they don't ruin things for others. People who are guests should remember to behave like guests.

Barry & Tuuli Bookman
Pelorus Jack, Morgan 462
Vallejo YC

Barry and Tuuli — You're right, there is no excuse for that. Fortunately, nobody knows that more than Pat Broderick, the Yacht Racing Association (YRA) Chair. When he saw your letter in 'Lectronic, he contacted YRA Director Laura Paul immediately, and they set up a meeting with the Vallejo YC officials.



LATITUDE / SUTTER

Sometimes after a hard race, a few racers might let off steam in an inappropriate manner.

"The YRA has appreciated the Vallejo YC's cooperation over the decades in running and hosting the largest inland weekend regatta," they write, "and we take complaints such as the Bookmans' very seriously. We have scheduled a meeting with the Vallejo YC officials to go over what was done right, and what could be done better next year."

↑↓ EXACTLY THE BOAT I WANTED — AND SMALLER, TOO!

I've been reading about Scott Duncan and Pam Habek, the 'blind couple' who are sailing around the world aboard *Tournesol*. In an edition of *Lectronic*, you mention they are sailing on a Valiant 31. Up until then, I'd only been aware of the Valiant 40. Having done some research, I can tell you that Valiant never built a 31, just the 32. But I want to thank you for letting me know about their smaller boat, for it allowed me to get the boat I wanted — a Valiant 40 — but could not afford or handle. You see, my Valiant 32 is the 'same' boat as the 40, just a little smaller.

Pete Schmidt
Insouciant, Valiant 32
San Francisco

Pete — The '31' in 'Lectronic was a typo. We hope you have many happy hours aboard your Valiant 32.

↑↓ TOO LITTLE MONEY TO BUY THAT 40 FOOTER

When I wrote a letter to *Latitude* several months ago from Colombia on another subject, the editor asked if I might write a few words about my sailing adventures, which he apparently found interesting. Here goes:

I'm from California and, in fact, now live in San Francisco. But my cruising dream started in Guam, where I lived from

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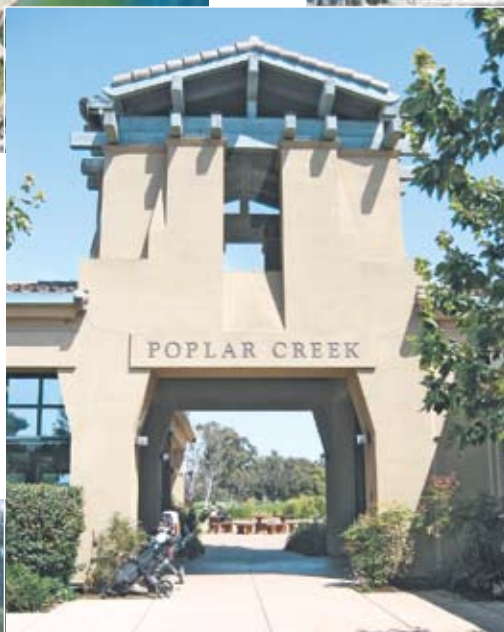
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LETTERS

'89 to '96, and first learned about sailing and cruising. It was in '91 that I met Al and Beth Leggitt aboard their Perry 42 *Sunflower*. At the time I had no idea that people lived on sailboats, let alone sailed around the world on them. I think it was they who told me I could learn more about this unique lifestyle by reading a magazine called *Latitude 38*. I immediately subscribed.

It took me a few years, however, to get up to speed. I finally started my circumnavigation in '96 with the Darwin/Ambon Race — which I'd read about in *Latitude*. In fact, it was *Latitude's* mention of Jim and Sue Corenman's Schumacher 50 *Heart of Gold* and their cruising friends that got me excited about starting my trip from there. I tried to create a yacht partnership with some friends from Guam, and looked all over the Pacific for a 'proper' cruising boat, but eventually the partners bailed. That meant I was left with too little money to buy the 40-footer that I thought I needed.

So instead of buying a yacht, I hitchhiked on boats from Darwin to Cyprus, taking a year and 11 rides to get there. Each of those rides was an invaluable experience, but two were really special. The first was three months as crew on *Stormvogel*, which, under her original South African owner, played a role in one of the most exciting finishes in TransPac history, and which was the boat Nicole Kidman ended up singlehanding in the 1989 thriller *Dead Calm*. I was relegated to the owner's suite on that yacht!

The second invaluable experience was an Indian Ocean crossing and Red Sea transit aboard the Halcyon 27 *Violetta*, on which I learned to navigate by sextant. We had a GPS, but only used it once, off the coast of India when we couldn't get a sight for days. The other major lesson that I got from the *Violetta* trip is that I didn't need — or want — a 40-footer!

When I got to Cyprus, I found the C&C 34 *Sarah* all but abandoned and rotting from 10 years on the hard in Larnaca. Over the course of a year, I rebuilt all *Sarah's* systems, incorporating what I'd seen work best on the 11 yachts that I'd sailed on. In addition, I reconfigured the boat for singlehanded sailing. I also got a lot of advice, of course, and mostly good, from the many cruisers who called in on Larnaca during my refit.

Although *Sarah* has performed well for me, I would not recommend a C&C 34 for world cruising. She saved my butt many times, and she's a far better sailor than I am, but she's tender and light, and I believe that her design and construction are better suited to temperate latitudes and near-shore work. I don't push her. Once I got caught in a terrible mistral 12 hours out of Bonafacio headed for Menorca, and I could only keep *Sarah* pointed dead downwind for fear of a broach — which I was certain would be the end of the boat and us. I'd never seen waves so big and moving so fast. We were being blown back onto the coast of Sardinia, and couldn't make the course that would get us past the southern tip. I'm sure you know that the west coast of Sardinia is essentially a continuous cliff line, so I had but two deadly choices — heave to and wait for the big one to roll us, or run with it and smash into the cliffs. I was so sure that it was the end for us that I actually apologized to my crew, who is my best friend, for having put him in such a treacherous situation. I had no liferaft, no SSB, no EPIRB — and almost no hope.

The Italian Pilot said that no ports on the west coast of Sardinia were safe for entry during a big mistral, so that settled it, we were done. All through the night *Sarah* surfed down the giant waves, and we got pooped several times. Each time the overly large cockpit filled with water, and each time I thought it would sink us. But no, *Sarah* sailed flawlessly



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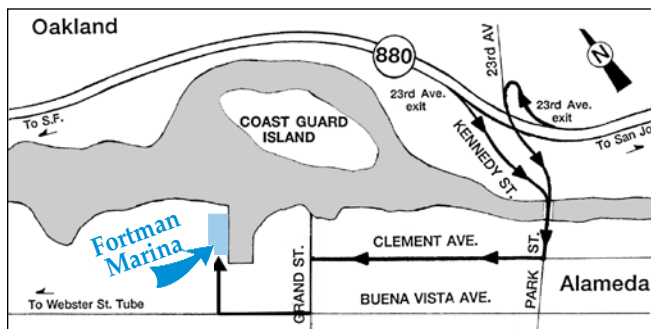
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LETTERS

and fast — straight toward the cliffs — under the storm jib alone. So why am I still around? At the last minute the storm subsided, and we were able to cross the bar at Oristano. It had been close.

Anyway, I ran out of money in '99, and put the boat up on the hard in Barcelona, Spain, to go home and replenish the cruising kitty. Since then, I've worked nine months and cruised three months every year. I'm slowly making my way west to Darwin, at which point I'll have completed my circumnavigation — although not all on *Sarah*. The fact is, I'm enjoying Cartagena so much that I'll probably keep *Sarah* here to explore the western Caribbean for a couple more years before doing a Puddle Jump. There's no rush.

So looking back, I'd say it is pretty much all *Latitude's* fault that I've been doing this, and I will always appreciate you motivating me.

Fred Reynolds
Sarah, C&C 34
San Francisco / Cartagena

Fred — We'd be surprised if your story didn't motivate a lot of other sailors. By the way, the great 72-ft Stormvogel — which was nipped by the great 72-ft Ticonderoga in the '67 TransPac — was the prototype for the Ocean 71s, of which Latitude's Big O was one. What a great passagemaker!

If we're not mistaken, there's a yellow C&C 38 that's done two circumnavigations. If we're not mistaken again, the first time around it was skippered by a young guy from Stockton, then it was taken around again by someone else. Why we can't find it on the Latitude 38 Circumnavigator's List is a mystery to us.

⇕ ONE LIFE TO LIVE!

Our life is becoming a soap opera — and a not very pleasant one at that. *Latitude* readers will probably remember Mark and me as the ones who left the Bay Area aboard our Emeryville-based Freeport 36 *Our Choice* to cruise — but gave it up after a day because we could tell that it wasn't going to work for our dogs. We sold the boat and travelled by camper as far south as Panama. About to move to Belize, Mark decided he really wanted to try the sailing thing again, and figured maybe a catamaran would be the answer for the dogs.

The good news is that we found a great catamaran in Annapolis. We should have closed on her by the time this letter comes out in print. Finally, after two years, a home again! Life on the road — especially in a tent — was getting hard.

So, we made all the arrangements — survey, contract and so on — in May, then I left to see my family and friends back home in Belgium for three weeks. I had a nice time, as did Mark with his relatives in Boston, and soon we were looking forward to a great reunion. Well, I have a special visa in my passport that always allowed me to stay in the U.S. for six months at a time. But this time Immigration took place in Dublin, Ireland, where my flight had a stopover. Homeland Security is everywhere these days, the idea being it would supposedly make entering the U.S. easier than waiting in long lines at U.S. airports.

When I explained our plan to leave the U.S. by boat after hurricane season to one Immigration officer, he got alarmed, noting that I'd just been in the U.S. I got pulled aside. To make a long story short, they didn't let me back on the plane, and I had to explain all my previous U.S. entries and exits with the exact dates. I was interrogated for two hours and threatened with all kinds of things. The way they saw it, I'd



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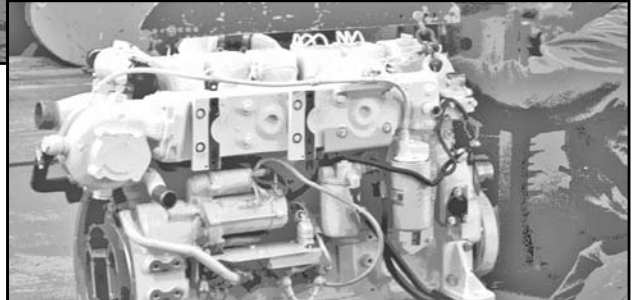
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LETTERS

been in the U.S. too many times and for too long each time. Meanwhile, I had to watch all the passengers board the plane as it was time to leave. I felt awful!

One of the gate people made his way over to the Immigration office to check on my status. The head Immigration officer decided to do me a "huge favor," and told me he was going to



LIESBET COLLAERT

The new 'dog house'. Mark and Liesbet's new-to-them Tobago 35.

give me one month to "settle things with my boyfriend." But after that month, I'd have to leave the States for at least six months. He also told me he could have kept me in Dublin, removed my special visa,

and that I would not be allowed to get an extension once I reached the States. Needing to get to Boston, I agreed. What else could I have done?

The flight to the U.S. was hard on me emotionally. How was I to break the news to Mark? This would be the second time his cruising dream got shattered. The first thing we did on the next business day was go to the Immigration bureau in Boston. They said there was nothing they could do. Once in the system, always in the system. Plus, my file had "no extension allowed" written all over it!

You can see that we're not in the best of places right now, and don't have many options. Obviously, we don't want to sell the boat again — we've never even sailed or slept on her! And hauling her for six months and paying for storage while we stay out of the country is not appealing. Plus, it would be winter when we got back to Maryland. And who knows if Immigration would even let me back in?

So, we end up with two options: 1) Still file for an extension and hope the process lasts for about five months, or 2) Get married. We'll keep you posted.

Liesbet Collaert
Annapolis, Maryland

Liesbet — Nobody can accuse you of having a boring life.

We empathize with your situation, as we were in a similar one about 15 years ago, long before 9/11 and the Department of Homeland Security. Our girlfriend at the time had a British passport and, with Big O in the Caribbean, we were always leaving the U.S. and coming back. If we tried to check back into the U.S. at St. John in the U.S. Virgins, there would often be big trouble, because one large female West Indian Immigration officer really had it in for our trim girlfriend. There was no way she was going to let her into the country. So if the old biddy was on duty, we had to sail over to nearby St. Thomas in the U.S. Virgins, where a couple of lecherous Immigration officers told her that "lovely women like you will always be welcome in the United States."

On the occasions that we had to fly through Puerto Rico or our first port of entry was Miami, it could be dicey. She was usually pulled from the line and questioned about 'too frequent' visits to the U.S., and sometimes she was held so long that she missed the plane. We know how hard it can be on a person's



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LETTERS

emotions to be singled out of a crowd by someone in uniform and told that you can't continue on the rest of that flight. Eventually, we married her, and it ceased being a problem. Once she got a green card, she was in the country for good, even though we later divorced.

It's too bad you're not a terrorist or one of the other 10 million or so people in the country illegally, because then you'd have it made. If you were like them, you could simply ignore the one-month time limit you've been given, and stay — laying low — until you took off after hurricane season. After you left, you'd 'lose' your passport, so there was no evidence that you'd stayed in the States longer than the month you were given.

Your other legal option is to quickly set sail for Bermuda, the Bahamas, Mexico or Guatemala. We know it's hurricane season, but if you don't wait too long, and watch the weather carefully, you should be able to make it without any trouble. As for us, we'd probably just lay low, like millions of others, until the end of hurricane season. It would make every day a little more exciting. Good luck to you.

↑↓LET DOGS BE DOGS!

My partner and I have been cruising for the past year on our DownEast 38 with two malamute/border collie mixes. We've done both long passages and offshore work in heavy weather, but have made absolutely no adjustments to our boat in terms of pet boarding ladders and so forth. We tried the whole system of trying to make our dogs 'comfortable' on a boat by doing things like putting fake turf on the foredeck, building a ramp down our admittedly steep companionway, buying special harnesses for lifting them aboard and so forth. Plus, we listened to all the heartfelt advice from dog lovers about their infinite concerns about our animals' welfare.

We realized the absurdity of all of this when our dogs began carefully maneuvering around all of this stuff we had built for their comfort! We tore it all out, and have found that our dogs do fine with no adjustments whatsoever to our boat.

One of my favorite moments in all of our cruising took place in Mazatlan, when a group of Mexican fishermen watched in awe as our dogs walked by them down the dinghy dock, hopped into our tiny 7-ft fiberglass dinghy, and sat down in their respective spots without a word spoken by us. One man incredulously turned to his Mexican counterpart and said, "Those dogs know how to board a boat!" We smiled, hopped in behind them, and went on our way.

Our dogs have traveled from Kodiak through the Inside Passage, down the North Pacific Coast, and along the Pacific Coast of Mexico. They have lived on our boat for four years, and have never been a problem for us or any other mariners. Dogs have been going to sea since man has been going to sea, and I truly do not understand the preoccupation with making them 'comfortable' and being so paranoid that they are not happy. They are dogs! They don't even have the brain capacity to think about the things that worry humans so much!

Saesha Carlisle

Sea Heather, DownEast 38
Kodiak, Alaska / Mazatlan

↑↓WHERE DO I FIND COMMODORE DANGERFIELD?

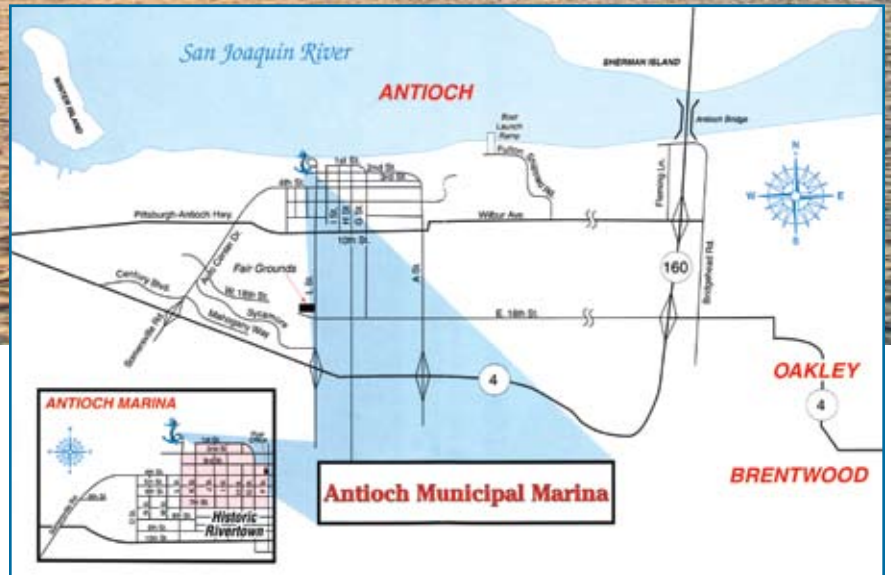
My wife and I are thinking about joining a yacht club. The idea of a yacht club has always sounded pretentious to us, but I think I've heard and/or read enough that I'm starting to believe that it's not really the case. We have a number of reasons for wanting to join a club: 1) We want to meet other sailing couples, 2) It would present us with more sailing-re-

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LETTERS

lated activities, such as weekend cruises, 3) It would be a good way to be or find crew when my wife feels like staying home, and 4) It's another way to introduce the kids to sailing.

It's the last reason that has us wondering which club to join. We really want to find a club that has kids' activities, youth sailing, and lots of other families with kids. Our kids are 5 and 8, so I realize I'm not going to find organized sailing programs for kids that young — which is why finding a yacht club that has a lot of families would be a great start.

Do you guys have any recommendations on which yacht club might suit our needs the best? We keep our boat on the Estuary, and have heard great things about the Encinal YC, but we visited early in the afternoon on a rainy weekday, so we should probably go back when there is more activity. Naturally, we plan on checking out other clubs, too.

Joe Perez
Kabunza, Pearson 36
Oakland Estuary

Joe — We don't make those kinds of recommendations, but now that it's summer, it's the perfect time to check the clubs out and see what kind of programs they have and how they are run. Since your boat is based in the Estuary, it would naturally make a lot of sense to join a club that's also based there. While the Encinal YC has terrific programs, a nice facility — including a swimming pool! — it's worth taking a few hours to investigate all the possibilities.

We know that the general public thinks that yachts clubs are pretentious and that everybody acts like Rodney Dangerfield did in the movie Caddyshack. As anyone can tell you, 95% of yacht clubs in Northern California aren't pretentious. In other parts of the country there's a little more yacht club pretentiousness, but even some of those clubs have great youth sailing programs.

↑↓ WHERE ARE ALL THE DINGHIES?

As a former J/24 Bay sailor who, having bought a house and become a father, had to sell the boat, I'm very interested in getting back on the water. I'm thinking of a more simple and less expensive boat. I sailed Lasers while in college and, as I now live in Alameda, often stare out at the expanse of water and wonder why there aren't any dinghy sailors out there. There may be dinghies on the Estuary, but not on the Bay. Sure, there are a lot of kiteboarders and sailboarders out there, but no Lasers or similar small craft. It looks like it would be sooo much fun to hike out in the 15-to-20 knot breezes often found there. What am I missing? I do have a Windrider 16 trimaran that I've taken out a few times, and it's a blast. I just miss hiking out in a stiff breeze.

Tim Corriero
Alameda

Tim — Race Editor Sutter Schumacher and Webmistress Christine Weaver had the following suggestions:

There are a number of dinghy sailors on the Bay — you just have to know where to look. Most hang out at Richmond YC, which has a thriving small boat scene, or at Treasure Island Sailing Center, home of one of the largest dinghy fleets around, the Vanguard 15s. RYC hosts a variety of small boat fleets, including Lasers and El Toros. You don't even need to be a member to participate in their races, unless you want to store your boat at the club. The Laser fleet is very diverse — everyone from guys who haven't been on a dinghy in decades to rockstar-caliber racers. Check out www.richmondyc.org for info on their small boat programs.

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THE COST OF CRUISING IN MEXICO

I've been reading the ongoing discussions about the cost of cruising in Mexico, and can report that my brother and I set a budget of \$750/month for our six months in the Sea of Cortez. We were easily able to stay within it. It's true, we now have some deferred maintenance expenses, boat insurance and medical insurance, but even with those included, it sure would be possible at between \$1,000 to \$1,250 a month — especially if you have your medical covered like my brother does. Those government jobs!



Puerto Escondido wasn't the best place to be this spring, as the moorings aren't cheap and the water was cold.

One item that helped reduce our monthly cruising costs was being able to acquire the majority of our protein by spearfishing. We met many cruisers who had spearguns, but didn't have the knowledge or experience to be successful using them. My brother and I, however, were able to get at least four fish dinners a week by spearfishing, and often provided the main course at beach barbecues with other cruisers.

We spent the entire cruising season in the Sea of Cortez, and from January onward were at Loreto or to the north. The locals all said that this year was windier and cooler than normal. From our previous trips to Baja in the winter, we'd have to agree with them. In fact, several times in January we fired up the Webasto heater in the morning. We spent early April to early May cruising from Santa Rosalia up to Bahia de Los Angeles, and I don't remember any really warm days — although at times the weather was pleasant. It wasn't until we got down to San Carlos in mid-May that the air and water temperatures warmed up. We left for the U.S. on June 1, but will be returning to the Sea in November. From then on we'll explore south, as we don't want to have to use that Webasto again.

Steve Albert
 Far Fetched, Beneteau Oceanis 390
 Grants Pass, OR

Steve — Thanks for the report on your cruising costs. While it's possible to live on \$1,000/month, all expenses included, it would be misleading for anyone to suggest this is the norm. Most couples probably spend closer to \$1,500 to \$3,000 a

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LETTERS

month, depending on whether they keep their boat in a marina and how many meals they eat in tourist restaurants.

If anyone is looking for evidence of global cooling, the Sea of Cortez would have been the place to be this spring. According to several cruisers, the water at Agua Verde in late May was 66 degrees — so nobody was swimming. By that time of year it's usually in the 80s. And folks who had been down in La Paz report that most nights in the spring were downright cold. But as Neil Shroyer of Marina de La Paz told us a few years ago, about 50% of the time it's cool in La Paz in the winter and spring, and about 50% of the time it's warm. But this is an average over years, so you might have entire weeks, months or even seasons that are almost all cold, and the following weeks, months or season might be all hot. For what it's worth, things seem to have returned to normal, as the daytime temperature in Loreto and La Paz, respectively, on June 10 were 95 and 100 degrees respectively.

For what it's worth, the water at Catalina has been about 15 degrees colder than it was last year. But you have to keep things in perspective, as last year the water was warmer than in the previous 40 or so years.

↑↓ I'D LIKE TO CONTRIBUTE TO A LEGAL FUND

I read the June 13 *Lectronic* in which you reported that Dinius Bismarck had been charged with vehicular manslaughter as a result of a boating accident on Clear Lake, even though the real cause of the accident seemed to be Deputy Sheriff Perdock recklessly speeding across the lake in the blackness at a minimum of 40 mph. Bismarck wasn't even the owner of



BAJA MARINE

The motto of the Baja Outlaw series is "You don't follow the rules . . . you make your own." It could have been coined by Deputy Perdock.

the drifting boat, but just happened to be sitting at the helm — so how is it the deputy and the owner of the boat aren't charged with anything? Has a legal fund been started for Bismarck? If what *Latitude* has reported is true, I would definitely contribute to such a fund, and I'm sure that other sailors would do likewise.

Glen Melnik
Friar Tuck, Lancer 30
Sausalito

Readers — For those of you who haven't read the story of the accident and the senseless death of Lynn Thornton on Clear Lake a year ago, please turn to page 136 of this issue. Here are the basics: On a black night, Lake County Deputy Sheriff Russell Perdock, who admitted that he knew that unlit boats are often on Clear Lake at night, nonetheless did a speed run with his Baja 24 motorboat estimated at between 40 to 55 mph. The run ended when he collided with an O'Day 27 sailboat that was drifting in zephyrs with her sails up. It resulted in the death of Lynn Thornton, who was a passenger on the sailboat. Sailboat owner Mark Weber was aboard but, at the time of the collision, Dinius Bismarck happened to be at the helm. The extenuating circumstances are that both men were over the legal limit for alcohol, and the running lights may not

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LETTERS

have been on — although the salon light was. A Sacramento County Sheriff investigated and shockingly recommended filing manslaughter charges against Weber and Bismarck, who were on the stationary boat, but nothing against the deputy, who, by flying through the night at tremendously high speed, had clearly violated several basic navigation rules. Equally inexplicable, the Lake County D.A. then decided not to charge the deputy or the owner of the sailboat, but Bismarck, certainly the least responsible of the three. The deputy has since filed suit against Weber and Bismarck, claiming they caused his divorce and his emotional distress.

We've gotten tremendous response to this story, as readers have been outraged. We can only print a few of the letters on the subject, but please read our story in this issue and see if you don't agree.

↑↓ **IT'S EASY TO DETERMINE THE BOAT'S SPEED**

Latitude is right, the way the investigator and Lake County D.A. have handled the case stinks. Contrary to what the D.A. told you, it would be easy to determine how fast the deputy's boat was traveling by evaluating the damage to the boats. With Thornton's estate being represented by the Cotchett law firm, I bet that very good forensic engineers will be brought in to investigate. Jan Scully, the D.A. for Sacramento County, is widely respected for her integrity. I hope the conclusions drawn by the Sacramento Deputy Sheriff will be brought to her attention.

Fred Walter
The Walter Law Firm
Healdsburg

Fred — We've been assured by insurance professionals and others that it will be no trouble determining what speed the deputy had been traveling — although even he admits to at least 40 mph, which was grossly reckless for the conditions. With the Cotchett firm, known for their skill and tenacity, representing Thornton's estate on a contingency basis, we're confident the truth will come out, but that's not going to prevent the ridiculous criminal charges against Bismarck from ruining his life.

↑↓ **EQUIVALENTS?**

Hopkins = Nifong. Enough said?

Anonymous

↑↓ **TOO BAD HIS NAME ISN'T O.J.**

I don't like the fact that a guy who happens to be sitting at the helm of a drifting sailboat can be hit by a motorboat traveling at 40 to 55 mph — and then have to defend himself in a lawsuit initiated by the operator of the motorboat. Who is supposed to pay for his lawyer? Even if he's found not guilty, he'll be left with thousands of dollars of attorney fees. It's not fair. Too bad his name isn't O.J.

Betty L
Sailboat Owner

Betty — In the American version of civil justice, the law holds the arms of the defendant behind his back, leaving him defenseless against the pummeling of a litigant. It ends up being a government-supported type of extortion backed by the bar because it's so lucrative. They have a much better system in England, where anybody can still sue anybody, but if the plaintiff loses, he has to pay the defendant's legal bills. That eliminates a huge number of bogus lawsuits. After all, when is the last time you heard about a judge in England suing the



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↑↓THE BLAME IS OBVIOUS

I've been following the Clear Lake boating accident with interest, and there's one aspect I don't think has been mentioned. I'm thinking of the Rules of the Road. For not only was the powerboat obligated to yield to a sailboat under sail, but the overtaking vessel also has to stay clear. Finally, if it was too dark to see large obstructions in the water, the operator of the powerboat was obligated to reduce his speed. It would be analogous to someone running a stop sign, T-boning a vehicle and killing the right seat passenger, then blaming the driver of the hit vehicle. The blame is so obvious it is difficult to see how the authorities can twist the facts as they have.

Tom Collins
Misty Sea, Bertram 46
Newport Beach

Tom — For what it's worth, Perdock didn't use the lights on his boat to make sure the lake was clear, claiming doing so would have impaired his vision. Do you think his vision might have also been impaired by the wind blowing into his eyes at 40 to 55 mph?

↑↓EVERYONE NEEDS TO BE CAREFUL

As a licensed captain — 100-ton with an open oceans endorsement — and former instructor at the Orange Coast College of Sailing and Seamanship Masters licensing course, I can tell you in a heartbeat that any vessel on Clear Lake that is involved in a collision was going too fast per the "safe speed rule." By that rule, an operator has to be traveling slow enough to not get into a collision and/or easily avoid a collision. The actual speed is irrelevant. It doesn't matter if the motorboat operator had been going 1 mph, if he was involved in a collision, he was not operating at a "safe speed."

Whether or not the sailboat had her running lights on is very important. If the cabin lights were on, it may go to support the operator of this vessel, but navigation lights are the law.

As for Lake County D.A. Hopkins telling *Latitude* that Perdock couldn't be charged because it couldn't be proved how fast he was traveling, that's ridiculous. Forensic investigators could reasonably accurately determine the speed without a problem. This is done with automobiles all the time.

It's terrible that a loss of life occurred in that accident, but it goes to show that everyone needs to be careful about speed, alcohol and boating safety.

Scott Stolnitz
Beach House, Switch 51
Marina del Rey

Scott — We agree with all you say. When you read Deputy Perdock's statement, note that he said he was aware that boats are on the lake at night without lights, which is why he headed directly for the background lights on shore. So not only was he clearly aware of the danger, but he also violated one of the Coast Guard's most important navigation rules — being extra careful when heading toward background lights. Foolishly, Perdock claimed that the background lights made his reckless speeding more safe, not less safe.

↑↓SPEED KILLS

On June 1, I took three novice sailors and one intermediate crew out for a moonlight dinner cruise on the Columbia River

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in Portland. A little after 9:30 p.m., the sun was down and the glow in the sky was disappearing fast. I had my running lights on, and main and jib up. There was very little wind, so we were ghosting along, mostly propelled by the current. A 40+ft cigarette-type boat had gone downriver a couple hours earlier. Well, we heard it coming back, big and loud, but we couldn't tell where it was. While my novice crew handled the boat, I searched the river in the direction of the noise. It took awhile to pick out the running lights, but I finally saw it — and it was coming fast! A quick assessment was that if we stayed on course, the boat would have come through the middle of our boat. Yelling "Tacking now," I pushed the tiller out of the driver's hand and tacked the boat as fast as I could. Fortunately, we weren't hit.

Everyone aboard was shook up when they saw how close the boat had come at such a very high rate of speed. It's true that we had right-of-way because we were under sail, but so what? We would have been dead to our rights. Boats like that come at you fast — really fast.

Linda Wanitschek
Bailiwick
Portland, Oregon

Linda — In the Clear Lake case, one of the people on the sailboat told us that Deputy Perdock's boat came at them so fast that they never heard it. Speed — far more than anything else on the water — kills.

↑↓THE 'NO LIGHTS' ARGUMENT DIDN'T FLY IN MEXICO

You may remember that last season in Mexico, a panga returning to the harbor at La Cruz slammed into one of the many cruising boats anchored outside the breakwater. After the impact, the panga operator started yelling about the cruising boat having not been showing an anchor light. According to Hock, the spooner at Philo's place in La Cruz, the local judge ruled against the panga driver. So the 'no lights' argument didn't fly in Mexico. I must say that I heard reports that the La Cruz accident happened at the beginning of daylight, so the anchor light argument wasn't very powerful anyway. I wish I had more information.

Dave Hamilton
Sea Grace, Sweden 38
Nuevo Vallarta

Dave — If you could get the facts on that case in Mexico, we'd sure appreciate it.

For what it's worth, we always leave a bright main salon light on aboard Profligate in Mexico — and everywhere else — and often an additional light in each hull also. We know how people roar around on powerboats, and we want to be seen at all costs. Besides, in close quarters, an anchor light high above the water can easily go unseen. Many other cruisers use the solar lights designed for gardens as additional night lights. They aren't expensive, don't run down the batteries, and are effective.

↑↓IS EVERYONE BEING TREATED FAIRLY?

Yeah, Dinius Bismarck's situation sucks. But let's not forget, he was legally drunk, and he was at the helm. Would it matter if he was driving his buddy's car drunk, with the lights turned off, and was hit by another car? Just because your idiot friend was drunk driving with the lights off doesn't mean that you can too, or think for a minute that it excuses your behavior. Perdock, who was driving the powerboat, and Weber, the owner of the O'Day who was on the boat, need to


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LETTERS

answer accordingly.

But I think Bismarck still shares some responsibility. As you rightly point out, both Perdock and Weber had a significantly greater role in the incident than Bismarck. As such, the issue isn't whether Bismarck is getting the bum's rush, but whether he and the others are being treated fairly by the judicial system.

Craig Moyle
Concordia
Carmichael

Craig — We don't disagree with you, although we think being at the helm of a sailboat on a windless night and driving a car are quite different. For one thing, when you drive a car, you're almost always moving at potentially fatal speeds, and can immediately tell whether the lights are on at night. But sailboats almost never operate at fatal speeds, particularly when drifting, and you usually can't tell from the helm if the lights are on. We don't know if Bismarck was at the helm when it came time for the lights to be turned on, or whether he took over from someone else after dark. We think it would make a difference.

Is the helmsman always responsible for the operation of the vessel? California Boating Law says different things in different places. On page 53, it says "Operator' means the person on board who is steering the vessel while underway." But on page 247, it says "Operator' means the person who operates or who has charge of the navigation or use of a vessel." And suppose you put your 8-year-old daughter at the helm of your drifting boat and she gets hit from behind by a guy driving a powerboat at 55 mph. Would she be guilty because she wasn't keeping a proper watch? When it comes to typical daysails, we think the owner is almost always the responsible party. If we were asked to decide the proximate cause of the Clear Lake tragedy, based on what we know, and assuming that the sailboat's stern light was not on, we'd say Perdock was 80 to 90% responsible, Weber was 9 to 19% percent responsible, and Bismarck was 1% responsible. That's why we're convinced that Bismarck — for reasons nobody has been able to understand — is getting hung out to dry.

↑↓ YOU GO WHERE OTHERS FEAR TO SAIL

Thanks for taking the Lynn Thorton case head on and being a cause for justice. Whether it was the Coasties' boarding habits of a few years ago, related issues in San Diego, finding sailors at sea, or this latest issue — these are reasons why *Latitude* ranks above all sailing periodicals — including the better glossies such as *Yachting World* and *Seahorse*. You're up there with the *Economist* and the BBC. Thanks for not going where the wind blows, but — to paraphrase — going where others fear to sail.

Tim Dick
Vice Chairman, Hawaii Super Ferry
Honolulu

Tim — Thanks for the very kind words, but we think you went a little overboard with the praise.

↑↓ WHO CAN I WRITE TO?

When I first read the reports of the tragic boating accident on Clear Lake, I wrongly assumed that the state or some other higher authority would step in to right the obvious injustice before it went too far. But with all the litigation going on, it's clearly gone beyond any semblance of common sense or justice. Although the physical injury done to the participants



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2006	42'	Renzo Coupe 4.5	Call for pricing	1990	32'	B-25, <i>Nocona</i>	\$17,500
2006	42'	Renzo Coupe 4.0	Call for pricing	2007	25'	Hunt Harrier	\$175,000
2000	41'	J/125, <i>Shadow</i>	\$209,000	1993	26'	J/80.....	\$27,500
1998	40'	Farr, <i>Far Niente</i>	\$185,000	2004	26'	J/80, <i>Jim</i>	\$42,000
2006	40'	Delphia, 2007	Base price \$203,206	2003	22'	Shamrock, <i>Chase</i>	\$39,900
1998	40'	J/120, <i>Scamp</i>	\$220,000				

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LETTERS

was bad enough, the injury to the public's confidence in the justice system is just as real. Where may we, the public, register our outrage and thoughtful concern over this travesty? A handful of links would be very helpful.

John McNeill
Yankee
San Francisco

John — Many mariners who have heard about the Lake County accident are angry that no charges have been filed against the speeding deputy, and want to know what they can do about it. Sources tell us the most potentially effective tactic would be to contact the California Attorney General's Office and make a very short, calm and rational appeal that the case be reviewed. The key points to hit are that, despite grossly violating the basic rules of the road by operating his boat at an estimated 55 mph on pitch black Clear Lake a year ago, an off-duty Lake County Deputy sheriff, whose boat slammed into a stationary boat on a black night, killing the then just-retired female California peace officer Lynn Thornton, has not been charged. It's a disgrace to her service to the state that the reckless person responsible for her death isn't being held responsible. Mention that there is no dispute of the facts, just a Sacramento County Sheriff's recommendation that the vessel operator not be charged. Something to that effect.

While emails are good, and the easiest to send, snail mail letters are more effective because everyone knows they take more effort.

To send an email to California District Attorney Jerry Brown, visit http://ag.ca.gov/contact/complaint_form.php?cmplt=PL, where you'll find a form. Snail mail should be sent to Public Inquiry Unit, Office of the Attorney General, Box 944255, Sacramento, CA 924244-2550. You might also send copies of your complaints to the Sacramento Bee's Assistant Managing Editor Scott Lebar at slebar@sacbee.com or the Lake County Record-Bee at letters@record-bee.com. It's our understanding that the latter either ran or will run the article on Lynn Thornton's death that appears later in this month's Latitude.

↑↓ THEY'RE NOT THE FIRST GAY CIRCUMNAVIGATORS

Regarding the gay couple mentioned in the June 6 *Lectronic* story, while I cheer them on, I can place doubt on their hope that they are the first openly gay couple to circumnavigate. In April or so of '95, I was crew on a delivery from Spain to San Francisco — an eastbound trip. The full story is long and



LATITUDE / RICHARD

The 'Gato Go' is getting ready to go again.

colorful, but I left the boat in Sri Lanka to doublehand a 27-footer to Thailand with an Englishman. While laying over in Massawa, Eritrea, we encountered several yachts that were part of a Jimmy Cornell 'round the world fleet. One yacht, *Pandarosa*, a Panda 40 pilothouse ketch, if I recall, belonged to a gay couple from Southern California. They



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Swan 601 Money Penny (2005). This yacht exceeds the pedigree of her design, construction and the Nautor brand. Truly an extraordinary vessel whether your passion is to sail in world-class regattas or cruise in a high performance yacht. **\$2,975,000**



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Dubois Custom 50' (1989) Custom two cabin cruising yacht designed by Dubois Naval Architects. Exceptionally well thought out cruiser with many details, *Norther* is robustly built, very comfortable and easily sailed short-handed. Asking **\$650,000**



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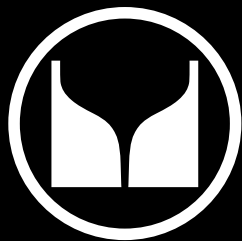


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LETTERS

became instant friends in the great (boat) cruising tradition, and talking with them was invaluable in preparing me to survive an Indian Ocean passage with a boor of a skipper. I only hope they subscribe to *Latitude* and contact you.

Erik Pedersen
Aptos

Erik — The couple you're referring to are Dr. Craig Wiese and Mark Spanjitan, who did a four-year seven-month circumnavigation back in the '90s. What's hilarious is that the day before we posted the 'Lectronic item, we had Wiese aboard Profligate at White's Landings, Catalina, having absolutely no idea who he was. Wiese has sold the Panda, but now has the Kennex 445 cat Gato Go.

↑↓WHO CARES ABOUT THEIR SEXUAL ORIENTATION?

I say congratulations to Larry Jacobson and Ken Smith on completing their circumnavigation with their Stevens 50 *Julia*, but who cares about their sexual orientation? Why does it make them any different from any other couples who have sailed around the world, who may or may not have shared a bunk with a person of the same or different gender? The important difference between myself and them is that they have sailed around the world while I'm still dreaming of it.

Richard Sizedwell
Currently boatless
San Francisco

Richard — Obviously Jacobson and Smith care, so if that's the way they want to be identified, it's fine with us. You'll note that on other occasions sailors have been identified as being female, African-American, particularly young or old, and so forth.

↑↓IT SOUNDS LIKE A REWRITTEN SALES BROCHURE

Does anyone know anything about the Pro Kennex 445 catamarans? The Pro Kennex company still exists, but they ceased production of yachts in about '98. I'm hearing that these boats were many years ahead of their time, but it sounds like a lot of rewritten sales brochure info. I would sure appreciate any credible information — good, bad or otherwise.

Chuck Patterson
Vancouver, BC
canwaycp@hotmail.com

Chuck — After doing the '97 Ha-Ha, the Karl and Jill Matzke family of San Francisco did a circumnavigation with Moon-dance, their Kennex 445. One of the more interesting parts of that voyage occurred when they got near Costa Rica early on and were dismasted. But get this, although the mast fell over, it didn't snap or go overboard, and wasn't badly damaged. After making it to Costa Rica, they had a minor repair done to the stick, resteped it, then continued on around the world. We can't remember a 45-ft monohull being dismasted and not having her mast destroyed.

The last time we saw a Kennex 445 — they only made about 15 of them — was at Catalina last month. She was Craig Wiese's San Diego-based Gato Go. He did the '00 Ha-Ha aboard her when she was owned by the Cottrell family of La Jolla and was known as See Life. Since Wiese did a circumnavigation a number of years ago on a monohull, he's probably qualified to give you some worthwhile insights into his new boat, which he's done extensive work on. We've published your email address so he can contact you, if he so desires.

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LETTERS

↑↓HE HAS AMP ENVY

We did the Ha-Ha in '05, and had a great time between then and July '06, discovering that we liked cruising and wanted to continue. Before going south, we'd put our land home on the market and made *Catch the Wind* our full-time home. But Susie had a short list of must-haves: 1) A shower that works, which was an easy fix with a new bilge pump; 2) A refrigerator that works. Refrigeration isn't inexpensive, but it's nice not having to buy ice all the time; and, 3) An oven that works. It's a good thing that this wasn't a deal breaker and that two-out-of-three ain't bad, because we don't want to heat up the cabin in Mexico baking bread.

After another season of cruising, we realized some more improvements were needed to make life aboard even better. So in August of last year we: 1) Replaced some of our bunks with storage cabinets. If you're living on a boat, you're not going to have seven guests; 2) Added a watermaker. Baths in a bowl just don't cut it in the Sea of Cortez; and, 3) Added more solar panels. After all, running the engine to charge the batteries in order to run the refrigerator is not cool.

All five upgrades have been excellent, but the one we enjoy bragging about most is the solar. We have six solar panels totalling 420 watts, and it's rated to 28 amps. It's just too much fun to tell fellow cruisers that we can weigh anchor with our electric windlass without having to start the engine, sail all day, run the computer with a small inverter to use the nav program, run the wheel-driven autopilot, run the GPS, cool the refrigerator, and top off our tanks with the watermaker. And then, before we start the engine to come into an anchorage, our Link 10 indicates that our batteries are still 100% topped off! We only use our engine to really set the anchor and for hot showers in the evening.

We didn't get all the solar panels at once. The two 60-watt solar panels on the dodger were installed by me in October of '05 just before the Ha-Ha. We soon realized that solar was great, but that we needed four more panels. We also realized that we needed shade for the helmsman's position. So I asked Brian

Thomas Marine in San Diego to build us a radar arch to support the solar panels. But he recommended a bimini frame instead, saying that it would cost less than half the \$6,000 of a radar



COURTESY CATCH THE WIND

"The improvement we brag about most on 'Catch the Wind' is the addition of our solar panels. We're hot!"

arch, and was all I needed for four panels. So we went with the bimini, and I installed the solar panels to the bimini frame myself.

Between the solar panels and the watermaker, cruising in the Sea has become just that much better. We never have to go into a marina for water or cart water, we never have to start the engine just to charge batteries, and we don't even



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LETTERS

have to burn dinosaurs to make water or ice or enjoy all the many electric and electronic goodies that we have.

We have a friend in San Diego — yeah that's you, Roger — who has amp envy. *Catch The Wind* is very happy to be using less fuel and all that free solar power.

Sam Crabtree & Susie Wilson

Catch The Wind, Cal 39

Currently in Sea of Cortez

Sam and Susie — We've got amp envy just like Roger. As such, we intend to have Profligate outfitted with an array of solar panels by the start of this fall's Ha-Ha. The only thing that surprises us is that you use the engine in order to take hot showers. Our normal routine in Mexico is to take a swim in the late afternoon, then use the fresh water in our Solar Showers for the final rinse. By the late afternoon, the water in those bags is still almost hot enough to scald. On the other hand, it is important to run the diesel regularly to keep it lubricated and the seals from drying up.

⇓ LIFE ATTAINS A WONDERFUL SIMPLICITY

In your June response to the Stephen Burns' letter on climate and conservation, you mentioned in passing how much you were enjoying the simpler life imposed by limited living quarters. This struck a chord with us, because it was in our four years of living aboard and cruising that we adapted to the concept that less is, with only rare exceptions, better than more. We consider this insight one of the more important lessons we learned from our cruising experience.

We were fairly typical. We sold a big house and went cruising. The divestiture of property necessary to achieve this was very painful, and took almost two years. It really hurt, for example, to get rid of an old backpack frame that I'd had in the rafters since the '80s, but it had to go — that and a lot of stuff even more dear. But now, six years or so later, I don't miss one bit of that stuff. The things really important to us now fit very nicely — if a little tightly — into 1,000 sq ft, and after living for years on a 38-ft sloop, the space is really quite luxurious.

Reach the point of where you have to get rid of something in order to have space for something new, and life attains a wonderful simplicity.

Jimmie Zinn

Dry Martini, Morgan 38

Pt. Richmond

Jimmie — Here's how much we've been enjoying the simple life. Even though our friends who were members of the San Francisco YC moved out of our place and into their new home last month, we still haven't even been into our main house. We don't need those other three bedrooms, two baths and all the stuff we'd have to put in them. After all, our real living quarters are the Latitude office and Profligate.

However, to paint a complete picture, we couldn't have raised our two kids the way we would have wanted had we not had the whole house when they were living with us. But before and after kids, who needs the trouble and expense? And yes, like you, we're finding the simplicity to be wonderful.

⇓ EYE CANDY IN THE BEST SENSE OF THE TERM

It's interesting that you mentioned that the lifelines on *Profligate* are 42 inches above the deck. I'm in construction and, on job sites, 42 inches is the OSHA requirement for the top rail on temporary handrails — for a good reason. I suspect that 42-inch lifelines on my 30-ft boat, besides looking "way

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SUMMER / FALL 2007



VOYAGES FROM PACIFIC WEST COAST

PACIFIC WEST COAST

Golfito	08/07	→	La Paz	09/07
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
Brisbane	07/07	→	Toulon	09/07

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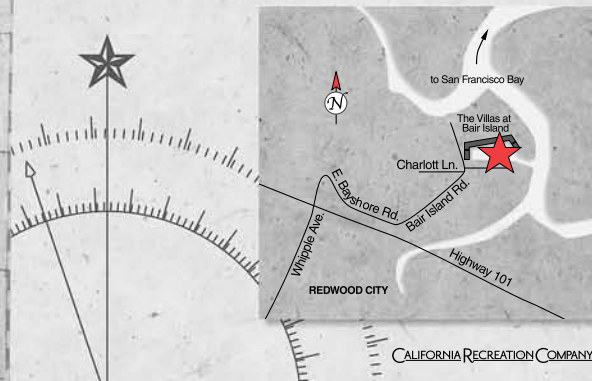
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LETTERS

out of proportion," would be impractical from a mechanical point of view in relation to the jib. Hence, a compromise at the expense of safety. In construction, we call this 'eye candy'. Without any lifelines, at least you know what it will actually take to keep you on your boat.

By the way, I think the picture of three topless female sailors 'whistling for wind' in the June issue left far too much to the imagination. Have them turn around for your next cover and they might pick up a tail wind — no pun intended. Now that would be eye candy in the best sense of the term. And no, I'm not married. Are they?

Bill
Addie L., Yankee 30
San Francisco

⚡"YOU CAN'T USE OUR RADIOS IN MEXICO"

We did last year's Ha-Ha, so we were well aware of the problems the mothership *Profligate* had with her Icom 802 radio. But we've become aware of another issue with a brand of VHF radio that many of the same sailors are having down here in Mexico.

I'm referring to the Uniden UM 525 VHF which, we believe, has a problem if Channel 70 is active. The problem is that there's no reception on any channel — including 16. We've been listening to a morning net and then . . . silence. It has taken us a long time to identify what was happening.

A number of other Uniden owners had complained and thought that it was an issue with their remote microphones, but we don't have that problem. We also have a Standard Horizon Intrepid aboard, which doesn't have this problem, nor does our handheld, also a Standard Horizon. Luckily for us, the Uniden is not a life-or-death issue because it's our second-



ary radio. But for those for whom it is their only radio, it is an issue.

I wrote to the manufacturer, and said: "When Channel 70 is active, as it is here in Mexico, you cannot see it on the radio, and you cannot receive anything on any channel. This has taken

"Channel 70? We don't have to work on no stinkin' channel 70 in Mexico!"

me a while to figure out, but there is a fishing tournament going on today that is using Channel 70, and it means my Uniden VHF is useless. Are there any fixes?"

Uniden's response: "Thank you for using our system. In North America, Channel 70 is used for DSC signals, not regular analog signals. Since the radio is really intended for use in the U.S. and Canada only, Channel 70 is not used for any radio analog transmissions. Apparently Mexico uses channel 70 for other uses, so you will have to purchase a Mexican marine radio for use in that area of the world."

P.S. We were going to be in the Puddle Jump from Zihua to the Marquesas this spring, but we were having too much

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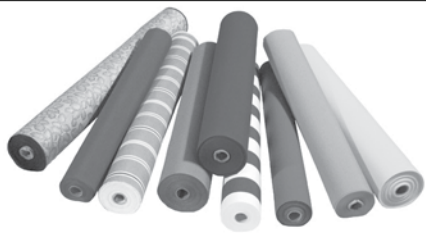
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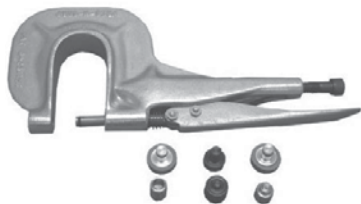


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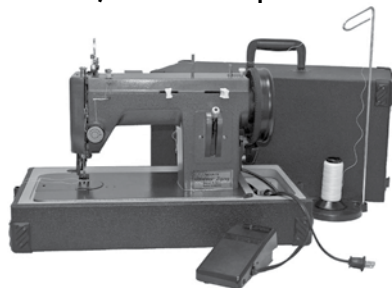
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LETTERS

fun in Mexico, so we may see you there next year.

Chris Golian
Kinship, Cartwright 44
Seattle/Mazatlan

Chris — Thanks for the heads up. It's just our luck that we not only had problems with our SSB, but we also bought a Uniden 525 VHF to replace our old one. It was zero for two for us on the last two radios we bought. It's not the end of the world, but we find Uniden's explanation to be rubbish. How can they market a radio in San Diego and expect that nobody will use it in Mexico?

⚡ A SHOCKING SOLUTION

How about an inexpensive electric cow fence to keep sea lions off boats in places such as Newport Beach? They are available at Home Depot or Lowe's for \$30 to \$50, and run on 12-volt batteries. I saw them at Home Depot last week, and Sears used to have one that was perfect for discouraging our neighbor's Great Dane from visiting our home in Tahoe. The units usually come with nice little placards to protect your friends. At least the Great Dane was housebroken.

Walt Kass
Joy of Tahoe, Lagoon 44
Lake Tahoe

⚡ PATIENCE MAY BE A VIRTUE BUT IT ISN'T EASY

Frustration is just a word, but it can bring about such a negative emotion.

When I was younger, little things — like not getting what I wanted, or getting something other than I expected — would frustrate me. There was an easy fix back then, as I could just change my goals and accept less.

When I began competing in sports, I learned that changing the goal wasn't as easy. Everyone's goal was the same — to win! If I didn't win, I needed to work on fitness, endurance, or style to make myself better. Even if I wasn't first place, I always strived to be. Competing in sports taught me that, to



COURTESY WANDERLUST 3

"Patience is the key to combating frustration. Unfortunately, I all but lost mine in the Galapagos."

succeed, I needed to work on myself first, and that discipline was the key to success. I was successful in a variety of sports, which I think helped me be a success in life.

Some things still frustrate me. I still have problems with 'uniformed authority'. Someone puts on a uniform or a shiny badge, and their attitude seems to change. They become 'aggressively dominant' or 'all-knowing' or 'in-command' — and demand respect even if they don't deserve it. Patience — which just happens to

be my mother's first name — is the key to combating frustration. If, for example, you have to have a paper signed by an official with a bad attitude, you'd better learn patience — and how to smile a lot — or it will take you much longer to get that signature.

I have never had much patience with people who weren't up to my expectations of competence. So I would try to work

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LETTERS

around or through them rather than with them. However, when you find a person who is both incompetent and a unformed authority, you need special skills to deal with them. Unfortunately, I don't have all those skills. Patience is about my only weapon, and down here in the Galapagos Islands, where I am right now, I'm even running out of patience.

I'm attempting an 11-month circumnavigation with *Wanderlust 3*, my new Hunter Mariner 49, and therefore am on a tight schedule. Fourteen days ago, I emailed Hunter Customer Service, and the very next day Eddie Breeden got a replacement alternator for my Yanmar diesel on a FedEx plane headed for Quito, Ecuador. Johnny Romera, the local FedEx agent in Santa Cruz, the Galapagos Islands, promised it would take three or, at the most, four working days for the alternator to get from Florida to me in the Galapagos. Even though the shipping was prepaid for a 'vessel in transit', and therefore supposedly exempt from duty, I paid the \$186 in duty anyway so nothing would slow the delivery down. Nonetheless, I just learned that Ecuadorian Customs has been sitting on my small but important package for 12 days. "Surely," I'm assured, "it will come tomorrow." I'm losing my patience.

When I competed in sports, I was always impatient. I couldn't wait to try something I was working on in order to improve myself. I would get excited to prove to myself, and then to others, that I was getting better. Then I had a horrific sports accident. I ended up in a coma for nearly 11 months, with many broken bones, including four places in my hips, my third and fourth lumbar vertebrae, my Atlas vertebrae and the base of my skull. I had to lie in a bed for over two years. My broken body could not hold itself upright in a sitting position, so even a wheelchair was out of the question. But I was so determined to make myself better, that I sometimes had to be strapped to my bedpost, because I'd try some movement and end up on the floor.

Finally, the doctors had a special gurney brought in where I could lie on my stomach and propel myself down the hall to rehab. I was then able to work on myself at my own pace. But the absolute total frustration of lying in bed for months without even being able to try to improve my condition had finally taught me one thing — patience.

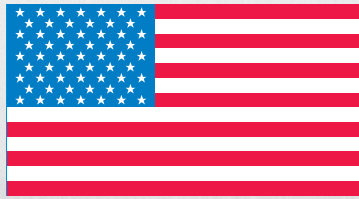
It took weeks to see any noticeable improvement in my condition, such as the tiniest movement of a muscle, the smallest return of feeling in a previously numb part of my body, even regaining a few grams of weight. I would sometimes lie in bed at night and silently cry from the total frustration taking over my mind. I needed patience. I was learning it, but I still didn't have it. It would take years before I recovered enough to sit up, walk and sail. But I had to learn that there are just some things that you cannot force. You can't will all things to happen, sometimes you just have to accept the delays.

I've been anchored here in the Galapagos for 15 days waiting for one small box to clear Ecuadorian Customs. It's still not here. That means I have no choice, I'm going to have to change my route to make up for the delay. I will now bypass Sydney, where my boat was to be in the big boat show, and instead sail directly to Audi Hamilton Island Sail Week. It's still going to be hard, as I have to be there by the end of August.

Mike Harker

Wanderlust 3, Hunter Mariner 49
Arrowhead Lake

Readers — We're happy to report that Harker's alternator arrived two days after he penned the above letter. He changed his plans again, and hopes to make it to Sydney after all.



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LETTERS

People letting you down — especially bungling officials over whom you have no control — are a tremendous source of frustration. But an often equally powerful source of frustration is trying to do too much in too short a time. We don't mean to be critical of our good friend Mike, but laying out a very fast itinerary, such as an 11-month circumnavigation, tends to set one up for frustration. We know, because we do the same thing all the time.

↑↓ I NOW DO THE INFAMOUS POSE AT YACHT CLUBS

In a response to a letter by Les and Sue Polgar, you mentioned that we could maybe even improve on the May cover, and wondered if I'd be interested in trying it again. I would



ELECTRONIC / RICHARD

Lisa woman-handles her opponent.

love to be on the cover of *Latitude* anytime! I should be so lucky. In fact, I'll work on my poses until then.

Maybe you should let Robert Zimmerman have a try and the public can vote on his seagull striker pose. By the way, I now do the infamous pose on command at yacht clubs around the world where the members are faithful *Latitude* readers.

I suppose that since Zim wasn't on the boat that day, crewing on the funnest boat in the world, in one of the most beautiful spots in the world, he will never understand the picture for what it was — just having fun in the tropics on an awesome catamaran with a boatload of friends.

Lisa Kerth
Alameda / Puerto Vallarta

Readers — Lest anyone think that Lisa is just a cutesy girly-girl — not that there's anything wrong with that — here's proof that she's powerful, too. This photo was taken at the Banderas Bay Regatta awards party, and shows Lisa emerging victorious in a high-powered 'Indian wrestling' match with a mirthful friend.

↑↓ LAZY BUREAUCRACY DESERVES EVERY JOB

In your May issue, Phil Kipper complained of what he terms "gratuitous jabs at 'government'" and a "clever little political aside" in your coverage of the mooring fiasco at Angel Island's Ayala Cove. Perhaps if Mr. Kipper were better informed about the underlying problem, he would at least understand, if not agree with, *Latitude's* perfectly accurate characterization of government.

The moorings at Ayala Cove were renewed both for maintenance reasons and to attempt a more efficient mooring arrangement. As part of that renewal, a government agency required the installation of a ridiculous mooring system that attempted to keep mooring chains from dragging on the bottom and mixing up the muddy muck. The result was a serious safety problem, with lines floating just below the surface, almost as though they were designed to entangle boats. Although fully predictable, boats had to be entangled numerous times, at risk of life and property, before the idiots behind the policy backed down. I cut no government employee any slack

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LETTERS

due to the stories/rumors that this was an action "forced" on one government agency by another. It's all government, and silence is complicity. (In private companies, they call this "conspiracy" and people face criminal prosecution when it endangers lives.)

But let's focus on the bigger picture, where it looks even worse. These same government actors, supposedly worried about both the environment of the Bay and the safety of people boating on it, have sat idly by for well over a decade as the abandoned pier just north of the east end of the Richmond-San Rafael bridge has collapsed into the Bay — leaching creosote and petroleum gunk into the Bay and releasing dangerous floating pilings and planks for boaters to collide with. But do these lazy bureaucrats correct this very real environmental and safety hazard? No. Instead, they pretend to take environmental action by requiring that chemically inert chain not drag the bottom at Ayala Cove, and they create a significant safety hazard in the process.

Why do they do this? Because it takes real work to address a currently existing hazardous situation, but it is easy



EMMY NEWBOULD

The government's first attempt at improving the moorings in Ayala cove was a disaster.

to obstruct something being done which might have good results. The first requires that a bureaucrat actually does his/her job — which is to

gather facts, pursue deadbeats, push paperwork, and actually accomplish something. The second requires only that the bureaucrat lean back in his office chair and say "No" to a request for a permit.

Ayala Cove was a perfect example of the lazy bureaucracy taking the easy path while still wanting credit for doing 'something' for the environment. Such a bureaucracy deserves every "jab," "aside," and outright attack that can be mustered against it — regardless of whether it is within one agency or split between two. *Latitude* should not hesitate to share its opinion on matters such as this, knee-jerk reactionary defenders of big and ineffective government like Mr. Kipper notwithstanding.

Eric Artman
Tiburon

↑↓WE TAXPAYERS ARE CHUMPS

Contrary to Michael Harten Jr's assumption that tax dollars are being wasted by the Coast Guard, tax dollars are wasted by our attitude towards our government. For 28 years we have cut, stripped and whittled government down to the point that all that is left is bad government. Bad government does not mean bad Coast Guard.

When Admiral T. Allen refers to others in government, he must mean his boss Michael Chertoff, Secretary of Homeland Security (DHS). We know from *Katrina's* aftermath what kind of appointments he makes. Integrated Coast Guard Systems must be run by the DHS, not by the Coast Guard, otherwise they would not be ignoring Adm. Allen.

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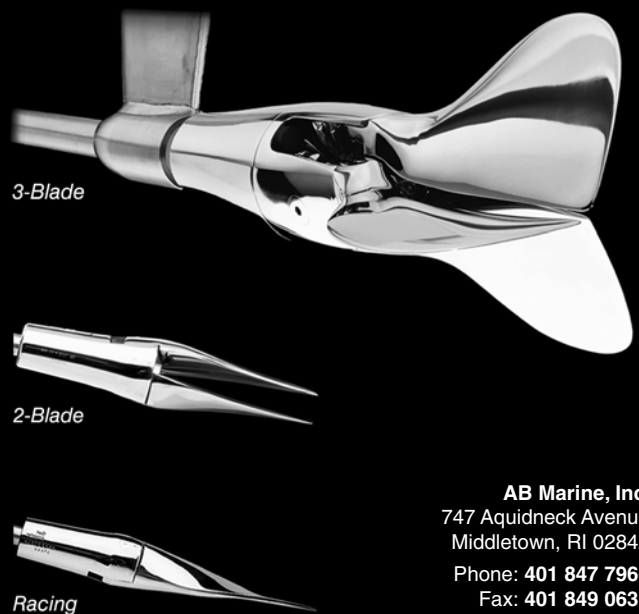
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LETTERS

taxpayers never want to pay. 'We the people' would rather — on conservative advice — save the tax money and let the rats inspect the cheese. We have been stupid and irresponsible, and let our government be decimated by small-minded people. Bashing the Coast Guard is not the way to fix the problems that we have created by our own elected choices.

Robert Furnback
Vivianna
Emeryville

Robert — While we think there are some excellent, well-intentioned and very hard-working people in government, by and large, we think it is a monumentally wasteful and corrupt enterprise. We're not necessarily a John McCain fan, but we think he hit the nail on the head when he said, "Fiscal irresponsibility is the one thing that unites Democrats and Republicans — and for that we should all be ashamed." As everyone knows, Congress doles out tax subsidies and increases federal spending to benefit influential constituencies and pet projects. Need we mention things such as subsidies for the not-exactly-ailing oil and gas industry and big agribusiness, pork that in the state of Alaska amounts to \$870 a year for every man, woman and child, and government benefits and pensions that far exceed the norm in the private sector?

Would you like a local example? Presumably you're aware that the Berkeley City Attorney recently recommended firing all 22 employees of the Berkeley's Housing Authority for the "blatant misuse" of \$25 million in federal funds. The whole department was accused of paying rent subsidies for dead tenants, giving subsidies to people who didn't qualify, playing favorites by subsidizing families who weren't eligible while leaving qualified families on the waiting list, paying subsidies retroactively when they weren't owed, and on and on. What do you want to bet that none of those employees sees a day behind bars, and that none of the money is recovered? And the last time we checked, Berkeley government isn't controlled by radical conservatives, yet where is the accountability?

Your state senator is Don Perata who, because of his position as President of the State Senate, is the second most powerful man in California. How long has he been under investigation by the FBI and the subject of highly critical articles for allegedly receiving kick-backs? Not even our highest public officials behave in ways that are above reproach.

Over in San Francisco, another not particularly conservative place, anybody who wanted to get a building permit without it taking forever would have done well to pay big bucks to an 'expediter', who managed to get permits faster than regular citizens. The Bay Guardian whined about a marina motel project that submitted controversial plans for a large marina district hotel on the Friday before a Labor Day Weekend and, can you imagine, got the permit the following Tuesday — thanks to a "high-powered expediter." Then there's Jimmy Jen, a former plan checking engineer for the city's Department of Building Inspection. Subsequently known as a top 'expediter', Jen has been sued repeatedly — and convicted — for being, in the words of the city attorney, "one of the city's most notorious building code scofflaws." In addition to \$150,000 in civil penalties, he's been ordered to reimburse San Francisco more than \$830,000 in legal fees. You may think everything is on the up and up in progressive San Francisco, but we think it's possibly one of the most corrupt cities in the country.

We don't think the problem is that government gets too little in taxes, but rather is woefully inefficient, wasteful, and uses huge amounts of money to all but pay off constituents. We'll never forget a great news clip we saw once of U.S. Congress-

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LETTERS

woman Maxine Waters of Los Angeles, working some sort of protest crowd into a lather, repeatedly shouting, "The louder you scream, the more money you'll get!" We've always admired Congresswoman Waters, not only for her passion, but also for her honesty.

Close your eyes for a minute, and imagine what good government would be like: the officials are in office because of merit not patronage, the civil servants are passionate about helping people, all employees are held accountable for their actions, government is transparent, and all citizens are treated alike. Sound like anyplace you know? We taxpayers are chumps for accepting so much less.

↑↓ HOW TO PREVENT 'BOMBS' ON CATS

I'm the one who requested your updated opinion on the pros and cons of monohulls. Now I have a question about catamarans. In a recent issue, you discussed the difference between *Profligate*, which is based on a Kurt Hughes 60, and 'ti *Profligate*, the Robertson & Caine 45 that you have in a Caribbean charter program. You mentioned a term to describe the difference between the two that I hadn't heard before, but I can't remember it. I think it had to do with how the two boats handled waves passing between the hulls, but I'm not sure. Since we're now 'kicking the fenders' of cats, I'm trying to get as much information as possible.

Gary Scheier
Serenisea, Hunter 28
San Rafael

Gary — We presume that you're talking about bridgedeck clearance, which is the distance between the surface of the water and the bottom of the bridgedeck. All other things being equal, the higher the better, to prevent 'bombs' on the bottom of the bridgedeck. These 'bombs' can really rattle your psyche.

Because she's big, but also because we modified the design, *Profligate* has a bridgedeck clearance of about four feet. This means she rarely gets 'bombed', even when heading east across the Caribbean or doing a Baja Bash. Like most cats, 'ti *Profligate* has a much lower bridgedeck clearance, and as a result, when going upwind and even broad reaching in relatively moderate conditions, the 'bombs' can go off. Not having been used to them on *Profligate*, we found them to be alarming, but eventually got used to them. Sort of.

How bad the problem is depends to a large extent on where you'd use the cat. We don't think it would be an issue on the Bay, or even heading to Southern California or Mexico. But unless you waited for an excellent weather window for the Baja Bash back up, it could be a real banger.

Unfortunately, most cats have less than desirable clearance. Nonetheless, people have gone all over and around the world on cats with low bridgedeck clearance and had a great time. It's just not as relaxing or comfortable in adverse conditions.

The other two things prospective cat buyers have to make their peace with is that a cat isn't going to point as high as a decent monohull, and it's going to cost a lot more. Other than those negatives, many people find they have a lot of great features — incredible space and good speed to name two.

↑↓ HE SAILED TO 200 ISLANDS ON HIS SCHOONER

I met Art Hammon while working in the Canal Zone in the mid-'70s. He had short hair and was clean shaven. He looked normal — so normal that he made me nervous. I thought he might be a Republican.

Fast forward a few years, and this bearded weirdo rowed up to our boat *Antigone* in Fiji. He looked as though he could

Poop.

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LETTERS

have been the first homeless person. I had no idea who he was until he spoke. "Damn Artie, you're alright after all!"

A year or two later, Art returned to become a semi-permanent fixture at Dick Smith's Musket Cove Resort bar at Malololailai, Fiji. In 1980, he, Dick, and a few others started the now-famous Musket Cove YC, membership in which is still just a buck. Artie was member number five. I never returned to Fiji with *Antigone*, but I did with *Sugar Blues*, my later boat. When I did, I discovered that *Antigone's* name board was almost lost among all the other name boards that became a Musket Cove tradition.

I was handed Art's Musket Cove YC card during his memorial service in May. He was 79 years old when he started his last passage, having sailed 100,000 miles on his little 32-ft schooner *Wanderlure*. She's been passed on to a Kiwi mate who will tackle the rebuild. Then she'll sail back to her second home in New Zealand's Bay of Islands.

In many of the photo albums laid out at the memorial, Art could be seen wearing one of his favorite T-shirts. 'Life, Be In It', was printed on the front. That thought was apparently contagious, as person after person at the memorial told stories of how Art had changed the direction of their lives. I looked at the Marquesan ukulele on his shop wall, and wondered what story went with it. Back then you could still trade — illegally, of course — .22 shells for carvings. In a small anchorage on Ua Pou, a shopkeeper carved the final tuning pegs on a uke for my then-six-year-old. We bought a liter of Algerian red. He bought a bottle. Repeat ad nauseam. The price included fried goat and hours of strumming and singing. It came to me as I sat at the memorial listening, that this was what it usually boiled down to — stories. One of our choices is what kind of stories we leave when we move on.

"Wow, I remember the day Art sold 24 million shares of junk bonds. What a guy!" No, I don't think so. That's not why we go sailing. Life, be in it.

Artie was one of the many who sailed for decades without any recognition. *Wanderlure* sailed between the South Pacific and New Zealand so many times that she could have done it without crew. On the back of Art's logbook, he listed all the islands he'd been to. The total was almost 200, and included Pitcairn, Easter, Norfolk, and the Galapagos. He navigated by sextant and log. That's not quite as primitive as the one-handed alarm clock and calculus tables that Slocum used, but in this day and age, where everyone has a six-pack of GPS devices aboard, it was still something.

I'll tack Art's YC card on my shop wall, next to mine, a reminder of days past when we sailed wearing nothing but a smile, and always sailed downwind in smooth seas. Well, I'm not positive about the downwind and smooth part, but that's how I remember it, and it still makes me smile. *Fa'a ito ito* — go with courage, my friend.

Harry and Mary Abbott
Antigone / Sugar Blues
Washington

↑↓ IT HAPPENED BEFORE MICK JAGGER WAS TO BOARD

A while back you asked if we readers thought Reid Stowe — who on April 21 took off from Hoboken, New Jersey, with his young girlfriend Soanya on their 70-ft schooner *Anne* for a 1,000-mile non-stop voyage to nowhere — was: A) One of the last great adventurers, B) A wing nut looking for publicity, or C) A hero for trying to spend three years with nobody but a woman half his age.

Well, I know Reid, and owe many of the major changes in my life to him. For example, he convinced me to sail to the

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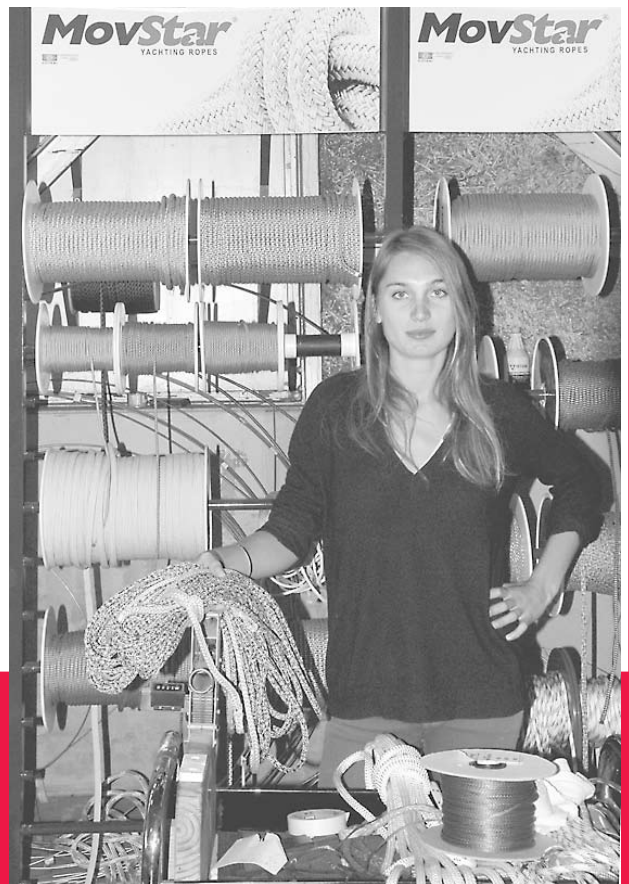
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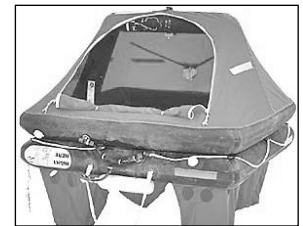
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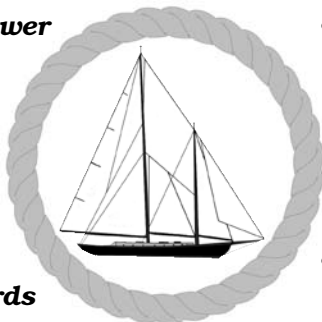
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LETTERS

Caribbean aboard the schooner *Tantra*, which is what Anne was named before he changed it. Even though my only prior sailing experience was on a Sunfish, he made me the first mate. It turned out that none of the other crew had any sea



TOM DODAMEAD

Reid Stowe and Tom in Times Square. If Reid's dreams come true, he won't be posing there for another 950 days.

experience either. The months aboard *Tantra* would make a great subject for several chapters in a book. For instance, we were bounced across Frying Pan shoals for at least three hours during a storm one night. Then we sailed through the eye of a hurricane, the original *Katrina* back in November '80. The main halyard was wrapped around the prop, so we had no motor to help us.

We ultimately made it to English Harbor, where we intended to charter her. The Nicholsons booked Mick Jagger for our first trip, only to

have the engine fill up with seawater the night before he was to board. So we lost that one. As a result, I started paddling around English Harbor applying my electrical skills to earn boat money — and thus the seeds were planted for my existing business, Sea Wiz Marine. One of the big charter yachts later signed me on as first mate and, as a result, I've made a career out of sailing and yachting.

I have to say that much of the good that has happened to me was because of Reid, so the real answer to your question is 'all of the above'. He's a visionary hero wing nut with a very young girlfriend — to say the least.

Tom Dodamead
Sea Wiz Marine
Marathon, Florida

↑↓ I PREDICT HE FINISHES WITH A DIFFERENT WOMAN

I choose your Option C, that Reid is a hero for trying to spend 1,000 days with a woman who is less than half his age. But I have my doubts if Reid can stick it out with her. It wouldn't have been possible with any of the women I knew in my 20s or even 30s. I predict that Stowe either doesn't finish or finishes with a different woman.

Bob Burns
Long Beach

↑↓ I LIKE MY GIRLFRIEND, BUT . . .

Can you imagine being locked up for 1,000 continuous days with *anyone*? They don't even do this to prisoners in a SuperMax prison facility. I like my girlfriend, but 1,000 days without a break? It's a homicide in the making. If you ask me, that boat is going to be a couple hundred feet short for comfort. Now maybe if Soanya had a sister . . .

Nick Salvador
Planet Earth

Nick — It would be interesting to hear your girlfriend's take on your take on the 1,000 Day Voyage. Assuming, of course, your girlfriend hasn't already split in a huff.

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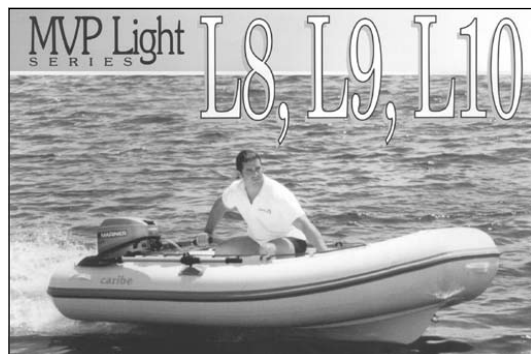


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LETTERS

↑↓ DOES SOCIETY OWE STOWE A RESCUE?

I think 55-year-old Reid Stowe's 1,000 Day Voyage with his 23-year-old girlfriend is the envy of every over-40 sailor on the planet. But what's going to happen when those two come to the tragic end — which seems all but inevitable — and call for rescue? Who is responsible for them at that point? Does society owe Stowe, or anyone else, a rescue from such an ill-advised and risky voyage?

Larry Watkins
Los Angeles

Larry — Any over-40 guy who thinks spending 24,000 straight hours with a 23-year-old woman would be fun should be careful of what they wish for. Between marriages, we once had a weekend fling in New York City with a nice and very attractive woman who was about half our age. The physical aspect was lovely, but there was so little to bridge the gap in ages. We never were as relieved as when we got dumped at the end of that weekend.

As for the couple 'all but inevitably' having to call for a rescue, why would that be? After all, they're not going anywhere, so it doesn't matter if they lose the masts, sails, rudder, engine or just about anything else. They'd just eventually drift close to some land mass, where they'd be picked up by relatives, the media or, more likely, a pizza delivery service. It seems to us all they have to do is keep from sinking, and that shouldn't be difficult. And if they just can't take each other anymore, they can just sail into port.

↑↓ SHE WAS RIGHT THERE FOR ALL TO SEE

Prior to Anne taking off on the 1,000 Day Voyage, she was available for all to see at the Chelsea Piers on the West Side of Manhattan. From the dock, the schooner appeared to be in poor shape. As an example, the sails looked particularly shabby, and were always left exposed to the sun, so one has to assume there was significant UV damage. It's hard to see how they can last 1,000 days at sea.

Gordon Hargraves
New York

↑↓ HE'S A FISH AND I AM NOT

Why write something negative when you have nothing constructive or informative to report? The problem with pulp fiction masquerading as media today is that it is consistently more interested in people's sex lives than in their accomplishments — particularly when they are more interesting than those of the given 'reporters' at hand.

Had you chosen to research this article, you would have noted that the schooner *Anne* was hit by a 70-foot rogue wave in the middle of the night during the Voyage of the Sea Turtle, causing her to fall upside down the equivalent of seven stories. As a good friend of his ex-wife, Laurance, and Reid's, I take great offense in your callous and cheap lack of journalistic integrity, much less any appreciation, knowledge, or respect of the sea.

After almost breaking her jaw on a trip to Bermuda well after their safe return from the Voyage of the Sea Turtle, which was their honeymoon, she was terrified to sail again. She said, understandably, upon return to safe harbor: *J'aime Reid, mais lui c'est un poisson et moi non.* Or, "I love Reid, but he is a fish and I am not." They still hold the world record for the longest time at sea for a couple which, God willing, will soon be surpassed by the Voyage of 1000 Days at Sea.

The French have an expression that roughly translates to: "The spit of the toad will never hope to touch the wings of

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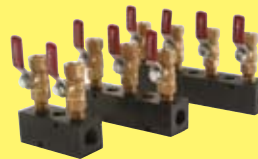
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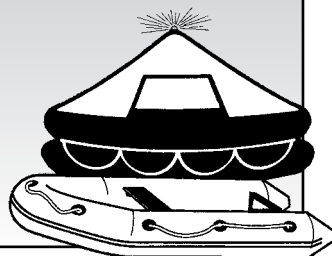
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LETTERS

the white dove." To choose to report on age difference, rather than compatibility, to cast aspersions rather than compliment the integrity, dreams and the daring of this young couple as they embark upon a historic voyage, which shares with the world a great lesson for sustainable human development, is shameless, unprofessional, and may I add, crackpot reporting and yellow journalism.

Eric Hunter Slater
New York City, New York

Eric — Your many complaints are duly noted, but please, can you work on your sense of humor? In fact, we wonder if the following joke will even get you to crack a smile. Apple Computer announced today that it has developed a computer chip that can store and play high fidelity music from the inside of women's breast implants. The iBoob will cost \$499 or \$599, depending on speaker size. This is considered to be a major breakthrough because women have always complained about men staring at their breasts and not listening to them.

By the way, if you knew anything about the sea, you'd know that it's preposterous to claim that Anne "fell upside down the equivalent of seven stories" — and not just because a boat can't fall further than the height of the wave she was on.

↑↓ REID HAS BEEN A TEACHER TO MANY

While it's indeed difficult for most people to grasp the idea of constantly being at sea for three years, I don't find it any more odd than wanting to climb mountains. Reid was inspired to take this journey after he met Bernard Moitessier. Jon Sanders, who did three non-stop circumnavigations, was another inspiration. Reid asked for — and I gave him — a copy of *Sextant, Sea and Solitude* to use as a reference book on the voyage.

Reid is a deeply spiritual person, as is Soanya, which is why they have such a good rapport. I've heard Reid discuss

the meditative and creative state he experiences when at sea, and know that this voyage stems from his desire for a personal and transforming spiritual quest. Think of the monks who separate themselves from society and remain in almost total silence for years on end. If anyone has the mental vigor to complete such a voyage, it is Reid. If *Latitude* readers want to make an effort to understand his motivation, they should watch an '03 interview with him that can be found on the YouTube link ly4I.youtube.com/watch?v=w8Ss-yE.

The *Latitude* writer trivialized the bravery Soanya displayed in undertaking the trip. While she hasn't sailed in the ocean, she has lived aboard the *Anne* for

The proposed venture on 'Anne' has been the butt of a lot of jokes.

several years, and previously took various maritime courses at a local college. She is also an expert with the computers and the other communications systems they have onboard.

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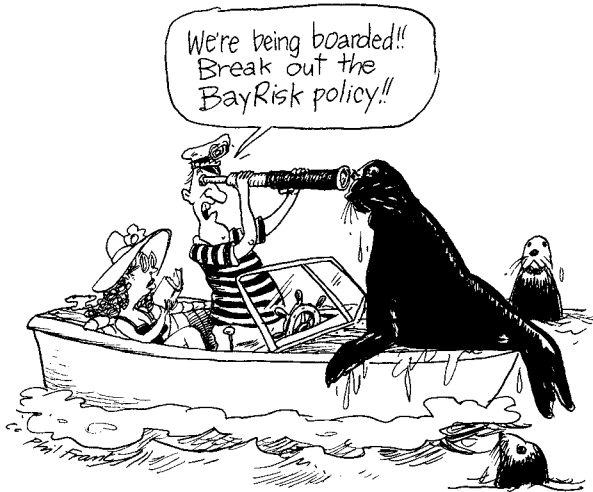
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LETTERS

Soanya is well aware that there will be no turning back, and will undoubtedly need to call upon all her mental and physical strength to see the voyage to its conclusion.

Reid conceived of the 1000 Day Voyage nearly 20 years ago, and has single-mindedly prepared for it ever since. The willpower and focus he has sustained to realize his goal is impressive in and of itself. He has also served as a teacher to many — myself included — who got their first sailing lessons from Reid while at the helm of the *Anne*. Reid has been a friendly, gregarious and generous host to everyone who has boarded the schooner. I dare say that all of us who have had the good fortune to be counted as a friend have been enriched by the experience. This voyage isn't something many of Reid's and Soanya's friends would even consider undertaking, but we all wholeheartedly support them and admire their fortitude.

P.S. I was first mate on my cousin Jerry Morgan's *Trintella* 53 *Sumatra* in the '05 Ha-Ha.

Libby Edwards
Planet Earth

Libby — Latitude's official position on the 1,000 Day Voyage — as opposed to our smart-ass one — is that Reid and Soanya are both reasonably intelligent consenting adults, have a proven vessel, and Reid has considerable sailing experience. If they want to take off alone together for 1,000 days, we've got no problem with it. And it makes no difference to us if they are doing it for spiritual development or sleazy publicity, we wish them the best of luck. By the way, as we go to press they've already been out for over 60 days, which means they're already 1/20th of the way through their adventure. They were just running out of the last of the fresh fruit.

⇕ TWO BUCK CHUCK IS BETTER THAN NOTHING

Even if I didn't sail, I'd be a *Latitude* reader. The content is superb! Thanks to all of you for producing a wonderful monthly read. I savor every word. But please consider reminding us subscribers when our subscriptions should be renewed. Or consider creating an 'evergreen' renewal for Visa or MasterCard payers.

The eBooks edition of *Latitude* is compelling, but I don't think the magazine lends itself to such a version. *Latitude* is like a fine wine, a cognac, to be savored over time. Only the paper version will do for that. I will continue to prefer the paper version, which I will recycle after a season of appropriate enjoyment of the content.

Peter Van Noord
Planet Earth

Peter — Thank you for the very kind remarks and your honest evaluation of the online version. The online version is primarily for the many readers who have either taken off cruising or live where Latitude isn't distributed. In such cases, a bottle of Two-Buck Chuck is better than nothing. But we think you'll have to admit, the photos look spectacular in the online version.

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

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

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

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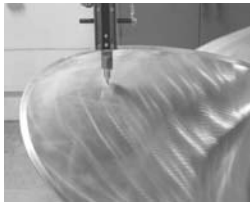
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LOOSE LIPS

Why they call it Monday Night Madness.

Bay View Boat Club's Monday Night Madness evening races lived up to their name last month. The race committee had just fired off the five-minute warning for the second start when two uniformed officers rushed in and demanded that they "Drop the weapon!" Seems some concerned citizen had called in that there were gunshots emanating from the club and, well, considering the neighborhood (Hunter's Point), the boys in blue were on 'high alert' when they responded.

"They didn't have their guns out, but they had their hands on them," notes Howard Dinnet, who was aboard one of the boats waiting to start — and who never got a starting gun. That's because the race committee 'perps' were still trying to explain to the police that shotgun blasts are used to start sailboat races, and they were using blanks. The cops reportedly suggested whistles might be better. At any rate, the conversation took a turn for the worse when the start time came and went with no gunshot. "Now we have to fire two shots for a general recall," explained the Race Chairman. Probably not the best thing to say under the circumstances. By then, some boats had already taken their own starts, others were calling in wondering what was going on — and everybody had a good story to tell when they went home.

The old race committee used to call the police and inform them when they were going to be running races. We have to think that after this, the new RC will be doing the same.

Old wounds.

How long do whales live? That's a tough question to answer. People have been keeping track of orcas around Puget Sound long enough that ages of up to 90 years are claimed. Pelagic whales are another story. They're almost impossible to keep track of. But science has found ways. Blue whales, for example, have little bones in their ears that are good indicators. Other whales, such as bowheads, don't have ear bones. A few years ago, scientists figured out that they can determine the age of a bowhead by measuring the amino acid found in their eye lenses.

Occasionally, there are actual physical 'markers', such as the one found in a 49-ft bowhead whale killed last month in Alaska. (To help preserve their traditional way of life, Alaskan Eskimos are allowed to kill about 50 whales a year.) Embedded in the whale's body were fragments of a bomb lance that had been fired into the 50-ton animal around — ahem — 1890. The small metal cylinder was of a type fired from a rifle-like weapon. It contained an explosive head which was meant to kill the whale when it went off. This one went off, but in a non-lethal place. And the whale healed. Figuring he must have been an adult at the time, researchers have estimated his age at between 115 and 130 years old.

Other artifacts retrieved from dead whales in the 1970s suggest even more staggering lifespans, in this case several bone spearheads of a type last used by Inuit hunters in the — ahem, ahem — 18th century. Based on the eye-lens test, the oldest bowhead was estimated to have been 211 years old when it died. Sorry, we mean 'when it was killed'. These findings make bowhead whales the oldest living mammals on earth.

We've long felt that whaling in modern times was cruel and unnecessary, but somehow knowing these gentle creatures continue to be killed after living so long makes it even worse.

Crikey!

A motorist who had stopped to stretch his legs near Rio Vista got a bit of a surprise last month. Turns out the small alligator he spotted in the reeds wasn't an inflatable publicity 'plant' for Isleton's Crawdad Festival. It was the real thing. Several phone pictures and phone calls later, amused police had cordoned off

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LOOSE LIPS

the area and slightly unsure Fish and Game officials snagged the little 4-ft gator. It wasn't quite the theatrical caliber of the late Steve Irwin jumping aboard a thrashing 12-footer ("Isn't she a feisty girl!") to lash its jaws shut, but good press nonetheless. The little gator, which was likely a cast-off pet, was brought to the wildlife investigations lab in Rancho Cordova where it was found to be in excellent health and where, at last report, "They hope to find it a home," presumably a zoo or wildlife reserve.

For what it's worth, although an alligator would probably do okay in the Delta during the summer, the general feeling among experts is that it would likely not survive the cold winter.



This is Roberto 'Beto' Eichen, son of cruisers Paul and Susan Eichen, on the way up the coast aboard the Amtrak Pacific Coastliner shortly after celebrating his first birthday. As you can see, no 'Curious George' for this seasoned sailor, who has only recently returned to California after cruising Mexico for, well, half his life. Look for Beto to be working the bow at the America's Cup in about 2028.

The story behind the song.

"The myth of the cheeseburger in paradise goes back to a long trip on my first boat, the *Euphoria*," notes Jimmy Buffet at www.songfacts.com. "We had run into some very rough weather crossing the Mona Passage between Hispanola and Puerto Rico, and broke our new bowsprit. The ice in our box had melted, and we were doing the canned-food-and-peanut-butter diet. The vision of a piping hot cheeseburger kept popping into my mind. We limped up the Sir Francis Drake Channel and into Roadtown on the island of Tortola, where a brand new marina and bar sat on the end of the dock like a mirage. We secured the boat, kissed the ground, and headed for the restaurant. To our amazement, we were offered a menu that featured an American cheeseburger and piña colodas. Now, these were the days when supplies were scarce — when horsemeat was more plentiful than ground beef in the tiny stores of the Third World. Anyway, we gave particular instructions to the waiter on how we wanted them cooked, and what we wanted on them — to which very little attention was paid. It didn't matter. The overdone burgers on the burned-toast buns tasted like manna from Heaven, for they were the realization of my fantasy burgers on the trip. That's the true story. I've heard other people and places claim that I stopped or cooked in their restaurants, but that is the way it happened."

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SIGHTINGS

a different breed of cat

Roy Disney's 'new' Volvo 100-ish *Pyewacket* is all primed to crush the monohull elapsed-time record in this month's TransPacific Yacht Race. You might remember that she started life as a MaxZ86 and, after the last TransPac, was donated to the School of Sailing and Seamanship at Orange Coast College. Disney's next venture was the *Morning Light* project, in which a group of young sailors will be racing a TP52 in this year's TransPac for a feature film he's doing on the subject. He was so inspired by the kids that he decided to do another TransPac himself, with a much modified *Pyewacket*.

It's not as if the boat wasn't fast before. We were lucky enough to

continued on outside column of next sightings page

sleeping giant

For years now, sailors transiting Richmond's channel area have wondered what was lurking beneath that gigantic cloth structure, reminiscent of a covered wagon, which straddles the south side of what is officially called the Santa Fe Channel.

The answer to that mystery was revealed recently when the 103-ft schooner *Fair Sarae* came out from under cover to have her immaculately varnished spars



Roy's back! One of the most influential and well-liked TransPac racers of the last few decades, is back for another go at the barn door with a much-modified 'Pye'.



awakens

re-stepped. Not long afterwards, owners Bill and Grace Bodle — who have spent countless hours restoring this 68-year-old classic — christened her with the name *Eros*, the god of love, lust and fertility in Greek mythology.

She was built at Booke Marine Ltd. in England of teak planking over steel frames, and launched in 1939. Counting her bow sprit, she's 115 feet LOA,

continued in middle column of next sightings page

***pyewacket* — cont'd**

race on her last summer in the Long Point Series from Newport to Catalina and back. Even then, she'd sail upwind at 11 knots in just six knots of wind, and would close reach at 17-18 knots in just 16 knots of true wind. It was amazing.

Pyewacket went out sailing for the first time last weekend, and reports are that the results are right on target, as the boat was doing about 14 knots in 8 to 12 knots of wind. Even if the weather conditions for the TransPac aren't ideal, it's not hard to see her smashing the elapsed-time record for monohulls. For more on Pyewacket and preliminary TransPac coverage, turn to page 156.

— richard



SPREAD AND INSET THIS PAGE SCOTT EASOM

SIGHTINGS

missing the mark(s)

When the Yellow Bluff buoy disappeared from its perch southeast of Sausalito late last fall, few noticed. When the limiting buoy near Anita Rock went AWOL in January, racers assumed it would be back. But when the X mark off the Golden Gate YC race deck went for a walkabout in March, folks started scratching their heads.

Eight months after the first mark went missing, race committees are still scrambling to find alternate destinations for their racers. Back at the bar, talk has shifted from who touched the mark to who took it. So we went searching. And it turns out, we weren't the only ones wondering when the buoys will be returned.

But first a little background: The YRA owns and maintains 13 of the yellow balls and cans of steel that dot the Bay and form a race track for sailors at a cost of \$10,000 a year. Expenses for the marks named for Tom Blackaller (YRA #16 near Crissy Field) and Bob 'Big Daddy' Klein (XOC on the Berkeley Circle) are covered by private foundations. Several others — namely A and B buoys just off St Francis YC's race deck, and X, off Golden Gate YC — are maintained by those clubs. Regardless of who pays for it, each buoy is held in place by a 750-lb. rail car wheel and connected to its ball by approximately 500 pounds of chain. The fixtures are, in a word, hefty.

Once it's set, a mark will usually last five or six years, a surprisingly long life-span considering the harsh cocktail of salt water, heavy vessel traffic and strong currents that engulf the hulking pieces of metal. "Most sailors have a pretty good idea of what goes on at the Bay's surface with regard to tides and currents," explained GGYC Rear Commodore Ray McKeating, a recent expert on the topic. "But on the bottom, the current is twice as strong and things move around significantly."

Although the YRA hires a diver to do routine maintenance on its marks, there are times, be it by the hand of man or nature, that the buoys take off. Yellow Bluff (YRA #15) causes the most trouble. YRA Executive Director Laura Paul says it's gone off station twice in the last two years alone.

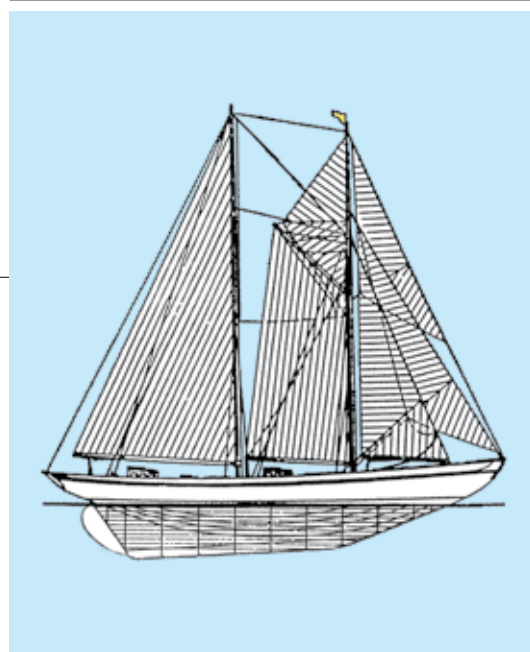
So it wasn't entirely a surprise when the YRA received a phone call from the Coast Guard in late November alerting them that Yellow Bluff was floating off Point Bonita. The culprit, an outbound ship, snagged the mark and set the entire contraption — buoy, chain and anchor — free to wander. X buoy's attempt at freedom was more surprising, especially to the members of GGYC. They say they had no idea the mark was their responsibility until it was returned to their dock for

safe keeping. With that in mind, you can bet the mark had long since passed its service-by date.

The story behind the Anita Rock mark, however, is just plain odd. According to the YRA's Paul, some out-of-town sailors — who had the best of intentions but were, shall we say, off the mark — got it in their heads that the mark had wandered into enemy territory and

continued on outside column of next sightings page

eros



Spread, with a well-placed smash of the champagne bottle, co-owner Grace Bodle christens the newly-restored classic as 'Eros'. Inset, a line drawing shows her impressive lines and sail plan.



— cont'd

displaces 200 tons and her mainmast towers 120 feet above the water. Among other distinctions, she participated in the evacuation of Dunkirk soon after she was launched. Although there's still much work yet to be done, keep an eye out for this stunning classic sailing on the Bay later this summer, after which time we'll be running a full-blown feature on her.

— andy

marks — cont'd

needed to be removed. (For the record, it was sitting right where it was intended, just west of StFYC.) So they took it upon themselves to take their boat and free the mark. When it didn't give — remember how many hundreds of pounds of ground tackle anchor these buoys to the seabed — they cut the chain. Bye-bye buoy. Impressively, they were able to load the gangly thing aboard their boat, whereupon they saw the instructions on its side requesting that the YRA be contacted if it was found off station. The YRA did receive its mark, minus all of the ground tackle now sitting on the Bay floor.

continued on outside column of next sightings page



STEVE KADZIELAWA

SIGHTINGS

marks — cont'd

Months later and despite the best efforts of both the YRA and GGYC, none of the marks has been replaced. Resetting the buoys requires diving down to the Bay floor, digging out the 750-pound railroad car wheel from under several feet of sludge or replacing it if necessary, and then attaching 500-odd pounds of chain and the buoy itself — an operation estimated to cost \$5,000. As it's been told to us, there's only one diver in the Bay Area with the skills, tools and desire to handle such an operation, and she's been unavailable for the better part of the spring and early summer tending to personal affairs.

"We've had to reinvent the wheel," sighed GGYC commodore Marcus

continued on outside column of next sightings page

who was the

I was riddled with guilt and emotion after viewing the June 6 *'Lectronic Latitude* Photo of the Day, showing a mystery spinnaker blanketing channel marker 19 just east of the Antioch Bridge. Yes, my Merced-based Merit 25 *Villain* and I had competed in the Delta Ditch Run from Richmond to Stockton on June 2, and, yes, I formerly owned a blue and white spinnaker, and, yes, it did indeed get tangled with marker 19. But that doesn't



Above, Patrick Kohlman. Spread, test driving the new and improved 'Joyicity'.



PHOTOS COURTESY, JOYICITY

marker 19 villain?

prove a thing.

Seriously, we had a fairly traumatic experience that day which resulted in the spinnaker ending up wrapped on the marker as we were dismasted.

Our intention had been to allow plenty of room as we rounded the marker. This is the point in the river where the channel makes a 90-degree turn to the north, so we naturally wanted to hug the corner,

continued in middle column of next sightings page



marks — cont'd

Young, referring to his one-ton problem. The yacht club has since located another diver, and McKeating is hopeful the mark will be reset by the time you read this: "When we finally managed to pull the buoy on shore, it had about 60 feet of chain attached. The last 10 feet need to be replaced. While we have it out of the water, we'll sand it down to the bare metal and put on a couple coats of primer, then a couple coats of bottom paint and put it back on station."

That should come as welcome news to GGYC race officer Matt Jones, who's been setting a temporary replacement buoy — or rather, three of them — off the yacht club's race deck. Turns out that two of his small orange rubber balls have also gone AWOL, though more likely due to ferry boats and fisherman than ferocious currents or misguided tourists.

As for Yellow Bluff and Anita Rock, the YRA is still waiting on its regular diver, who has them in her possession. As of late June, there was no ETA for their replacement. "We're just as anxious as everybody to get them back," said Paul in mid-June. "But it's not easy when you're at the mercy of someone else's schedule."

In the meantime, it seems there may be a new job opportunity for anyone who's willing to brave 55-degree water, six- to eight-knot currents, and a pitch-black work environment. (You don't want to know about your cubiclemates.) "When I get finished figuring out how to get this buoy reset, I think I'm going to give up my day job in financial services and become a full-time buoy consultant," joked McKeating.

— sutter

fun with joyicity

Ten years ago, Patrick Kohlman was looking around for a trailer for his Norwegian spittsgatter. He found one in the East Bay. It had an old dilapidated racing boat on it at the time, but he got the whole package for less than he'd pay for a new trailer, so the deal was done. He figured he'd maybe sell the boat or just eBay the good parts and dumpster the rest. But one thing led to another, and before long his weekends were devoted to the restoration of the dilapidated boat on that trailer — the 26-ft, 1975 Laurie Davidson quarter-tonner *Joyicity* (ex-*Fun*). Many years of mostly weekend work resulted in the spectacular craft you see in the photo.

When Patrick got the boat back in 1997, she was beyond beat. Although *Fun*'s cold-molded, New Zealand-built hull seemed salvageable, the deck was toast, and the interior looked like the proverbial loose cannon had been rolling around in there. In a way, it had. In her IOR configuration, *Fun* had loose ingots of lead in the bilge, and when the boat did one of her frequent spinouts, those things would slide around and wreak havoc with the furniture.

Patrick started out doing little projects here and there while the boat was parked at Svendsen's in Alameda (although the boat and work subsequently moved from place to place over the years). Before long, rigger Bruce Schwab and the Swedish Mafia — Arne and Joachim Johnsson — got involved. The former found a new rig for the boat, the latter sold Patrick the original *Azzurra* keel. After that, there was no looking back.

The restoration took some interesting twists and turns. With IOR long gone, Patrick saw no reason to keep the noodly, labor-intensive rig with all its runners and jumpers. So he replaced it with a more simply rigged Melges 24 spar. The boat also got a Melges 24 rudder and rear pulpit. Up front, Patrick started looking at boats with similar bows and measuring likely candidates for a bow pulpit, finally settling on one from a J/80. It didn't fit exactly, but a few large clamps persuaded it into submission. By using 'spare parts' from production boats, Patrick figures he saved thousands of dollars over having those

continued on outside column of next sightings page

SIGHTINGS

fun & joy — cont'd

things designed and built from scratch. His own skills as a restoration contractor of Victorian homes came in handy, too. He designed and fabricated a number of modifications to the hull, including moving the rudder back, redoing the open transom — even building a watertight box around the tiny 12-hp Saildrive unit so it would survive a knockdown or capsize. He also installed a comfortable interior for overnighting with the wife and kids.

The final jewel in the restoration crown was to grind off the old IOR bumps, fair everything and have a local body shop spray the hull in a striking copper color. The original idea was to have the paint match his pickup truck, which it didn't. But he liked the custom-mixed Awlcraft hue so much that he named it 'Kohlman Copper' and went ahead with it anyway.

Joyicity was relaunched two and a half years ago. Since then, Patrick has been working out the kinks, buying some new sails and getting used to the reincarnated boat. He says she is a completely different animal than in her IOR days, when the rule resulted in a tender, tippy craft that sometimes seemed to spend as much time skidding sideways downwind as actually sailing that way. Now, with all 1,350 pounds of ballast under the boat rather than in it, *Joyicity* surfs offwind like a much more modern boat — to a point. With 25% more sail area than she used to have (much of it in the spinnaker), she excels in winds to about 15 knots. Over that, she becomes a handful. Also, once she gets to 25 degrees of heel, upwind or down, it's broach time. "I like to think she rewards you for good sailing and punishes you for bad," says Patrick, who plans to sail the boat with three to four crew, depending on conditions.

The quarter ton class has enjoyed a recent revival in Europe, where these days they race under the IRC rule. But for the moment, Patrick is going to keep *Joyicity* on this side of the pond for some lower-key PHRF competition, starting with some midwinter racing this fall.

By the way, she still lives on that same trailer, which will be used for a good bit of traveling in the coming months to different Northern California venues.

Oh, and the spittsgatter? Patrick swears he'll get back to her one of these days. But for now, she's the 'dockbox' for all the tools and materials for *Joyicity*.

—jr

the rainbow circumnavigation

When Larry Jacobson and Ken Smith sail the 50-ft sloop *Julia* into Alamitos Bay this month (and bring her back to her homeport of San Francisco Bay later this summer), they will tie the knot of a six-year circumnavigation. A 'knot' of a different sort makes this round-about

unique: they are the first openly gay couple to have completed a circumnavigation. At least the first ones we know about.

Jacobson, 52, has held the dream of circumnavigating since he first learned to sail Hobie Cats on Alamitos Bay when he was 13. As for so many of us, college and a career in marketing (in the Bay Area) intervened. But 20 years in the dog-eat-dog business world was taking at oll. In 2001, he'd had enough. He found *Julia* in

Florida. One of only 11 Stevens 50s built in Taiwan in the 1980s, he considered the design "the perfect cruising boat." He had her trucked

continued on outside column of next sightings page

villain

but we broached just prior to rounding. We actually managed to avoid hitting the marker, but our rigging got caught in the platform, and that was all she wrote.

Villian remained hung up on the marker until we were able to cut away enough rigging to free ourselves. Thankfully, no one was injured in the incident, but it was a long and tiring motor from Antioch back to Stockton.

We were very appreciative of the Rich-



COURTESY JULIA



Ken Smith and Larry Jacobson.

— cont'd

mond YC chase boat, which stood by, offered assistance and remained on scene until we were able to secure the carnage and begin motoring safely.

This morning a co-worker dropped by my office to offer his condolences on my "mast-ectomy." I've been laughing at other sailing mishaps on your site and in your magazine for years, so guess it's only fair that I take a turn.

— *jd van wyhe*

rainbow — cont'd

out to California and started fitting her out for the big cruise.

Smith, 43, has a similar story. He grew up in Sacramento, got a degree in computer science and worked in the Bay Area as a network engineer right up until *Julia* sailed out the Golden Gate on Pearl Harbor Day, December 7, 2001.

"It was very scary to leave for places unknown just after 9/11, but I was determined to go anyway," says Jacobson, who in retrospect adds, "the scariest moment of all was untying the dock lines."

Like all long cruises, there were lots of good times and a few bad — breakdowns in Indonesia, bad storms in the Red Sea, endless gales

continued on outside column of next sightings page



KAREN VACCAPO

SIGHTINGS

rainbow — cont'd

in the Med, autopilot failures, rigging failures and so on. But one thing that was never a problem was the 'gay thing.' Larry and Ken flew the rainbow flag all the way around the world and felt welcome everywhere they went. "The world is very gay friendly and in many places when we told people we were gay, they looked at us like, 'So what?' A few asked why we felt it was important to even bring it up!"

How did the trip affect their relationship? "We figure that each year of living on a boat together counts like dog years . . . 7 times. So, 6 years sailing counts as 42 years together," says Larry. "And we're still together and plan on staying that way. We know that if we can make it through this, we can make it through anything!"

Larry and Ken are both looking to re-enter the ranks of the employed when they get back to the Bay Area, the former as a yacht broker and the latter (who became sought after in the cruising community to fix onboard computers) back in his former career path of network engineer. "If there are any employers reading this, let me know!" he jokes. There is also likely a book about their trip in the near future.

"The dream came true, the trip was great, and the people were friendly and welcoming to us all over the world," says Larry. "But I gotta tell you, I'm glad to be home!"

— jr

short

LAKE PEND OREILLE, IDAHO — The Sandpoint City Council voted on June 20 to give sailboats first dibs on 50% of the 110 slips in city-owned deepwater and, hopefully, aptly named Windbag Marina. The Sandpoint Sailing Association, which organizes races on the lake, rightly lobbied for the change in rules because Windbag has the best access for keelboats.

The decision wasn't unanimous and passed by only one vote. Opponents didn't agree that preference should be given to one type of boat over another, even though other marinas are inaccessible to many keelboats, giving tacit preference to powerboats.

SAN FRANCISCO BAY — Bay sailors know Red Rock as a major landmark in the North Bay and now, if you're so in-

'Julia' will have completed a six-year circumnavigation by the time you read this. Ken and Larry thought she was the ideal cruising boat.



COURTESY JULIA

sightings

clined, you can buy it. Owned since 1964 by former San Francisco resident David Glickman — who bought it for \$49,500 with the hopes of whacking off the top and building a casino — Red Rock is the only privately owned island in the Bay.

Glickman, who now lives in Bangkok, is getting on in years and would like to leave his family a comfortable inheritance. To that end, Glickman is asking a mere \$10 million for the six-acre hunk of manganese — a bargain for prime San Francisco waterfront real estate. Unfortunately, Red Rock is the intersecting point for three counties and two cities, so any development plans would likely take years and miles of red tape to get approval.

MORRO BAY — “Stay out of the water. No, wait. Get back in.” That was the mes-

continued in middle column of next sightings page



a life changing journey

Tomorrow I will be leaving to sail to Hawaii thanks to a story in the June edition of *Latitude 38*. A week ago I was thinking of what to do this summer when my dad dropped the *Latitude* on my desk and pointed to the story about *Lynx*. I was immediately hooked, and ten minutes later I was emailing the Lynx Education Foundation asking if there were any more spots left for the sail from Oakland to Hilo, Hawaii. To my surprise, there were two berths left, but I wasn't totally sure I wanted to go.



COURTESY BECKY WARE

Becky set off on a journey of a lifetime aboard 'Lynx'.

The following

Sunday I went on a sunset sail aboard *Lynx*. Between swabbing the decks and raising the sails, I decided that I wanted to be a part of this life-changing experience. I have been sailing since I was very young and, within days, I will be embarking on a journey that I never thought possible.

— becky ware

passport pandemonium

In early June, under pressure from thousands of irate summer travelers and their Senators, the Bush administration temporarily suspended the strict passport rules that went into effect in January. The new rules required all US citizens flying to Canada, Mexico, the Caribbean and Bermuda to have a passport.

Since the implementation of the rules, passport processing centers across the country have been inundated with applications, causing a tremendous backlog and months-long delays in processing the applications. With their travel plans looming and no sign of their passports, vacationers started getting vocal with their Congressmen who, in turn, got vocal with the State Department.

The suspension — in effect until at least September — doesn't mean air travelers won't have to get their passport, though. They must show proof that they've applied for one in the form of a receipt from the State Department, in addition to a government-issued ID. Of course, anyone without a passport may undergo more, um, *invasive* scrutiny at security checkpoints, but at least they'll be able to get on the plane.

At the time, no changes were expected to the passport requirement for land and sea crossings to Canada, Mexico, the Caribbean and Bermuda, which was due to take effect January 1, 2008. Then, later in the month, another announcement was made that these new rules would also be suspended for at least six months.

Unlike the revised air travel rules, land and sea border crossings will only require a government-issued ID and birth certificate. “We've come to understand that it's important to build flexibility in our systems,” said Homeland Security Secretary Michael Chertoff, who also called the passport goat-rope a “hiccup” in a plan that was otherwise coming off “flawlessly.”

This is great news for cruisers, at least for the time being, but you will need to get that passport — sooner rather than later.

— ladonna

SIGHTINGS

a gathering of woodbutchers

Although largely overshadowed by the trendy shops and art galleries of its downtown tourist district, evidence of Sausalito's salty maritime soul can still be found in a number of low-key workshops along the waterfront.

In one of them, North Bay Boat Works, shipwright Anton Hotter built a museum-quality 17-ft Swampscott Dory from pepperwood,



LATITUDE / ANDY

Anton Hotter and the 'Charlie Merrill' — fit for a museum or just a sail.

Alaskan yellow cedar, oak and black locust. Fitted out for both rowing and sailing, she has been named after a well-loved Sausalito waterfront character, the late Charlie Merrill.

The late Myron Spaulding's boatyard was abuzz with excitement on June 9, as several generations of wooden boat aficionados gathered to witness the launch of *Charlie Merrill*, and celebrate the time-honored traditions of wooden boatbuilding.

This beautiful little craft will be available to the public for test sails or rowing, and in the future will be available for rentals.

Sponsored by the Richardson Bay Maritime Association and hosted by the Spaulding Wooden Boat Center, now a nonprofit dedicated to traditional boatbuilding, the shindig saw longtime Sausalito sailors, boatbuilders and artists rubbing shoulders with young 'woodbutchers' like Anton and his partners Jay Virok and Jody Boyle, all of whom fine tuned their skills at the nearby Arques School of Traditional Boatbuilding (now affiliated with Spaulding's).

Co-founded by Merrill, the RBMA's mandate has always been to protect and revitalize Sausalito's working waterfront. With that in mind, Association members hope the *Charlie Merrill* will be the first of a class of dories built in Sausalito for sailing on the Bay. Learn more at www.rbma.net/CharlieProject.html.

— andy

getting clearance

Since the replacement of the Napa River Maxwell lift bridge on Imola Avenue (Hwy 121) with a new fixed bridge, many cruising skippers think the City of Napa is now beyond the reach of sailboats with masts taller than 60 feet. For those who are concerned about passing under the new bridge, here is some practical information.

I can say beyond a shadow of a doubt that the bridge has a clearance of at least 62.5 feet. The mast on my Catalina 42, *MiVida*, is that high off the water (including the antenna), and we successfully passed under this bridge twice over Memorial Day weekend. Clearance height readings were 64.5 feet on both upstream and downstream passages at mid-ebb and mid-flood.

Before leaving on this trip, I called the Napa Cal Trans Office to find out the clearance for the new bridge. I was surprised to find out that it is actually "higher than the old Maxwell Bridge." Cal Trans also took the time to explain the bridge height measuring mechanism, which can be a little confusing until you realize that the arrow indicating the actual clearance height moves with the river elevation.

The Napa river has changed a lot over the past 10 years, especially with the removal of several levees for flood control. The Napa Valley

continued on outside column of next sightings page

shorts

sage sent by health officials on June 21 when Morro Bay City Beach was closed due to dangerously high bacteria levels found near Morrow Creek. Hours later, the closure was lifted when "bacteria levels returned to normal."

SAUSALITO — On the evening of May 27, a sudden explosion and flash fire totaled a 30-ft wooden Pacemaker powerboat anchored in Richardson Bay. The boat's owner, who prefers to remain unidentified, sustained severe burns but



— cont'd

was able to pull himself from the blaze and into his dinghy before firefighters arrived. He was treated at Marin General and reports he is healing.

He is also asking anyone who witnessed the explosion and fire — especially anyone with photos — to contact him at boatfire@hotmail.com.

DRAKE'S BAY — The ride home on the second day of the OYRA's Drake's continued in middle column of next sightings page

clearance — cont'd

Yacht Club's Pier just north of the Napa River Bridge is silted in on its southwest section, but is apparently open to deeper draft vessels on the northeast end. The Napa City Pier, which will be located just south of the Third Street bridge, hasn't been reconstructed yet but should be soon.

Here are a few tips to enjoy the scenic run up the river:

- Use current charts. I found my electronic charts to be fairly accurate but I also carried paper charts for reference.
- Move slowly in shallow water so you can back off easily if you run aground. *MiVida*, which has a 7-ft draft, only touched ground once, and that was at low tide when we were tied to a dock.

continued on outside column of next sightings page

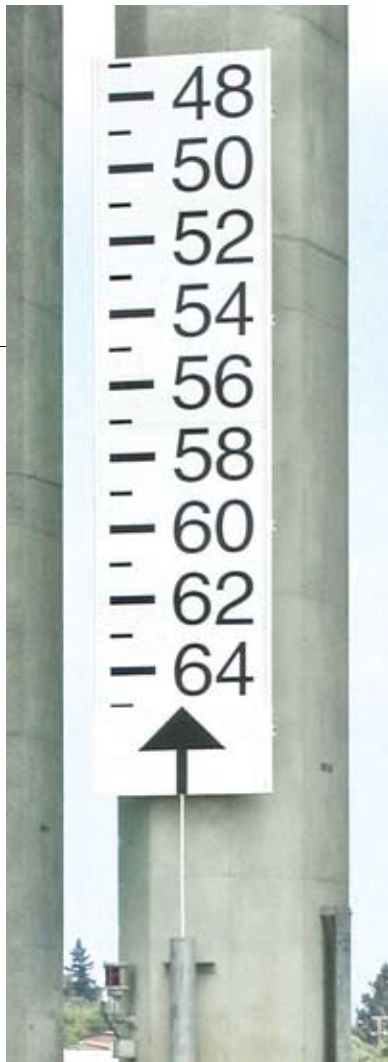
The Ultimate 20 'Breakaway' prepares for take-off on the Berkeley Circle.



SIGHTINGS

clearance — cont'd

- Marker 7 (green) is shoaled far east into the channel. Give it a wide berth.



Squeaking by — Spread, 'MiVida' had no trouble passing under the new Napa River bridge. Above, a 'floating' arrow marks the clearance as the river rises.

- Whatever you do, never cut corners, especially the inside curves of the river — they're usually silted.

Hopefully this information will encourage more sailors to venture up to the Napa Valley Yacht Club or further. The Napa River is one of the 'best kept secrets' of the entire Bay and Delta. You'll enjoy the trip.

— tom charron

shorts

Bay Race on June 10 was wild for many but especially for the unidentified small boat that lost a crewmember overboard when the boom hit him in the head. The mishap was reported to have occurred off Double Point, about halfway between the Duxbury buoy and Drake's Bay.

Luckily, the *New Easy Rider*, a fishing charter boat owned by Joe Galla, was nearby and pulled the reportedly "large" man aboard. They ran full throttle to Horseshoe Cove where the crewman, reported to be in fair condition, was transferred to medics. The charterers on *New Easy Rider* may have had to cut their trip



— cont'd

short but they not only caught 'the big one', they're heroes to boot!

QUEENSLAND, AUSTRALIA — Two years ago, Aussie mates Brad Gillam, Rob Meharg and Chris Taylor were "just sitting around in our shed drinking beer" one day when they had an undoubtedly alcohol-induced inspiration. Not only would they recycle their empties, they'd do it in a decidedly "creative" fashion: they'd build a sailboat with them. Surprisingly, after sobering up, the trio still thought their plan was a good one.

continued in middle column of next sightings page



season of the witch

Rick Hastie's beautiful 32-ft (LOD) gaff sloop *Black Witch* became the first boat to receive an award from the California Heritage Council last month. Normally, this 45-year-old organization honors exemplary preservation efforts involving historical sites and buildings. However,



LATITUDE / JR

'Black Witch' at the Master Mariners, where she posted the fastest elapsed time in the Gaff II class, earning her the Kermit Parker award.

they recently expanded the program to include some of the floating maritime history of the Bay Area, as well.

Besides the spectacular restoration that Hastie completed over a four-year period, the award seems all the more appropriate since *Black Witch* is a California native. She was built in 1949 in Wilmington to a 1931 Ralph Winslow design. The boat has spent her entire life on the West Coast, and has been active in the local Master Mariners Benevolent Association since 1965. Best of all, says Hastie, is that the award will also honor the many local shipwrights who helped with the project, including Dan Jones, Harold Sommer, Billy Martinelli, Ross Sommers, Jeff Reed and many others.

— jr

nuovo mondo's day at the races

Remember the old seat belt statistic that most accidents occur within just a few miles of home? Who knew it applied to boats, too? But such was the case with the San Francisco Maritime National Historical Park's replica felucca *Nuovo Mondo*. On May 26, during the Master Mariners Regatta, it capsized.

To back up a moment, the historically accurate *Nuovo Mondo* was built on San Francisco Bay at Pier 54 and launched in 1987. It is the only existing working example of a San Francisco felucca — descendants of Mediterranean craft of the same name which were the mainstay of the local fishing fleet in the early days of the City by the Bay.) It has been part of the historic fleet at Hyde Street Pier since its launch. Although visitors can see the boat up close at the dock, she is hardly a 'static' display. The boat sails regularly. She has participated in several Gunkhole Trips (a yearly small boat fleet trek to the Delta and back) and has raced in four previous Master Mariners Regattas. In every instance, she has acquitted herself as a safe, fun boat.

She has even traveled abroad — to both France and Italy for international felucca events. (Yes, even feluccas have their diehard fans.) In Italy, she actually finished in the top ten over more than 100 other

continued on outside column of next sightings page

SIGHTINGS

nuovo mondo — cont'd

sisterships in the International Felucca Regatta in Sardinia a couple of years ago.

In this year's Master Mariners Regatta, she was the smallest entry. Aboard for the race were skipper Oliver Hickman and crew Christian Buhl, Rob Duncan and Marisa Viray, most of whom had sailed the boat before and were familiar with her sailing characteristics and low freeboard.

As with seat belts in cars, the accident occurred close to home. *Nuovo Mondo* was on the literal homestretch of the Master Mariners from Southampton Shoal to the finish line below Treasure Island — and doing well in her class, we might add. The water was choppy, the wind was in the 20-knot range and the boat was rail down and really flying. It was wet, but the scuppers were handling the water fine. All of a sudden, about a half mile south of Southampton, a big wave rolled under the boat and over she went.

The four crew, none of whom were injured and all of whom were wearing lifejackets, climbed onto the high side. After tying a buoy onto the boat (in case she sank) and notifying the Coast Guard, they climbed aboard a nearby fishing boat that delivered them to Ayala Cove. From there, the rangers got them a free ferry ride to the City, where they made their way back to Hyde Street Pier. Christian had grabbed the rudder at the last minute, so it would not drift away, and carried it over his shoulder. So by the time they got home, still soggy and disheveled, they really had the castaway look nailed.

The Park's John Muir and a crew from Hyde Street found *Nuovo Mondo* — still on her side — near the Richmond Breakwater later that same evening. Despite some cosmetic damage, her hull was sound and, incredibly, so were all her spars, including the bowsprit. They towed her around the breakwater, where the Richmond YC graciously offered their docks and hoist. By slowly lifting and turning the hull with lines and the hoist, the felucca was soon dewatered and floating on her lines again, little the worse for wear. The only items missing were one hatch cover and the boat's pretty set of oars. (If you should happen upon these, please contact Lynn Cullivan at the Park at lynn_cullivan@nps.gov.)

The following day, the boat was trailered back to Hyde Street. After a week or so of 'inpatient' treatment at the Small Boat Shop, she was given a clean bill of health and put back to work as a working exhibit, albeit one with a new tale to tell.

— jr

mine's bigger

"Biggest, fastest, riskiest, highest-tech, most expensive, most self-indulgent private sailing yacht. Ever." That's how David A. Kaplan, in his new book *Mine's Bigger*, describes Belvedere resident Tom Perkins' *Maltese Falcon*, the football-field-long yacht with the unique DynaRig that features three unstayed masts.

If you want to know how a guy from White Plains, New York — who wasn't particularly loved by his parents, who aspired to be a television repairman, and who started his first business sharing loft space on University Avenue in Berkeley with a guy who made life-size psychedelic-color paper-mache gorillas and, with August Owsley Stanley the III, creator of the world's best LSD — came to build a truly risky \$120 million yacht, this book is for you. By way of context, it takes you through Perkins' down and up and down and pretty much back up life, the world of early venture capitalism and Silicon Valley, and compares *Falcon* with rival Jim 'Netscape' Clark's 292-ft *Athena*, Joseph Vittoria's 247-ft *Mirabella V*, and to a much lesser degree, Barry Diller's 305-ft *Eos*. (For the record — and this is not unimportant to those involved — although both *Eos* and *Athena* are both slightly longer

continued on outside column of next sightings page

shorts

Initially conceived of as a way to bring attention to recycling, the focus later changed when Gillam's 10-week-old daughter died of Sudden Infant Death Syndrome (SIDS). After that tragic event, they decided to turn their planned three-day trip down the Brisbane River into a fundraiser for the SIDS and Kids charity organization based in Queensland.

Before the fall — 'Nuovo Mondo' (foreground) in the thick of battle at the Master Mariners.



cont'd

The three launched the creative craft — built from 8,000 beer cans, some plywood and gallons of silicone — on June 22 and sailed from Karalee to Brisbane, making frequent stops along the way to collect donations from supporters who lined the riverbank. In all, they hope to donate nearly \$170,000 U.S. to the charity.

— *ladonna*

bigger — cont'd

than *Maltese Falcon* because of bowsprits, by all other measures the other two are smaller.)

If you're looking for a powder puff book that places Perkins, what he has done, and what he stands for, on a pedestal, don't expect it from Kaplan, a serious journalist who has been a senior editor at *Newsweek* for many years. He certainly highlights Perkins' more admirable qualities, but doesn't shirk from mentioning others that aren't as flattering. For example:

continued on outside column of next sightings page



SIGHTINGS

mine's bigger — cont'd

"Yet, over his long career, Perkins often had vitriol for those who stood in his way or whom he otherwise disliked. At any given moment, that list could include opponents, politicians, academics, journalists, doctors, lawyers, insurance agents, historians, authors, yacht brokers, yacht snobs, seasick guests, princes, kings, actors, housing contractors, real estate agents, craftspeople, restaurateurs, flight attendants, the French, writers of a *Sopranos* episode that he didn't care for, and folks who didn't appreciate his tall tales or his elaborate, clever and sometimes mean practical jokes."

continued on outside column of next sightings page

a passionate

Thirty-year-old Polish beauty Natasza Caban is not just a pretty face — she's also an accomplished sailor who left Hawaii at the end of June aboard her Sparkman & Stephens 34 *Tanasza Polska* on a planned two-year solo circumnavigation. If she completes the trip, she will become the youngest Polish woman to accomplish such a feat.

But Caban isn't in it for fame and

PHOTOS KOS PHOTOGRAPHY / COURTESY THE SUPER YACHT CUP



pole

fortune. She's been, to put it mildly, obsessed with sailing since she graduated from high school. She's crewed on dozens of yachts, from the Maxi 80 *Kialoa IV* to Sydney-Hobart racers to Caribbean-bound charter boats. Her stunning beauty and outgoing personality have certainly opened doors, but skippers quickly realize that she has much more to offer.

continued in middle column of next sightings page

mine's bigger — cont'd

Commissioning *Maltese Falcon* was just like venture capitalism, Kaplan writes, in which the goal was to limit risk in the pursuit of coming up with something magnificent. Through the venture capital firm that he cofounded, Perkins backed — and profited wildly from — the likes of Genentech, which gave birth to biotech; Netscape, which launched the dotcom boom; and Google, which is taking over the world. In the case of *Falcon*, Perkins limited risk by ponying up just \$10 million to see if the DynaRig theory could be made to work in the real world before putting up the other \$110 million for the rest of the boat.

But as *Mine's Bigger* explains, when it comes to commissioning a mega sailing yacht, as in backing start-ups, low risk doesn't mean no risk. Take the case of *Falcon's* main salon doors. Designer Ken laughingly said it only took him 10 minutes to draw them, but much to everyone's surprise and chagrin, it took two years, 13,000 man-hours and nearly \$500,000 to build them.

Those of you with boats that cost 1/10,000th as much as *Falcon* might think you don't have anything in common with Perkins, but you do. The commonality is that, no matter the budget, there are always going to be slight design errors and teething problems. Describing a planar bathroom sink, which had been carved out of blocks of limestone, Kaplan reports:

"It was a work of art, worthy of display in a sculpture museum. But it was unstable. The design defect was that the surface was neither slippery nor slanted enough, so your Crest residue never made it down the slab. The water did — except when the boat was heeling, which it usually was, in which case the water flowed not to the drain, but over the edge of the indentation, onto the countertop, running over it, and streaming into the towel dam on the floor containing the water from the shower. 'Even for me, the water won't go uphill,' Perkins acknowledged."

All but a few very slight problems have been remedied, and *Falcon* has been a smash in the very high-end sailing charter market for the

12 weeks or so a year she's available.

Based on the title, *Mine's Bigger* might sound light-weight or flippant. It's neither. A tip of the hat to Kaplan for having created an extremely informative, honest and entertaining book about a fascinating niche of the sailing world and her equally fascinating characters. Harper Collins releases the book this month.

While on the subject of *Maltese Falcon*, she was recently in Spain competing in Europe's biggest big boat sailing event of the summer. We're not speaking of the America's Cup in Valencia, but rather the Superyacht Cup in Palma. Imagine 52 sailing yachts — modern

and classic, cruiser and racer — over 100 feet, and many over 130 feet, going at it in three days of friendly racing just prior to the A-Cup finals. Also on hand was the Northern California-based Dubois 128 *Janice of Wyoming*. Presumably a good time was had by all.

— richard



If you have to ask how much — Spread, 'Maltese Falcon' figures prominently in David Kaplan's book 'Mine's Bigger'. Inset, the NorCal-based 'Janice of Wyoming' shows off her bucking bronco spinnny in the Superyacht Cup last month.

SIGHTINGS

ha-ha entries pouring in

If variety is the spice of life, this fall's Baja Ha-Ha 14 should be *muy picante*. In the nine days after the first entry packets were sent out, 15 paid entries had been received. They came from all over and represented a diversity of boats. If you look down the currently-short list, you'll see that boats have been entered from Northern, Southern and Central California, Washington, Arizona — and even New Zealand. They range in style from oldies but goodies, such as a Ranger 33 and ultralight Santa Cruz 50, to modern cruisers made by Island Packet, Tayana, Hylas and Beneteau, to a schooner and a catamaran.

The Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with loosely organized R&R stops at both Turtle Bay and spectacular Bahia Santa Maria. The Ha-Ha goals are for everyone to get to Cabo safely and have a great time doing it. The fun part is not limited to sailing, but also getting to know hundreds of other sailors on the water and during the various social activities ashore. Because it's a cruisers' rally, nobody frowns if someone turns on their engine when the wind shuts down. But since it's the Ha-Ha, everyone who crosses the finish line is still considered a winner.

The Ha-Ha is open to boats that were designed, built and have been maintained for offshore use. It's true that the late October and early November winds are generally light and from behind, but when you go offshore you must be prepared for anything. Boats should be 27 feet or longer, but if you've got a smaller boat with a proven offshore history, and you've got ocean experience, it's possible to get an exemption. Because the Ha-Ha is a celebration of sailing, rather than an offshore hand-holding service, each entry is required to have at least two crew with overnight offshore experience. Most Ha-Ha vets will tell you that four is an even better number, as it allows everyone to get plenty of rest to enjoy all the many activities.

Profligate will be the mothership for the 11th year, and each morning there will be a weather forecast from Commander's Weather and other sources, as well as a roll call. SSB radios are not required, as Ha-Ha history has shown that VHF relays work fine. The publisher of *Latitude* will return for the 13th year of serving as the Grand Poobah, with Banjo Andy as the Assistant Poobah and Doña de Mallorca as the Head of Security. Last year 165 boats and 650 sailors participated in the event. Similar numbers are expected this year.

This year's Ha-Ha begins with the West Marine Kick-Off and Halloween Costume Party on October 28, and the start from San Diego on the 29th. After stops at Turtle Bay and Bahia Santa Maria, the fleet will arrive in Cabo on November 8. As usual, Marina Cabo San Lucas will be saving all their vacant berths for Ha-Ha'ers. "The Ha-Ha fleet takes precedence over all other sailing events," confirms Marina Manager Norma Flores. We'll have the traditional beach party on the 9th, and the event wraps up with an awards ceremony on the 10th.

The Ha-Ha entry fee is \$325, which, Ha-Ha Honcho Lauren Spindler is proud to note, is one-third of the cost of similar two-week events. All entries are entitled to many discounts and get a mound of swag unlike any other event — shirts, hats, a burgee, a tote bag, sunglasses, frisbees, a program with bios and we can't remember what else. To get your entry packet, send \$20 to Baja Ha-Ha, 401-F Miller, PMB 140, Mill Valley, 94941. The earlier you sign up, the higher your name will be on the list for a berth in Cabo.

For those folks in Southern California, there will be a Ha-Ha Preview and Reunion at Two Harbors on Saturday, August 11, complete with a BBQ, a slide show and Q&A — we look forward to meeting you.

- 1) *Capricorn Cat* / 45-ft catamaran / Wayne Hendryx / Brisbane
- 2) *Psyche* / Taswell 43 / Steven Truax / Placerville
- 3) *Grace* / Formosa 46 / Geoffrey Lane / Bainbridge Island, WA
- 4) *La Sirena* / Chapelle Schooner / Glenn Burch / Petaluma
- 5) *Sail a Vie* /Ericson 35 Mk II / Phil MacFarlane / San Mateo

continued on outside column of next sightings page

pole

As an example of her determined nature, Caban decided she wanted to crew in the Sydney-Hobart, even though she had no crew position, no money and no place to stay. She found a request for crew online, asked the skipper to sponsor her visit to Australia, borrowed money from her family for a plane ticket and found a job the day after she arrived. On the ride back from Hobart, the yacht she was on dismantled, and the entire crew had to be



Supermodel or solo circumnavigator? Natasza Caban could be both.

— cont'd

rescued. Some may have rethought their goals, but her resolve never wavered. She's pursued her passion with a single-mindedness that has to be admired.

You can follow Caban's journey on her Web site — as thousands of Polish schoolchildren will be doing — at www.nataszacaban.com. Be sure to click on the little British flag in the upper right corner to get the English version.

— *ladonna*

ha-ha — cont'd

- 6) *Another Girl* / Santa Cruz 50 / James Bewley / Richmond
- 7) *Meridian* / Tayana 48 / John Powers / Napa
- 8) *Voyager* / Beneteau 345 / Dean Hocking / Sausalito
- 9) *Vinmar* / Ranger 33 / Scott Haselton / San Diego
- 10) *Deliverance* / Hunter 41 / Dan Swett / Bonita
- 11) *A Cappella* / Valiant 42 / Ed Gould / Half Moon Bay
- 12) *Pacific Star* / Island Packet 35 / Horst Wolff / Paradise
- 13) *Crème Brûlée*/Island Packet 380/William Noonan/Bainbridge Island
- 14) *In Cahoots* / Beneteau 49 / Tom Van Loo / Phoenix
- 15) *Solace* / Hylas 44 / Paul Rae / Littleton, New Zealand

— *richard*



COURTESY NATASZA CABAN

MASTER MARINERS REGATTA 2007

"The way the current was running, we were dealt four aces," said Tom List, skipper and former owner of the 34-ft, 100-year-old Pumpkinseed gaff sloop *Polaris*. "The old girl knows what to do, we just sailed a good course and she did the rest." In this case, 'the rest' meant sailing to her first division win in 10 years in the

Master Mariners Regatta, the centerpiece event of the year for the Bay's large and active classic yacht crowd.

But then, it's always been kind of a stacked deck for this long-running Memorial Day weekend event. This year, a longtime high of 80 boats signed up for the May 26 Regatta. The pre-war woodies

(or boats built to pre-war designs) always seem to get great breeze on regatta day, and this year was no exception. Winds in the 20-knot range ushered competitors in a dozen divisions around reaching courses covering the better part of the Bay. Combined with brilliant sun during the last half of the race, largely favorable current, great race management and the legendary post-race party, it was a 'royal flush' kind of day for the heavy-displacement schooners, cutters, gaffers and sloops of the Master Mariners Benevolent Association. Where the 'cardshark' analogy falls apart are the big old grins on every boat. No poker faces there.

Speaking of faces, this year's regatta was noteworthy for all the fresh ones. A quarter of the entries were new MMBA members, including Tom Miller's half-century-old Spaulding 28 sailing its first race, and the splendid topsail schooner *Lynx*.

There were also several boats returning to the fold after varying hiatuses. Perhaps the most spectacular among these was Rick Hastie's *Black Witch*,

'Lynx' (background) and 'Yankee' sprint down the homestretch of the Master Mariners Regatta.



— ALL IN THE FAMILY



Left, a boat by any other name . . . 'Rose of Sharon' came up from Newport Beach for the regatta. Above, the bewitching 'Black Witch' was back in the fray, looking prettier than ever. Left above, division winners Tom List ('Polaris') and Hans List ('Sequestor').



MASTER MARINERS REGATTA 2007



Left, 'Sunda' (yellow hull) trades jibes with 'Elizabeth Muir'. Above, 'Lynx' looked splendid from any angle. Above left, 'Black Witch's Rick Hastie.



— ALL IN THE FAMILY

only recently emerged from a spectacular four-year restoration. (More on her later.) It was also great to see the Bear Boats back in force after a 'hibernation' from racing in the last few years.

There has always been a family feel to the Master Mariners — how could it be otherwise among a group of folks whose passion is to restore, preserve and sail old wooden boats? But this year's Regatta took the 'family ties' to new heights.

For example, while Tom List and the *Polaris* crew (Mark Welther, Loyal Tarbet, Chris Rust, Bill Wells and 'Sarah') were on their way to winning the Gaff 2 Division, Tom's son Hans was winning Gaff 3 in his own boat, the 30-ft Tahiti ketch *Sequestor*. Aboard for the victory were Anton Hottner, Jodi Boyle, Sophie Van Der Wort, Suzie Q and 'Katie'. (The two boats even shared a bit of common

ancestry: both were built locally — *Polaris* in Oakland in 1906, *Sequestor* in the Delta in 1940.) *Sequestor*'s win marked quite a turnaround from last year when Hans and crew finished pretty much DFL. Hans attributes the remarkable comeback of '07 to the fact that, "This year, we *didn't* break anything."

Over in the Big Schooner Division, Al Lutz was back for his 14th year helming the San Francisco Maritime Museum's venerable scow schooner *Alma* — at 60 feet and 116 years one of the largest and certainly the oldest boat in the fleet. Sharing the same high-noon start in the reverse-handicap event was his wife Jill, at the helm of her recently restored Bear Boat *Bongo*. At 23 feet, the Bears were among the Regatta's smallest

Silhouettes on the shade — humanoid pre-venters in use on the Bird Boats 'Robin' (foreground) and 'Curlew.'

participants — but at eight boats, its biggest one design fleet. *Alma* took third while *Bongo* went on to win her division. Another family tie — among the usual cast of thousands aboard *Alma* were Al's son, Brendan. Aboard *Bongo* (named after the bear in the movie *Dumbo*), were Kit Styckett, Michael O'Callahan and Tom Montoya.

"We had just been back in the water for 3 weeks after being out for 10 over at KKMI," says Jill. "We were adjusting the backstay the whole way around the course!" Their main competition came from multiple season champion *Chance*, but a tight spinnaker reach on the penultimate leg catapulted them into the lead for good. For an encore, Jill's goal is to return the Bear fleet to onedesign status in WBRA in the near future.

Another welcome returnee was the aforementioned *Black Witch*. Owner Rick



MASTER MARINERS REGATTA 2007

Hastie is on the home-stretch of a complete restoration of the 32-ft gaff sloop, which was built in Wilmington, California, in 1949 to an earlier Ralph Winslow design. (She still needs some final interior work before she's 'done'.) Sailing with Rick were Jeff Reed, Ron Romero, 'Rudy' and 'Pierre', but the skipper is quick to credit most of the Sausalito wooden boat building community for getting the *Witch* ready to rumble for this year's race.

Although Rick had sailed the boat



Bear hugs — Al Lutz of 'Alma' congratulates wife Jill, of 'Bongo', for winning the Bear Boat Division.

a handful of times since her relaunch last April, the Master Mariners was the first time he'd been out in a good breeze. Although he caught and passed everyone else in Gaff 2 (and a few in other divisions), he didn't have quite enough race track to catch *Polaris*. *Black Witch* crossed the finish line exactly 30 seconds behind *Polaris* — the closest 'podium' finish of this year's race — to take second. The *Witch's* fine performance also earned her the Kermit Parker trophy for the fastest elapsed time in division.

Byron Chamberlain has been part of the 'extended family' of Master Mariners ever since he first raced the event back in 1973. But he hasn't raced his lovely 51-ft Starling Burgess schooner *Rose of Sharon* in the race since he brought her here from Seattle in 1979. She won her division that year. This year, the boat (now based in Newport Beach) took fourth in Marconi I, but earned the Dead Eye trophy for the fastest elapsed time for a marconi-rigged boat over 40 feet. Among the mostly local crew were Jim DeWitt, Paul Kamen, Steven Wierzbach, Ken Jones, Bob Cavernal, Bryan Delaney and John Arndt. Also aboard was Dave Gruber. As a youngster, this Great Lakes resident had sailed on the



— ALL IN THE FAMILY



Above, 'Brigadoon' rail down for the finish line. Above left, the crew of the Bear Boat 'Koala' in full battle regalia. Spread (l to r), 'Ingwe', 'Stroma of Mey' and 'Aida' round Blossom Rock.



MASTER MARINERS 2007

boat when she was based in Lake Michigan. Now 68, he 'rebound' the 'Rose only recently and flew out to sail aboard her again at the Regatta.

The largest boat in this year's race was another visitor from the southland, the spectacular 122-ft LOA topsail schooner *Lynx*. This replica of an 1812 privateer of the same name was built back east in 2001, but now sails out of Newport Beach. *Lynx* has been up in the Bay since the boat show last April and was happy to accept an invitation to sail in the race. The sight of her surging along under squares and studding sails harkened back to the original Master Mariners Regattas of the 1860s, when commercial ships set aside a day to race around the Bay, with all proceeds going to care for retired sailors and the families of those lost at sea.

The prizes in those days included useful things like a cord of wood or a ton of potatoes. The potato tradition carries on in highly modified form: Each of the 'work boats' and big schooners of the modern day regatta gets a bucket of potatoes. Some of these boats have a hard time rounding marks if there's a strong current running, but if they can throw a potato and hit the mark, that counts as a rounding.

Being a 'working design,' the 18-ft San Francisco Felucca *Nuovo Mundo* had a bucket of potatoes aboard. Crew Oliver Hickman, Christian Buhl, Marisa Viray and Rob Duncan didn't need them though, as the nimble little craft had no trouble rounding marks. In fact, this smallest boat in the regatta was doing really well against the rest of the Gaff 3 fleet — until the homestretch across the Slot to the finish line under Treasure Island. The low-freeboard boat was rail down in 20 knots of breeze when a big wave got underneath and pushed her over. There were no injuries in the capsize and the crew was taken ashore by a good Samaritan fisherman. The boat suffered only minor damage and was later recovered.

John Hamilton and the crew of his L-36 *Olé* had particular empathy for *Nuovo Mundo*'s misfortune. In last year's regatta, they somehow managed to center-punch the Harding Rock buoy at 8 knots, mangling the bow of the classic Lapworth design and opening cracks on both sides of the hull, as well as up the mast and in front of the keel. Repairs took six months in the yard. We were happy to see John and the *Olé* crew back this year. The boat, looking positively radiant, gave Harding Rock a wide pass

RESULTS

Boat	Year	LOD	Designer/Rig	Skipper	Elapsed Time
BIG SCHOONER (3 boats, 14.9 nm)					
1. <i>Seaward</i>	1988	65'	Woodin/Marean sch.	Alan Olson	2:06:32
2. <i>Lynx</i>	2001	76'	Smith topsail schooner	Craig Chipman	2:02:45
3. <i>Alma</i>	1891	60'	Scow schooner	Al Lutz	3:07:06
GAFF 1 (4 boats, 14.9 nm)					
1. <i>La Sirena</i>	1963	42'	Chapelle schooner	Glenn Burch	2:42:48
2. <i>Brigadoon</i>	1924	50'	L.F. Herreshoff sch.	Terry Klaus	2:14:04
2. <i>Yankee</i>	1906	52'	W.F. Stone schooner	John McNeil	2:19:15
GAFF 2 (6 boats, 14.9 nm)					
1. <i>Polaris</i>	1906	34'	Pumpkinseed sloop	Tom List/Spaulding Ctr	2:37:56
2. <i>Black Witch</i>	1949	32'	Winslow sloop	Rick Hastie	2:23:26
3. <i>Makani Kai</i>	1970	34'	Angelman/Davies ketch	Ken Inouye	2:34:10
GAFF 3 (6 boats, 13 nm)					
1. <i>Sequestor</i>	1940	32'	Hanna ketch	Hans List	2:23:15
2. <i>Briar Rose</i>	1939	32'	Hanna ketch	John T. Ough	2:30:58
3. <i>Pearl</i>	1932	28'6"	DeVries sloop	Nick Haines	2:10:32
MARCONI 1 (12 boats, 15.25 nm)					
1. <i>Elizabeth Muir</i>	1991	48'	Eldridge McInnis sch.	Paul Hayward	3:02:27
2. <i>Radiant</i>	1955	41'	Hinckley/Owens cutter	Jonathan Kitchen	2:34:24
3. <i>Pegasus</i>	1972	45'	Alden ketch	Peter Hayes	2:25:33
MARCONI 2 (12 boats, 15.25 nm)					
1. <i>Wanderer II</i>	1931	38'	Alden schooner	Roy Sobert	2:43:55
2. <i>Unda</i>	1949	40'	Aag Utzon ketch	Dean Gurke	2:44:12
3. <i>Sunda</i>	1941	35'	Seaborn sloop	Ian Rogers	2:25:20
MARCONI 3 (7 boats, 15.25 nm)					
1. <i>Makai</i>	1936	34'	DeWitt Sunset sloop	William Thomson	2:36:16
2. <i>Vixen</i>	1904	31'	Peter Swanson yawl	Steve Kibler	2:37:54
3. <i>Adagio</i>	1951	31'	Van der Stadt sloop	David Howell	2:39:29
MARCONI 4 (7 boats, 13 nm)					
1. <i>Kaze</i>	1951	23'	Okomoto & Son sloop	Elizabeth Diaz	2:22:07
2. <i>Eos</i>	1945	n/a	Feather class sloop	Keith Dunlap	2:17:00
3. <i>Kaeresta</i>	1960	26'	Folkboat	Roger Rapp	2:10:24
BEARS (8 boats, 13 nm)					
1. <i>Bongo</i>	1958	23'	Nunes sloop	Jill Lutz	2:15:54
2. <i>Chance</i>	1949	23'	Nunes sloop	Ansel Wettersten	2:17:15
3. <i>Magic</i>	1958	23'	Nunes sloop	Tim Maloney	2:17:59
BIRD (4 boats, 15.25 nm)					
1. <i>Robin</i>	1929	30'	Alden sloop	Pat/Cissy Kirane	2:24:13
2. <i>Oriole</i>	1929	30'	Alden sloop	Dan McLean	2:24:31
3. <i>Curlew</i>	1922	30'	Alden sloop	Jim Josephs	2:26:05
L-36 (4 boats, 15.25 nm)					
1. <i>Leda II</i>	1965	36'	Lapworth sloop	David James	2:19:42
2. <i>Papoose</i>	1956	36'	Lapworth sloop	Allan Edwards	2:21:15
3. <i>Olé</i>	1960	36'	Lapworth sloop	John Hamilton	2:29:22
OCEAN (4 boats, 17.1 nm on corrected time)					
1. <i>Ouessant</i>	1957	38'	Farallone Clipper	Gene Buck	2:43:50
2. <i>Bounty</i>	1947	52'	S&S yawl	Dan Spradling	2:37:19
3. <i>Credit</i>	1952	38'	Farallone Clipper	Bill Belmont	2:49:03

Special trophies: **BARUNA CUP** (perpetual awarded to the top Ocean Division boat): *Ouessant*, 38-ft Farallone Clipper, Gene Buck; **DEAD EYE** (best elapsed time, yacht over 30 feet): *Pegasus*, 45-ft Alden ketch, Peter Hayes; **BILLIKEN** (best elapsed time, gaff-rigged yacht over 30 feet): *Brigadoon*, 50-ft Herreshoff schooner, Terry Klaus; **LYLE GALLOWAY MEMORIAL** (best elapsed time, yacht under 30 feet): *Kaeresta*, 26-ft Folkboat, Roger Rapp; **ALOHA** (best elapsed time, Marconi 2): *Sunda*, 35-ft Seaborn sloop, Ian Rogers; **HOMEWARD BOUND** (best elapsed time, Marconi 3): *Flotsam*, 30-ft sloop, Brad & Geoff Clerk; **KERMIT PARKER** (best elapsed time, Gaff 2): *Black Witch*, 32-ft Winslow sloop, Rick Hastie; **J. EVERETT HANSON** (Bird Boat perpetual): *Robin*, Pat & Cissy Kirane; **GERRY O'GRADY** (Bear Boat perpetual): *Bongo*, Jill Lutz; **LAPWORTH 36 PERPETUAL**: *Leda II*, David James; **FARALLONE PERPETUAL**: *Ouessant*, Farallone Clipper, Gene Buck; **LONG DISTANCE** (boat coming the longest distance to compete): *Lynx*, 122-ft (LOA) topsail schooner, Privateer Lynx Educational Foundation (Newport Beach).

and took third in the L-36 Division.

Other than *Nuovo Mondo's* mishap, there was surprisingly little damage in this year's race. A winch came apart on *John T.*, which cancelled out skipper Ariane Paul's secret weapon (tactician Laura Carter) in Marconi 2. In the same division, Bob Rogers' *Sunda* won a close three-boat race-within-a-race against *Nautigal* and *Saltana*. The three had sailed within a stone's throw of one another until the blaster reach from Blossom Rock to Southampton. Then *Nautigal* lost a halyard block at the masthead, and *Saltana* twisted the spinnaker pole track off her mast. *Sunda* couldn't get past *Wanderer II*, though. Roy Sobert's pretty 45-ft Alden schooner won the division, helped in part by former Islander 36 season champion Barry Stompe. Talk about secret weapons!

The final wrinkle in the 'family' theme was the fleet's 'long lost cousin' — Tom Miller's yet-to-be-named Spaulding 28. This boat was designed by local sailing legend Myron Spaulding and the keel

OLD BOATS RULE

If you've ever wanted to sail aboard a historic yacht, thanks to a new program at the Sausalito-based Spaulding Wooden Boat Center, now you have the chance. Master Mariners Division winner *Polaris* — the 100-year-old gaff cutter mentioned in this story — now belongs to the Center, and is the flagship of a planned fleet of historic boats which will regularly introduce anyone interested to the pleasures of sailing historic craft. For more information on this sailing program, email info@spauldingcenter.com, or call (415) 332-3179. More information on the center itself can be found at www.spauldingcenter.org.

was laid in his Sausalito boat shop way back in 1958. After 10 or 15 years of on-again, off-again work, the original owner had health issues and work stopped. The boat sat, indoors in a state of suspended animation, for almost 20 years until Tom Miller saw her (in a *Latitude 38* ad) and was instantly smitten. He bought her in the late '80s, also worked on her on and off for more than a few years, and

finally launched the boat just last year. The Master Mariners was the first race for the 'brand new' 49-year-old boat. Miller, sailing with Alice Merrill and Chris Longaker, was quite happy with his mid-fleet finish in Marconi 4.

As always, the 'one big happy family' theme really kicked in as much of the fleet (including *Lynx*) paraded down the Estuary after the race for the big raft-up at the hosting Encinal YC, where they enjoyed the traditional dinner, party and awards presentation.

The MMBA is already working on the 2008 regatta. Not only is there a chance that *Lynx* could return, and that the Seattle-based square riggers *Hawaiian Chieftain* and *Lady Washington* might take part, but also that a few Class A and B tallships — the really big boys — could come to play. Around May, several of them will be en route to Victoria, BC, for the Tall Ships Challenge Race in June. And after all, San Francisco Bay is right on the way . . .

— latitude/jr

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DEATH AND INJUSTICE

We don't know if Bismarck Dinius of Carmichael is young or old, white or black, a saint or a meth addict. But the one thing we believe for certain is that he's been wrongly accused of vehicular

with passengers Lynn Thornton, also of Willows, who was Weber's fiancée, and Henry Dominguez and Zina Dotti, both of

Santa Rosa. Henry and Zina were on the boat because they'd met the gregarious Thornton during a golf outing the day before. Weber is a longtime sailor, and Thornton had taken to the sport after meeting Weber about five years ago. In fact, the two were planning a sailing trip to Santa Barbara this summer.

The Baja 24, powered by a 385-hp Mercruiser V-8, is owned by Russell Perdock of Clear Lake, one of the more senior members of the Lake County Sheriff's Department. His two passengers were friend Jim Walker of El Dorado Hills and Walker's 14-year-old daughter.

April 26 was a normal enough day for everyone. In the morning, Perdock, a den leader, took a group of 10 Webelos on a three-mile hike, and from 5 to 6:30 p.m. celebrated his son's birthday at a local pizza parlor. As for the folks on the O'Day 27, they'd competed in the Konocti Half Cup Race, taking second place in division. As it was a nice night, the folks on the O'Day stayed on the lake, drifting around and enjoying some cocktails.

About 9 p.m., Perdock asked Walker and his daughter if they wanted to take a run on his powerboat. They said yes. Perdock had just finished getting the boat right, and would be taking her out for the first time that season. Perdock testified to Sacramento County Sheriff Investigator Charles Slabaugh that by the time they got going it was completely dark and there was only a sliver of a moon. Despite the lack of visibility, Perdock brought his boat up to what he admits was 40 to 45 mph, but what another witness told the investigator was more likely 50 to 55 mph. The speed run ended when Perdock's boat slammed into the sailboat. "I didn't see the boat, sails or any lights," Perdock testified. "It was just there."

In a couple of seemingly damning statements, Perdock also said, "I feel very comfortable when I'm driving my boat on the lake at night. That's why I don't believe the speed at which I was going was unsafe. It was not fast. I have done

that more times than I could count. I was in an open part of the lake and saw no danger."

While Perdock couldn't see any danger — because it was black, because his eyes were no doubt watering at that speed — he had every reason to believe it could be dangerous on the lake. "I have been out on the lake during the darkness in the past and have seen boats with no lights on, so I watch for them," he told the investigator. In other words, despite the fact that there was virtually no visibility and the deputy knew it was not unusual for unlit boats to be on the lake, he felt that 40 to 45 mph — if not 55 mph — was a safe speed.

Where was his lawyer when he was making incriminating statements such as these? Rule 6, Safe Speed, of the Navigation Rules states, "Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions."

How does Perdock watch out for unlit boats on the lake? "I can use the lighting of the object, like Richmond Park, to help me see other boats or objects on the water that may not be lighted. The lights silhouette the object and I can avoid it."

Rubbish. If Perdock was coming up from behind on another vessel — as he, in fact, was doing with the O'Day 27 — all he would likely be able to see is the stern light. As such, the last thing he'd want to do is try to find a stern light among brighter background lights. In fact, Rule 6, Safe Speed, section (iv), warns that one of the limiting factors of safe speed is "the presence of background light such as from shore lights". So Perdock, who had never taken a safe boating course, was doing exactly the wrong thing by heading for background lights. That's no news to any experienced mariner, who knows the best way to see a boat's navigation lights is against a completely black background.

Was the sailboat showing her running lights, as required by law? Witnesses have given conflicting reports, but the investigator says the running light switch was in the off position. However, the salon light switch was in the on position.

Perdock ended his statement by saying the whole tragedy could have been avoided "if they'd flicked on a lighter or something." Or maybe if he'd been trav-

*Rules of the Road, 'Safe Speed':
"Every vessel shall at all times
proceed at a safe speed
so that she can take proper
and effective action to avoid collision
and be stopped within a distance
appropriate to the prevailing
circumstances and conditions."*

manslaughter, thanks to what seems to be either the gross incompetence and/or corruption on the part of Lake County District Attorney Jon Hopkins and Sgt. Charles Slabaugh of the Sacramento County Sheriff's Department. See if you don't agree with us, and, as a result, if your faith in California law enforcement and legal system isn't rocked.

Bismarck's crime? He was sitting at the helm of an all-but-stationary sailboat, the boat's owner just a few feet away, when a local off-duty deputy sheriff on a powerboat came from almost directly behind, in the black of night, at a speed that's been estimated at 40 to 55 mph and, without slowing, slammed into the sailboat. The immediate result was severe head trauma that would soon claim the life of Lynn Thornton, a just-retired 51-year-old female peace officer who was on the sailboat, the dismasting of the sailboat, and severe damage to both boats. That the joyriding deputy hasn't been charged — and, in fact, is still working as a deputy sheriff — is an outrage and a terrible indictment of what's supposed to be an apolitical legal system. That the hapless Bismarck, rather than the deputy, should be facing years in prison as well as a large fine and restitution for the death of Thornton, is inexplicable. If anyone on the sailboat should have been charged — and it's not clear that they should have — it was the owner, who was right there.

The case we're referring to is the one that took place on Clear Lake on the evening of April 26, 2006. The sailboat involved was the O'Day 27 *Beats Working II*, owned by Mark Weber of Willows,

eling at a safe speed for the conditions — perhaps five to 10 mph at the most — which would have allowed him to see the boat's salon light and her sails, which were up, and stop in time. It's the law.

So how does Bismarck fit into all this? In the crowded cockpit of the 27-footer, he happened to be the guy holding onto the tiller at the time of impact. And, he had a blood alcohol level of .12, which is above the legal limit of .08. How drunk is that? To put it into context, the legal limit for driving in California used to be .15, was lowered to .10, and is currently .08. So Bismarck was above the limit allowed by law, but based on previous California law, could hardly be described as being smashed.

Weber, the sailboat's owner, who was stepping down into the cabin at the time of the impact, was found to have a blood alcohol level of .18.

Based on the self-incriminating testimony of Deputy Perdock, what did Sacramento County Sheriff's Investigator Slabaugh recommend? That Bismarck — not Perdock — be charged with vehicular manslaughter! And that Weber be charged with manslaughter. Despite the fact that Perdock, who clearly violated several parts of the most basic and important navigation rules — Rule 6, as mentioned above, and Rule 13, "any vessel overtaking any other shall keep out of the way of the vessel being overtaken" — Investigator Slabaugh recommended no charges against him! It's worth noting that Investigator Slabaugh was nice enough to travel all the way to Lake County to interview Perdock at his office. Many people, mariners and non-mariners, have been outraged that there was no recommendation that Perdock be charged — and, in fact, that he's still a deputy sheriff.

Slabaugh's investigation appears to have been anything but thorough. For example, *Latitude* has been told by an individual on the scene that a retired boat patrol officer who witnessed the accident has not been interviewed by Slabaugh, and was told by authorities that the situation was under control and no more witnesses were needed.

D.A. Hopkins didn't even follow the recommendations of Investigator Slabaugh, but rather filed charges against just Bismarck and not Weber. We're thinking that he's using a 'gotcha' strategy to deflect attention from Perdock. For under Chapter 5, Article 1 and section

651 of the California Boating Law, the 'operator of a vessel' is defined as the "person on board who is steering the vessel while underway." As such, Bismarck, because he was at the helm and therefore the operator, and because his blood level was above .08, was boating under the influence, and therefore an easy target to be convicted for operating a boat under the influence. Such a conviction would greatly deflect attention from the fact that it seems as though the D.A. is trying to protect the deputy from prosecution.

There's a big problem with the D.A.'s approach. If you go waaaaay down through the California Boating Law, to page 247 to be exact, you'll find that 'operator' is also defined as "the person who operates or who has charge of the navigation or use of the vessel." This is the definition we think most mariners would concur with, and would mean Weber, not Bismarck, was in charge, and therefore would be responsible for having the running lights on.

Why the heck didn't the D.A. charge Perdock with vehicular manslaughter? He told *Latitude* it was because, "It's impossible to prove the speed of the motorboat," and "We can't prove beyond a reasonable doubt that his speed was the cause of the accident."

Bullshit! Perdock admitted that he was traveling at 40 mph or more — which is 66 feet per second. Witnesses describe him as travelling at 55 mph, which is 84 feet per second. If you're a D.A. and you can't convince a jury that traveling at 84 feet per second across a pitch black

lake known for unlit boats isn't a clear violation of the navigation rules, you need to resign. Furthermore, forensic experts are able to examine the damage to boats, like cars, and make very accurate estimates of the speed they were travelling.

We think that D.A. Hopkins needs to turn the entire case over to the California District Attorney for complete investigation and prosecution. Then, based on his dismal performance, which would shake the faith of any citizen, resign. By the way, the statute of limitations for filing charges against Perdock doesn't end for almost two more years. The way we see it, Perdock should not only resign, too, but be charged with manslaughter. Until this happens, it's going to stink of a local government cover-up, of law enforcement protecting their own above truth and justice.

What's going to happen now? There's no way that any reasonable person — let alone a jury of 12 — is going to think that Bismarck was a more proximate cause of Thornton's death, rather than Perdock — and even Weber. As such, we doubt the case will ever go forward. If it does, Bismarck's lawyer will surely win a change of venue, at which point the case will be toast. But it's certainly cost Bismarck a lot of money and, friends say, ruined his life. That's the criminal side. Meanwhile, there are civil suits flying all over the place, with everybody suing everybody else. We're told that both boats were insured, but neither has the kinds of maximums that are going to be needed in a situation such

Lake County Deputy Sheriff Russell Perdock: "I feel very comfortable when I'm driving my boat on the lake at night. That's why I don't believe the speed at which I was going was unsafe. It was not fast. I have done that more times than I could count. I was in an open part of the lake and saw no danger."
Fact: Perdock admitted he was going 40 to 45 mph.

as this.

Do you want to be disgusted one last time? Remember the proverbial little boy who murdered his parents and then begged the court for mercy because he was an orphan? Taking a page from that book, it's our understanding

DEATH AND INJUSTICE ON CLEAR LAKE

that Perdock has filed suit against Weber — and perhaps Bismarck — blaming him/them for the accident, claiming that it resulted in him, Perdock, being divorced, suffering emotional distress and all the usual legal blather. More than one cynic has noted getting divorced is a common way for a person who thinks they are going to get sued to the hilt to try to shelter assets. In this case it's unlikely to work, for the Thornton's estate is being represented on a contingency basis by Cotchett, Pitre, Simon and McCarthy, one of the most tenacious and successful law firms in the country.

As angry as we are about the death of Thornton and the handling of this case, there's also the tragedy of Deputy Perdock to be considered. We may be wrong, but our intuition is that he's actu-

Lake County District Attorney Jon Hopkins: "We can't prove beyond a reasonable doubt that his speed was the cause of the accident."

Latitude 38: Bullshit! Perdock admitted that he was traveling at 40 mph or more — which is 66 feet per second. Witnesses describe him as travelling at 55 mph, which is 84 feet per second.

ally probably a pretty good guy. He was an Eagle Scout as a kid, takes the local kids for hikes, was there for his son's birthday, and served the community in law enforcement. We might be the last person on earth who believes it, but we think the vast majority of people in law enforcement are good folks who try to do their best at what can often be a difficult job. Unfortunately and tragically,

even good people make mistakes. In the case of Perdock, the mistake was going for a brief and innocent endorphin rush — but at the wrong time. And that lack of judgement resulted in a tragic accident that caused the death of a wonderful woman. But it's left him in a desperate position, where he's had to turn his fate over to a lawyer, who has to employ any and every strategy to get him off — even if it means taking the offensive by claiming Perdock was the victim. To the best of our knowledge, Perdock hasn't even been able to say he's sorry. That's got to be horrible.

We've said it a million times — and Deputy Perdock should have known it better than anyone — speed kills. It doesn't make any difference if you're on a road or on the water. Please be safe out there.

— latitude/rs



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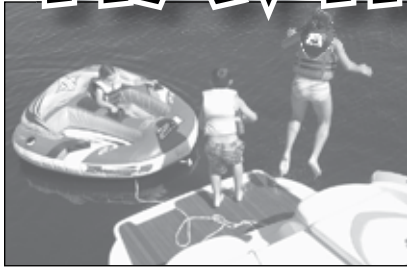
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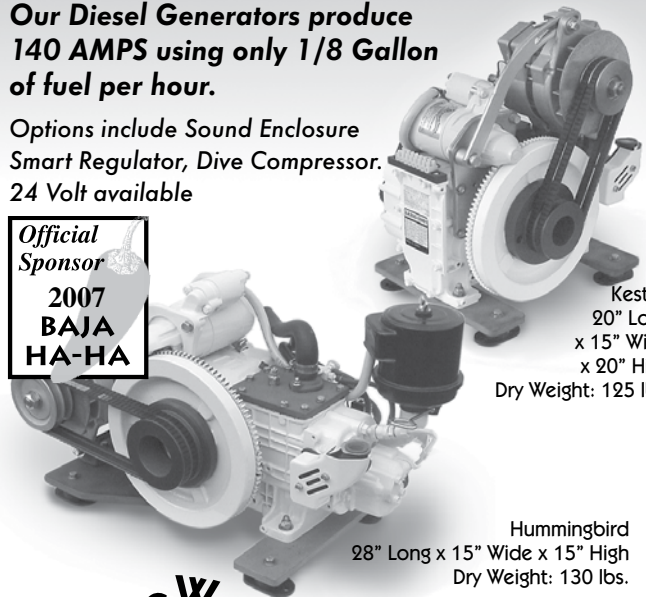
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AMERICA'S CUP

"Dewey Defeats Truman!" "Man Bites Dog!" "Alinghi Wins America's Cup!" "New Zealand Wins America's Cup!" "Paris Hilton Becomes a Nun!"
Only one of the above 'headlines' is

But wait! On Sunday, Dean Barker steered the black-and-red NZL 92 past *Alinghi* on the second beat and held on to

a best-of-five series. Sir Thomas Lipton's fourth *Shamrock* won the first two races against *Resolute* and actually crossed the

finish line first in the third race, but lost on a 'time allowance'. (Understandably, the Deed of Gift was rewritten after this Cup to eliminate handicaps forevermore.) Her crew doubtless demoralized, *Shamrock IV* lost the final two races.

The other time was in 1983, when Dennis Conner's 12-Meter *Liberty* fell to the wing-keeled *Australia II* 4-3 in that best-of-seven 'series heard round the world'.

Lipton tried once more, in 1930 with *Shamrock V*, and lost once more. Conner, as we all know, won the Cup back in 1987 (and in 1988, if you count the catamaran/big boat thing) only to lose it again



ALL PHOTOS THIS PAGE: CHRIS CAMERON/ETNZ

true. We don't know which one, but by the time you read this, you will.

Yes, sad to say the America's Cup races once again fell between the cracks in our publishing cycle. We did get the usual tease of watching the first two races, but the most definitive moment in sailing's really Big Show was decided while this issue was running through the presses. Of course, the mere fact that we don't know who won isn't going to stop us from expounding on the subject.

First, what we do know. Races 1 and 2 of the 32nd America's Cup were sailed off Valencia, Spain, on June 23-24, our deadline weekend. *Alinghi's* SUI 100, with American Ed Baird at the helm, won the first one, leading not only around the crucial first mark — the Dow Jones indicator of the Cup races if ever there was one — but also around every subsequent mark, going on to take the win by 35 seconds. If statistics mean anything, that strongly suggested another lopsided massacre — *Alinghi* over *Emirates Team New Zealand*, 5-0 . . . again.

Above, 'Emirates Team New Zealand' pulverized 'Luna Rossa' to win the Louis Vuitton Cup. Inset, syndicate head Grant Dalton. Right, 'Emirates' switched from their 'flag keel', used in the LVC, back to the 'buzzy bee' for the America's Cup match races.

win by 28 seconds. This might mean that *Emirates* rallied to avenge their brutal 2003 loss to the Swiss juggernaut, and went on to their own 5-1 thrashing of *Alinghi*. There's precedent there, too: in four out of the last six Cups, the winner of the Louis Vuitton Cup (the challenger elimination trials) went on to win the America's Cup. And *Emirates* won this year's LVC pretty convincingly.

Or — be still our beating hearts — it could actually have been a hard-fought, close battle between two equally good teams on equally fast boats that went the whole nine yards (and nine races), with victory being decided in the last 100 meters of the last run.

Statistically, the chances of that were slim. Out of 31 previous America's Cups, only two matchups have 'gone the distance'. The first was in 1920, when it was



in 1995 to New Zealand's 'Black Magic' team. That was the last time Conner — who has sailed in more America's Cups than anybody — would sail in a Cup race. In many ways, it was also the end of an era for the America's Cup: the last time an American boat raced in it, and the last time a lot of sailors, at least American sailors, followed it with more than passing interest.

It's our contention that the America's Cup is not necessarily broken, but it needs fixing. We have some suggestions, all of which you've heard before, but which bear repeating. Maybe this time, whichever team wins the Cup will take

heed and make them happen.

The modern America's Cup — at least the last 15 years of it — has, to many sailors, become so 'out there' that it just doesn't make much sense anymore. The boats are astronomically expensive, technically scary (remember *OneAustralia* and *Young America* breaking in half?), plastered with sponsor logos like F1 race cars — and slower than any similar-sized racing boats currently sailing in the entire world.

What's wrong with this picture? Or perhaps the better question is, what's wrong with the America's Cup?

Well, it's not that it's a rich man's game. It's always been that — and, come on, part of the appeal is watching how these captains of industry act when things aren't going their way. The technological part is interesting too, despite the breakages, and many innovations first seen at the America's Cup continue to trickle down to the masses. (Not so much now as in the old days, but it still happens.) Sponsorship logos? Hey, these days you can't run an \$80 to \$100 million America's Cup campaign without sponsors. We salute the many companies worldwide that take the initiative to support sailing, and are happy to give them 'air time' in photos.

Which brings us to the boats, the crews and the racing.

First, allow us to interrupt regular programming to say we wish the America's Cup was not the premier 'crossover' event of sailing — the signature spectacle of the sport that's supposed to appeal to Middle America, who, the other 364 days of the year, couldn't care less about sailing. Horse racing's Kentucky Derby and car racing's Indy 500 are great choices for those sports. The America's Cup is not, for many of the reasons we've already mentioned, plus one more significant one: it force-feeds the myth that



ALL PHOTOS THIS PAGE: IVO ROVIR/ALINGHI



Large photo, 'Alinghi' in action. As well as two-boat testing with their own stable of boats, the Swiss practice-raced against several syndicates following their elimination from the challenger series. Inset, Alinghi head Ernesto Bertarelli. Bottom, no lighthearted paint jobs here — 'Alinghi's all-business winged bulb.

sailing is hopelessly expensive and way too complicated for any mere mortal to attempt it.

Imagine if The Big Event were, say, the TransPac. Think of the possibilities: big, flashy, professionally-crewed boats sailing right alongside mom and pop efforts. The fun traditions surrounding arrival at TransPac Row. The splendid tradewind sailing and homestretch runs down the Molokai Channel. Even the virtual race animations would be more interesting and educational — where the High is, who's dipping south, who's heating it up. Perhaps best of all, the rules and tactics would be much easier to explain and understand than those in the America's Cup — does Joe Everyman really need

to know the intricacies of overlaps during a spinnaker run? At 101 years old, the TransPac even has almost the same depth of history as the 156-year-old America's Cup.

But yes, okay, you're right. We're stuck with the America's Cup, a two boat match race that can have occasional interesting moments and races, but as often as not, shows boats hopelessly mismatched, or separated by miles, or sailing in such light breeze that, wow, let's see who's on *American Idol* tonight.

The fixes: different boats, better venues with more and more consistent wind, races every two years instead of every three or four, and bring back the nationality rule. Particularly that last one. Otherwise let's stop beating around the bush and just rename it the Kiwi Cup.

The current America's Cup design is only 15 years old. That's half the Cup lifespan of the 12-Meters, which raced for the Auld Mug from 1958 to 1987. But boat years are kind of like dog years — an appropriate analogy in this case. With the current state of sailing technology, the IACCs are so antiquated they are little more than carbon fiber buggy whips. They need to be replaced with exciting craft capable of enough speed to capture the imagination of sailors and non-sailors alike. Multihulls come to mind, but we're realistic enough to

AMERICA'S CUP

realize that's never going to happen. But something like the canting-keeled Volvo 70s of the last round-the-world race could work very well. Although 10 feet shorter than an IACC boat, the V-70s are capable of 35 knots or better in the right conditions. An IACC yacht couldn't hit 20 knots if you shoved it out the back of an airplane.

Then race the new boats in real wind and seas. None of this 20-knot limit stuff. There's one reason and one reason only why the 1987 America's Cup lingers in memory as the 'best' one ever, and it isn't because Conner won the Cup back — it's because it was raced in real wind and big, crashing, blue seas off Fremantle.

Also, a big 'please!' to bringing back the citizenship rule, which was removed by *Alinghi* after their '03 win. (Winning syndicates get to do a certain amount of tinkering with the rules.) This resulted in absurdly-skewed demographics that (according to crew rosters on www.americascup.com) show more American sailors on the Italian *Luna Rossa* team — and even *Alinghi* — than were found on the 'American' entry, *BMW Oracle!*

While the more radical of these changes have probably not been whispered about, even behind closed doors in Valencia, good things may still happen for the America's Cup, no matter who wins it. For example, *Emirates Team New Zealand* has as much as said that, if they win, they *will* reinstate the nationality clause. Seen as the downside to a Kiwi win would be a return to the southern hemisphere. The pundit machine feels Auckland is too far away to attract some syndicates and their sponsors, although the nine that competed in 2003 were only two less than came to play in Valencia this time around. Our personal take is that Auckland is a great host city, and if one or two teams feel that's too far away, so what? However, the mere thought of returning the Cup races to the Hauraki Gulf — site of the shiftiest and most undependable seabreeze on earth — is almost more than we can bear.

A win by *Alinghi* would mean the Cup stays in Europe; maybe Valencia, maybe not. The present festivities have certainly

generated much more European interest in the event, and several more syndicates have indicated they may take part next time if the Cup stays on the continent. The downside of an *Alinghi* win is that the 'nationality not required' clause could stay in place. The best we might hope for there is the brilliant suggestion in a recent *Scuttlebutt* poll that a certain percentage of the crew, say 2/3 — 12 guys out of 18 — should be citizens of the boat's home country.

New boats or old, patriotic crews or mercenary ones, good breeze or ill winds, heartbreak or euphoria — the America's Cup will go on. We hope we're still around when somebody, someday has enough vision and courage to do an extreme makeover on this dowdy old event and give it back the excitement, respect and status it deserves. Maybe next time?

As for this just-completed America's Cup, our hearty congratulations to the winner. To see who that is, log onto www.americascup.com.

— latitude 38/jr





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PAUL & SUSAN MITCHELL

Some sailors get so carried away preparing to go cruising that they never actually leave the dock. Others, like Paul and Susan Mitchell, become so thoroughly enmeshed in the cruising lifestyle that they never get around to coming back home. This salty couple is



Aboard 'White Cloud', Paul's onboard 'sail loft' was set up in the fo'c'sle with his trusty Pfaff at the ready.

still out there today, having spent a quarter century exploring the world under sail together. Last year they finally crossed their outbound track at Costa Rica, completing one of the most protracted circumnavigations we've ever heard of.

"When we set sail from San Diego in '82, we didn't have a lot of money," recalls Paul, "but we did have a sewing machine, a lot of sailcloth and the ability to support ourselves." It would be hard to imagine a set of skills more useful to cruisers than those involved in sailmaking and sail repair. In fact, Paul and Susan's onboard sewing machine has financed all of their travels.

They met one day back in January of 1978 when Susan walked through the door of Paul Mitchell's Sail Services in

They sold the business, and with a war chest of about \$10,000, set off on an open-ended cruise.

San Diego (now Ullman Sails) and asked Paul for a job. "To make a long story short," she says, "I got the job — and still have it!"

Although neither had grown up around sailing, once introduced to the sport, they both took to it with a passion. Paul had never even set foot on a sailboat

when his boss offered to sell him a 21-ft sloop back in the late '50s. But being young and eager, he naturally said yes.

"I sailed it up and down the coast and out to Catalina with Royce's Sailing Illustrated in one hand and the tiller in the other," Paul recalls with a laugh. Later, while living in Seattle, he bought a 31-footer, fixed her up and honed his skills in the waters of Puget Sound. Then, in 1970 he singlehanded her to Mexico and points south. No doubt his urge to set off in

LANCE EKHART



Above: 'White Cloud' in her glory days. Right: Hauled out at Golfito's United Fruit Company pier before heading west.

search of adventure was partly fueled by the volatility of the times, when having a restless spirit was as common as wearing tie-dye and bell bottoms.

That same year, Susan also made a radical about-face by divorcing her husband and moving to St. Thomas, in the U.S. Virgin Islands. During the '60s, she'd been a school teacher, but, as she puts it, had become "fundamentally disillusioned with my life and what was going on nationally, especially the Vietnam war." A week after arriving in the islands, she met a guy with a Tahiti ketch who took her on a tour of the BVI — then a

LANCE EKHART

very sleepy place where wooden sloops and schooners ruled the roost. From that point on, she was hooked on the sailing life.

After working and "bouncing around" the Caribbean for five years, Susan spent a couple of years in Hawaii before her fateful encounter with Paul. Five years earlier, he'd reluctantly returned from the good life in Central America when he ran out of money, and opened his loft, specializing in cruising sails.

Not long after hanging up his shingle, Paul bought *White Cloud*, a 58-ft Alden stays'l schooner (70 LOA) which had been tragically neglected. He, and later, Susan, spent countless hours refurbishing the wooden classic until the fall of 1982, when she was finally ready to take them cruising in style.

LANCE EKHART

They sold the business, and, with a war chest of about \$10,000, set off on an open-ended cruise. "At that time we didn't have much of a plan," recalls Paul. "We knew we were going down to Mexico, and after that we were hoping to go to the South Pacific. But



— A QUARTER CENTURY 'OUT THERE'

we wanted to see how we and the boat would hold up."

After all the hard years of preparation, setting out was sweet indeed: "As we left San Diego Bay on November 1, 1982, recalls Paul, "it was a perfect day; gentle breeze, warm and sunny. . . a fantastic start to our adventure."

Within months, they experienced the low point of their entire sailing career. On the night of December 7 the vintage schooner was one of several dozen boats anchored off the beach at Cabo San Lucas when a violent gale descended, leaving at least 28 boats wrecked on shore or sunk. The most famous of them was sailor/mystic Bernard Moitessier's 40-ft steel ketch *Joshua*. *White Cloud* was one of the few that stayed put, but her survival was bittersweet, as the Mitchells realized that the dreams of so many other sailors had been crushed in a matter of hours. "That's probably the worst weather we've ever seen in all these years," explains Paul. "But, of course, we were anchored. At sea, the worst was probably a couple weeks earlier while sailing from Cabo to Mazatlan when a Gulf norther gale came up. That was a miserable couple of days. Ever since, all of our sailing has been in relatively good weather — we try to pick it."

Compared to today, there were still relatively few boats out cruising in the early '80s, although the phenomenon of cruising under sail was definitely starting to boom, largely due to the abundance of production boats on the market. "There were a few upmarket cruisers back then," says Paul, "but they were few and far between. Most of the people cruising at that time were budget cruisers who lived on the hook."

After a year and a half in Mexico and a season in Costa Rica, the Mitchells were ready to push on into the South Pacific, going first to the Galapagos, then to Pitcairn, and on to French Polynesia, where they spent a year, mostly between Tahiti and Bora Bora. (Back then a year-long visa was easy to get.)

The next two years were spent between Tonga — where they were essentially adopted by a wonderful local family — and Fiji, alternating seasons, and spending



ELENOA

six months in each country. "We love the warm, friendly people of Tonga, and Fiji is such a wonderful cruising ground. You could spend a lifetime sailing there and never see the same anchorage twice."

In the fall of '88 they headed west to Vanuatu, then on toward Australia when their luck ran out. Paul explains: "As we were sailing over the north end of New Caledonia with about 25 knots of wind on the quarter, we were hit on the beam by a freak wave which lifted *White Cloud* up and dropped her on her beam ends, putting her spreaders and masts in the water. When she righted herself, her bilge was full of water, so we knew something had broken loose." At the time, the John

Paul and Susan look relaxed and well rested during their second stint in the remote Chagos Islands several years ago.

us out of the water. At that point she was still taking on a couple hundred gallons an hour.

"We decided it was foolish to carry on. We were skirting the edge of hurricane season; it was blowing a gale between us and Australia, where we were headed; and there was a low formed just north of us." So the stranded sailors radioed friends in New Caledonia who had a large boat and asked to be rescued.

Two days later, Harrison 'Smitty' Smith, an Alaskan fisherman, and Laurie Haight, arrived aboard *Aqvavit*

"We did whatever we could to repair the hull, but eventually sharks ran us out of the water. At that point she was still taking on a couple hundred gallons an hour."

Alden thoroughbred was 58 years old.

With no other option, they sailed on with three bilge pumps battling the seepage. Two or three days later they were able to take shelter behind a reef in the Coral Sea and soberly reassessed their situation. "We did whatever we could to repair the hull, but eventually sharks ran

and began offloading the Mitchell's possessions — including their precious sail-making supplies. Later, the Ford family aboard *Castanet* arrived to complete the salvage operation, and they all sailed to Australia together, leaving *White Cloud* to her sad fate.

Having successfully saved most of

PAUL & SUSAN MITCHELL



WHITE CLOUD ARCHIVES

One special day in Tonga was when the U.S. Coast Guard training ship 'Eagle' asked 'White Cloud' to guide them into Neiafu, Vava'u.

their possessions. Paul and Susan were down, but not out. They went to work doing sail repairs and began searching for a replacement boat. A year and a half later, they were back out cruising aboard a bulletproof, 36-ft steel sloop rechristened *Elenoa*, after the matriarch of their adoptive Tongan family. They'd had no insurance but, since they'd been doing sail repairs all along their route, by the time they lost *White Cloud* their cruising kitty had swollen to roughly twice the sum they'd started out with. That was enough to seal the deal on the new boat and they worked off the remainder before setting out again.

Although *Elenoa* has much less room for storage, they were pleasantly surprised at how much less work she was to sail and maintain. "*White Cloud* was a beautiful boat. She looked nice, she sailed wonderfully, but with just two of us aboard, it took a great deal of our time and energy to keep her going." *Elenoa*, by contrast, is easy to sail, she can get into smaller anchorages, and Paul and Susan soon found they were getting a lot more enjoyment out of the cruising life. Their new mantra became: "Go small, go simple, go now."

Rather than continuing on around the world with wind and current, they sailed east from Australia to visit parts of the South Pacific that they'd missed earlier. If traced on a chart, *Elenoa's* track during the next few years would look like it had been drawn by a hyperactive two-year-old: east to Fiji, south to New Zealand, northeast to the Cook Islands and

Tonga — to show *Elenoa* to *Elenoa* — back south to New Zealand again, then north to New Caledonia, Vanuatu and on into Micronesia. "We got all the way up to Palau when we decided we wanted to see New Zealand again!" recalls Paul with a chuckle. (Roughly, a 4,000-mile passage.) Yeah, it's safe to say this adventurous pair loves blue water sailing. In the year they went up to Palau — which lies north of Indonesia and east of the Philippines — they

covered enough open water to sail more than halfway around the world via the equator. "Susan and I like being at sea and we always look forward to the next passage, often more than the next destination. Sailing on a small boat is being very close to nature whether the sea is tranquil or being a tempest. The days are never boring as there is always sail tweaking, reading, writing, navigating, food preparation, maintenance and a multitude of other things to occupy our time — including just sitting watching the waves go by, or the sea birds, or the dolphins playing under our bow or the moonlight reflecting silver flashes off the water, or the colors of the mahi-mahi's skin changing before he becomes filets in the fridge. We stand our solo watches but also cherish the few hours a day we spend together in the cockpit."

In all, the Mitchells spent 12 years in the Pacific and never tired of it. As Susan explains, "Probably the biggest influence



Visiting Madagascar was a major highlight. While there, villagers invited Paul and two other cruisers to go for a spin on their dhow. He reports that they're swift, but a bear to tack.

ELENOA ARCHIVES

— A QUARTER CENTURY 'OUT THERE'

that caused us to stay so long in the Pacific was the island people. The further away you get from the main towns, the more genuine the traditional cultures are. People out there have very few material possessions, but they do have fish in the sea, vegetables in the garden, and the weather is usually pretty good. And although they have very little, giving and sharing are such important parts of their culture — so different from the way Americans are brought up."

Whether in the South or North Pacific, whenever they visited small island groups they found a refreshingly strong sense of community, far beyond anything found in North America or Europe. "Within the family, all the children are raised and loved by all the parents,

grandparents and extended family. With possessions, they share everything. If there is a need, someone is always there to fulfil it."

"With possessions, they share everything. If there is a need, someone is always there to fill it."

loved. The house they live in might be something they built from the grass and palm trees nearby. But they *do* have a house to live in, and there's really not much poverty in the sense of people starving or being malnourished."

When traveling among people who are so generous by their very nature, it's nice to

Paul adds, "A lot of people in island cultures are very poor by our standards, but none of them are hungry and none of them are un-

DALE FROST
love something to offer in return. In this regard, Paul had an ace up his sleeve which won him endless gratitude. "Being a sailmaker, I knew how to fix sewing machines. Especially in Tonga, a lot of the women have old treadle machines that probably went out of style about 100 years ago everywhere else. But I got a big kick out of fixing them. Their machines are very important to them, because they do a lot of handicraft work for gifts and income — and they make *all* of their own clothes."

One of Paul's favorite anecdotes concerns one afternoon in Tonga, when he and Susan were set to sail off the next day. Paul was enjoying a little send-off party, sitting around in a hut with the village men drinking *kava*, when a broken machine was

The primeval beauty of Thailand's Phang Nga Bay is a delight. 'Elenoa' spent some glorious days there in the late '90s.

slid quietly through the doorway, anonymously. Paul fiddled with it, fixed it and shoved it back out. But no sooner was he back sipping *kava* than a couple baskets of *tapa* cloth and food were shoved in — followed shortly afterwards by more broken machines. Plied with *kava* and gifts, Paul was eventually able to nurse them all back to life. Years later, when he and Susan returned with a completely different boat, the customs man immediately recognized him: "Ah! You're the man who fixes sewing machines, aren't you?"

All those years of exotic traveling yielded a wealth of magical moments. Paul reminisces: "I remember being anchored in 115 feet of water in Tahiti one time and we could see the anchor on the bottom. That's hard to beat. Other times we'd be anchored in a lagoon someplace and we might only have a foot of water under the keel. With the moon shining brightly, we'd look down to the sandy bottom through crystal-clear water and see the boat's shadow and fish swimming around, almost like it was daytime. We'll carry these memories around with us forever."



PAUL & SUSAN MITCHELL

"After 12 years in the Pacific, we decided it was time to see the rest of the world," explains Susan. To this day, one of her most vivid memories is of "rounding Cape York at the top of Australia, and saying good-bye to the South Pacific, our longtime home."

For the next four years, they explored Southeast Asia, with most of their time spent between Phuket, Thailand, and the duty free port of Langkawi, Malaysia. "The two places have very different personalities," explains Paul. "Kinda like going between the U.S. and Mexico. Malaysia is much more mellow, while Thailand is more exciting, people seem to have more fun and the food is better! Although they're only 100 miles apart, you can easily spend a month stopping at little places along the way."

A major side trip during those years took them to the remote, unspoiled Chagos archipelago, far out in the Indian Ocean. They stopped there a second time for four months in 2002, while en route to the Seychelles and Madagascar, arriving in South Africa near the end of that year. Again, taking the less-traveled path — around Africa instead of through the Suez — proved enlightening. Madagascar was a delight, as were coastal stops in Kenya. They spent 15 months getting to know South Africa before pushing on around the Cape of Good Hope and north through the South Atlantic. As Susan describes, the memory of "rounding the Cape of Good Hope at the bottom of South Africa on a clear, starry night in

a flat calm sea" will forever be etched in their memory banks.

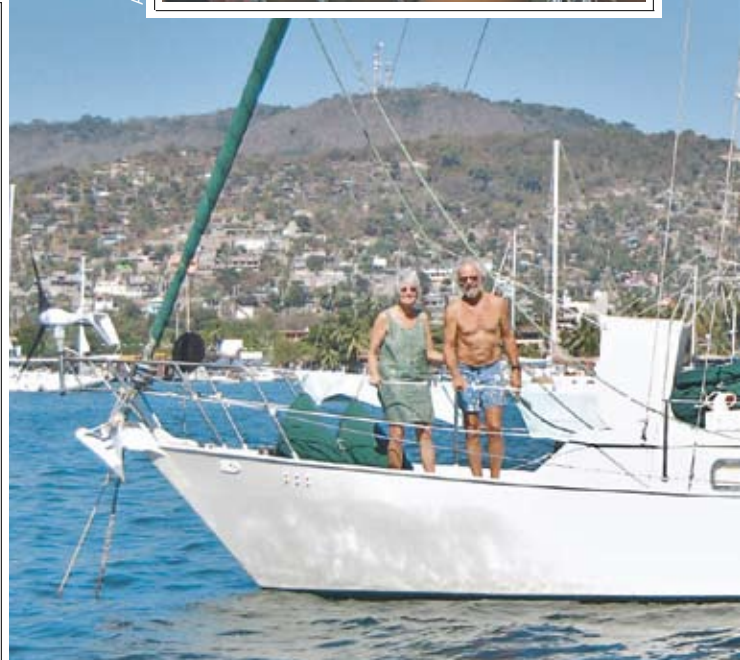
Stopping only at ruggedly beautiful St. Helena before making landfall at Bequia, in the Grenadines, that classic leg proved to be

as enjoyable as advertised. "That was probably the best passage we've ever done," recalls Paul. "Day after day after day of easy downwind sailing, 10 to 15 knots of wind, sometimes 20; no squalls; sunny all the time. We'd love to do that one again!"

Arriving at Bequia in time for the annual Easter Regatta, they "zipped all over the Eastern Caribbean that year" checking out the changes at Susan's old haunts in St. John, St. Thomas and St. Barts, and catching up with old friends — including John and Liz Ford, now



ALL PHOTOS ELENOA ARCHIVES



— A QUARTER CENTURY 'OUT THERE'

residents of St. John, who'd come to the Mitchells' aid in the Coral Sea nearly two decades earlier.

In 2005 they began closing in on the completion of their lengthy circumnavigation, with stops in Bonaire for some "fabulous diving" and the San Blas Islands. Then, in February of last year they transited the Canal, and soon after returned to Costa Rica, where their lap around the planet had officially begun 21 years earlier. As Paul remembers, "We crossed our outbound track at sunrise just outside Golfito."

It would be interesting to know how many miles the Mitchells have logged during their 25 years of voyaging, but unfortunately they haven't got a clue. "A couple of times I tried to add it all up," says Paul with a smile, "but I ran out

of fingers." Regardless of the mileage, though, the greater curiosity for many current and would-be cruising couples is probably: How did this amazing couple keep their relationship so solid during

the inevitable highs and lows?

"If you want to go sailing," advises Paul. "Go sailing with your best friend — hopefully that's your spouse. Because you'll

enjoy it a lot more. Many armchair sailors are there in the armchair rather than out on the water because they don't have a partner who will go. One of the reasons is fear. The woman who doesn't want to leave all the comforts of home often fears what the future will be. It's up to the guy to get rid of those fears through patience, understanding and training. Get rid of all the fears and enhance all the dreams that the cruising life can give you."

"Get rid of all the fears and enhance all the dreams that the cruising life can give you."

"Like all successful cruising couples," says Susan, "we're partners. But we have more than just a partnership: we're lovers, we're best friends and we're partners. And we've been very lucky that we've never had different life goals.

Another factor in their success may well be their philosophy toward the cruising scene: "There's a lot of interaction between yachties," notes Paul, "parties, potlucks. . . it builds wonderful camaraderie that we very much enjoy, but only to a certain extent — about a third of the time. We've always enjoyed spend-



A scrapbook full of memories. Clockwise from lower left: Susan shops for veggies in a Madagascar market; curious kids at Lamu, Kenya; Paul and Susan aboard 'Elenoa' this year at Zihuatanejo; revelers at the '05 Trinidad Carnival; a vintage shot of two friendly Golfito kids from '85; 22 years later those same kids had grown into men!



LANCE EKHART



PAUL & SUSAN MITCHELL

ing about another third of our time with the locals, getting to know their culture and so on. The last third is probably the most important: when there's just the two of us, off in a secluded anchorage somewhere, all by ourselves and enjoying that to the fullest."

Since the Mitchells headed out from San Diego in '82 the number of cruisers has changed dramatically, and many former obstacles have diminished due to myriad high-tech innovations. But Paul and Susan don't seem to be the least bit jaded

about having crossed oceans in more demanding times. "We do sometimes worry, though, about the fact that there are a lot of people out here who seem to be in over their heads," admits Paul. People are out here cruising for many different reasons, but the bottom line is that they are all trying to fulfill a dream. Many succeed,



ELENOA ARCHIVES

Passing under the Bridge of the Americas was a sweet moment, as it signified Paul and Susan's return to the Pacific.

some don't. Some love the sailing, some the destinations, some the challenges, some the learning or the camaraderie or the pride that comes from doing it. But those that can combine all or most of the

above are the ones most likely to fulfill those dreams. That's what it's all about."

To those dreamers who have yet to cut the docklines, Susan reiterates this time-honored advice: "Go soon. Go with what you've got. Go as simple as you can. You can always add more gear later. If it's going to keep you in port another year, just go now."

When we caught up with Paul and Susan a few months in Mexico (now 70 and 64 respectively), their sailing ambitions were winding down, with their sights set on returning

to California sometime this year. But move ashore? "No way!" Their 'Plan A' is to berth *Elenoa* at Silvergate YC in San Diego and cruise the European canals during the summer months.

"We're not hanging it up," they cheerfully insist, "just doing it differently."

— **latitude/at**

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EYE ON THE BAY



— CATCHING A WAVE

Summer is a double-edged sword on the Bay — we either get great wind accompanied by lots of chilly fog, or t-shirt weather but no breeze. June saw a refreshing mix of the two. Just when we thought we'd melt from the heat, the cool ocean winds kicked up and gave us some great sailing — even though we had to dress like Nanook of the North to enjoy it.

July promises more of the same so, remember, if you're out enjoying a nice sail on the Bay and an annoying stinkpot gets a little too close, just smile and wave. It might just land you in the pages of *Latitude* next month.



EYE ON THE BAY



LATITUDE / JR

— CATCHING A WAVE



ALL PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED



Chillin' out (clockwise from below) — 'Gold Star' gets a gold star for looking good; "Boardheads rule!"; things get crazy on 'Madness'; 'Tusitala' takes it on the nose; it's 'Kismet'; this guy's totally new wave; enjoying time on 'Time & Tide'; wild waves from 'Widgeon'; making a splash on the Cityfront.

LATITUDE / JR

2007 TRANSPAC PREVIEW

There is no better news we can give you about the 44th TransPacific Yacht Race than that it will have the second largest fleet in its 101-year history.

Of course, there's plenty more we can, and will, say about the race — most of it good. But the single best part about the 2007 TransPac is that 76 boats of varying shapes and sizes — just four shy of the 1979 record of 80 entries — are expected to leave from Point Fermin, Los Angeles in three stages this month, on July 9, 12 and 15. Days or weeks later, depending on the size of the boat and how established the Pacific High is at that time, they'll finish off Diamond Head after 2,225 miles at sea.

Unfortunately, our early deadline and the TransPac's late start meant we didn't have all the information to do our usual complete analysis of the entries. But we won't lie; such a varied fleet still made this year's pre-race preview a lot of fun to write. Hopefully, the race will be just as fun to follow. We'll let you make the call on that, but first join us as we take a closer look at this year's granddaddy of the Pacific races:

Something old — A 70-ft Sparkman and Stephens centerboard yawl, *Alsumar*, takes the cake for oldest boat. Bill, Ted and Mike Davis spent five years restoring the boat, built by Jacobson and Peterson Boat Yard of Brooklyn, New York, in 1934. Since the relaunching in 1996, the brothers have put nearly 30,000 miles on the boat, including countless trips to Mexico. As we understand it, this will be her first TransPac. Unfortunately, only one of the brothers — Bill — will be on the 11-person crew, as Ted and Mike are staying home in San Diego to mind the family construction business.

Something new — The race's start is in a different spot this year, about 2.5 miles closer to L.A. Harbor. Actually, it's not all that new; it's the same starting area used in the 1960s and 70s. Race organizers hope that returning to the old 'hood will make things more spectator-friendly for those watching from shore.

Here's what is new: boats! *Bengal 7*, *It's OK*, *Rosebud*, and *Samba Pa Ti* were all launched since the last TransPac. Roger Sturgeon's latest *Rosebud* is the newest of the bunch; it hit the water for the first time last month.

She's also new in the sense that this is the first boat built to the STP65 box rule (as in Storm Trysail TransPac, for the two racing clubs that oversaw its

development). There was hope at one point that *Rosebud* would have some STP65 pals for this year's race, but the other projects remain in their early stages at this time.

Something borrowed — When Roy Disney donated his MaxZ86 *Pyewacket* to Orange Coast College's School of Sailing and Seamanship following the 2005 TransPac, she had to be de-turbo'd with a shorter keel foil to fit her new slip and be more manageable for a crew that might not always include a full compliment of pros.

Two years later, Disney has chartered his old boat back from OCC. Not only has the original 18.5-ft canting keel returned, albeit with a slightly different foil shape, but the forward canard has been replaced by two asymmetrical daggerboards amidships. *Pye* has also sprouted 8-ft wings on her aft quarters, a new 145-ft mast and an extra 8 feet of waterline. In fact, the entire boat forward of the mast is new. She's lost the MaxZ86 designation and is now a 'Custom 94'. Maybe she should go in the 'something new' category.

The already-minimalistic interior has been practically sucked dry of every spare ounce, and the 'new' complete package is 7,000 pounds lighter. According to one crew member, the boat is the closest thing there is to a Volvo 100. Not surprising since Juan Kouyoumdjian, the forward-thinking designer of the last Volvo Ocean Race winner, is also behind these changes.

It goes without saying that all of these edits were made so that Disney might clear up some unfinished business from the '05 race, when Hasso Plattner's MaxZ86 *Morning Glory* narrowly beat *Pye* for the Barn Door trophy for fastest elapsed time. Although Disney 'retired' from ocean racing after that, last year he decided that he still wanted a piece of the action and *Team Pyewacket* immediately set about determining how the boat could be optimized. In the process, they found several loopholes in the rules, and *voilà!* Let the plastic surgery begin.

Such radical changes have spurred



LESLIE DEMEUSE / PACIFIC HIGH PRODUCTIONS

Scene of the crime — *'Morning Light'* during a trial run near the finish off Diamond Head earlier this year. As one of the most publicized and well-prepared crews in the history of the race (their tutors included Stan Honey, Mike Sanderson and Robbie Haines), not to mention one of the youngest, it will be interesting to see how the team performs.

a lot of discussion among TransPac veterans and spectators who claim that Disney has manipulated the race for the fastest elapsed time to his advantage, to the point that it's no longer a race. As recently as this spring, the *Morning Glory* camp was planning to defend her title, and also started optimizing for the race. But depending on who you talk to, Plattner either decided he didn't want to play Disney's game or ran out of time to make the modifications. So, love it or hate it, this is Disney's show.

Personally, we're not disappointed. Yes, the ante has been upped, but the arms race is nothing new among the big boys. Besides, the TransPac has always been invigorated by new ideas, and trying new things is what West Coast sailing is known for. Remember when Cal 40s, and, more recently ULDBs, were radical concepts?

And, yes, the changes are permanent. So much for de-turboing.

Something blue — Philippe Kahn's new-to-him *Pegasus* gets the nod on this one for her stunning blue hull artwork. The Open 50 is the former *Artforms*, a well-sailed and much-loved boat under the ownership of New England solo sailor Kip Stone. Kahn has since given the boat a refit in addition to her dazzling new colors.

Local motion — Thirteen entries hail from Northern California, including three Cal 40s: Don and Betty Lessley's *California Girl*, Don Grind's *Far Far* and Steve Waterloo's *Shaman*. All three were part of the 14-boat Cal 40 flotilla in '05

— GO BIG OR GO HOME



Allan), and no doubt countless others.

Youngest crew — They're probably the most publicized crew in the history of the race — largely for their attempt to be the youngest crew to compete the TransPac. But even with an average age of 21.2, the 12 teenagers and 20-some-things selected to race to Hawaii on the TP52 *Morning Light* under the watchful eyes of movie cameras may no longer hold the title.

(Not that we think the movie will be a sleeper. The aforementioned Disney is behind this venture, and, at his uncle Walt's studio, he had the job of making animal documentaries worth watching. Combined with a passion for this race like no one else, if anyone can make

and are back for another go. Though the group is smaller, expect it to be no less competitive. For the Lessleys, this marks their fourth trip to Hawaii on *Cal Gal*.

Also coming back for more are Ken Olcott's aptly named Schumacher 39 *Recidivist* (his second Hawaii race on the boat), Tim Ballard's Beneteau 40.7 *Inspired Environments* (also his second) Rob and Bob Barton's Andrews 56 *Cipango* (their third), and Gary Fanger's *Tabasco* (his third on a 1D-35). Rounding out the NorCal contingent are *Ho'okolo*, a Farr 58 owned by Cecil and Allyson Rossi; *Shanti*, an Olson 911SE owned by Joe Eberly; *Kokopelli*², the Santa Cruz 52 under charter to S.A. "Chip" Megeath; Steen Moller's doublehanded X-119 *X-Dream*; Bryan Daniels's Beneteau 50 *French Kiss* and William Hubbard III and Bugs Baer's Andrews 56 *Delicate Balance*.

Several part-time NorCal residents will be part of the mix as well. In addition to Sturgeon's *Rosebud* and Kahn's *Pegasus*, there's John Kilroy's TP52 *Samba Pa Ti*. All of these should be strong contenders. Sturgeon is the defending Kalakaua trophy holder after his win in 2005 with the TP52 version of *Rosebud*. (Ironically, he barely edged out Kahn's TP52 *Pegasus*, which is the current *Morning Light*, for the overall victory. Yes, it's very confusing. You almost need a genealogist to keep track of it all.)

More local heros — Plenty of Bay Area sailors are scattered on other boats: *Adrenaline* (Peter Schoen), *Holua* (Brent Ruhne and Mark Rudiger), *Gaviota* (Kevin Richards), *Peregrine* (Andy Hamilton), *Pyewacket* (Hogan Beatie, Ricky Brent, Zan Drejes, Scott Easom and Stan Honey), *Rancho Deluxe* (Carlos Badell and Seadon Wijzen), *Skylark* (Skip

2007 TransPac Entries

<u>Yacht</u>	<u>Type</u>	<u>Skipper</u>	<u>Homeport</u>
<u>DIVISION I (starts Sunday, July 15)</u>			
<i>Pyewacket</i>	Custom 94	Roy E. Disney	Newport Beach
<i>Magnitude 80</i>	Andrews 80	Doug Baker	Long Beach
<i>Rosebud</i>	STP65	Roger Sturgeon	Hyannis, MA
<i>Medicine Man</i>	Andrews 63	Robert Lane	Long Beach
<i>Peligroso</i>	Kernan 70	M. Campbell/D. Williams	Long Beach
<u>DIVISION VII (starts Sunday, July 15)</u>			
<i>Pegasus</i> *	Open 50	Philippe Kahn	Honolulu
<u>DIVISION II (starts Sunday, July 15)</u>			
<i>Hugo Boss II</i>	Volvo 60	Andy Tourell	Gosport, UK
<i>Westerly</i>	Santa Cruz 70	T. & T. Hogan	Newport Harbor
<i>Samba Pa Ti</i>	Botin Carkeek TP52	John Kilroy, Jr.	Dover, DE
<i>Skylark</i>	Santa Cruz 70	Douglas Ayres	Newport Beach
<i>Lucky</i>	Farr TP52	Bryon Ehrhart	Chicago
<i>Morning Light</i>	Farr TP 52	Jeremy Wilmot	Honolulu
<i>Holua</i>	Santa Cruz 70	Brack Duker	Chicago
<i>Trader</i>	Donovan TP52	F. & W. Detwiler	Ft. Lauderdale, FL
<i>Denali</i>	N/M 70	William McKinley	Grosse Pointe, MI
<u>DIVISION III (starts Sunday, July 15)</u>			
<i>It's OK</i>	Andrews 50	Beery/Rose/Purcell	Balboa
<i>Cheetah</i>	Petersen 68	Chris Slagerman	Marina Del Rey
<i>Pendragon IV</i>	Davidson 52	John MacLaurin	Los Angeles
<i>Yumehyotan</i>	N/M 68	Yasuo Sano	Wakayama, JPN
<i>Ragtime</i>	Spencer 65	Chris Welsh	Honolulu
<i>Kokopelli</i> ²	Santa Cruz 52	Chip Megeath	Tiburon
<i>Bengal 7</i>	Ohashi 46	Y. Murase/ Y. Ito	Nagoya, JPN
<i>Locomotion</i>	Andrews 45	Ed Feo	Long Beach
<u>DIVISION IV (starts Thursday, July 12)</u>			
<i>Verizon Wireless</i>	Perry 56	Timothy Beatty	San Diego
<i>Cipango</i>	Andrews 56	B. & R. Barton	San Francisco
<i>The Secret</i>	MacGregor 65	Garry Golding	Bundaberg, AUS
<i>Delicate Balance</i>	Andrews 56	W. Hubbard III/B. Baer	Monterey
<i>Bolt</i>	N/M 55	Craig Reynolds	Newport Beach
<i>Raincloud</i>	J/145	Lorenzo Berho Corona	Nuevo Vallarta, MEX
<i>Ruahatú</i>	Concordia 47	Ricardo Brockmann	Acapulco, MEX
<i>Lucky Dog</i>	J/125	C. & B. Shanner	Point Loma
<i>Reinrag</i> ²	J/125	Tom Garnier	Portland
<u>SANTA CRUZ 50/52s (starts Thursday, July 12)</u>			
<i>Adrenalin</i>	Santa Cruz 50 Mk III	David Clark	Newport Beach
<i>Relentless</i>	Santa Cruz 52	R. Brizendine/W. Durant	Long Beach
<i>Hula Girl</i>	Santa Cruz 50	Beau Gayner	Newport Beach
<i>Tachyon III</i>	Santa Cruz 52	Kazumasa Nishioka	San Diego
<i>Passion</i>	Santa Cruz 50	Steve Hastings	Corpus Christi, TX

2007 TRANSPAC PREVIEW



Looking ahead — Most of the race's namesake TP52s have migrated to the far side of the world, but three will race to Hawaii this year, including 'Samba Pa Ti' and 'Lucky', left. Spread: if the TransPac were a beauty pageant, 'Pegasus' would steal the crown. But this is yacht racing, and, in Philippe Kahn's first doublehanded long-distance race, it remains to be seen if he can pull off a victory this time around.

TransPac Entries con't

Yacht	Type	Skipper	Homeport
Fortaleza	Santa Cruz 50	Jim Morgan	Los Angeles
Horizon	Santa Cruz 50	Jack Taylor	Dana Point
Stags' Leap Winery	Santa Cruz 50	Gib Black	Honolulu
DIVISION V (starts Thursday, July 12)			
Rancho Deluxe	Swan 45	Michael Diepenbrock	Newport, RI
Tower	Lidgard 45	Doug Grant	Los Angeles
Paddy Wagon	Ross 40	Richard Mainland	Los Angeles
Tango *	J/133	Michael Abraham	Newport Beach
Narrow Escape *	Cape Bay 40	Allen Lehman, Jr.	Payson, AZ
Uncontrollable Urge	Columbia 30SY	James Gilmore	San Diego
On the Edge of Destiny	1D-35	Sean Doyle	Honolulu
Tabasco	1D-35	Gary Fanger	San Francisco
Recidivist	Schumacher 39	Ken Olcott	Palo Alto
X-Dream *	X-119	Steen Moller	San Francisco
ALOHA I (starts Thursday, July 12)			
Ariadne	Ladd 73	Frank Easterbrook	Newport Beach
Ho'okolohe	Farr 58	Cecil Rossi	San Francisco
Alsumar	S&S 70	John Craig	San Diego
Enchilado	Jeanneau 54 DS	Cesar de Saracho	La Jolla
Windswept	Swan 57	M. & P. Phelps	San Diego
Anna Katrina	Beneteau 47.7	John Otterson	La Jolla
French Kiss	Beneteau 50	Bryan Daniels	San Francisco
Between the Sheets	Jeanneau 52	Ross Pearlman	Marina del Rey
DIVISION VI (starts Monday, July 9)			
Inspired Environments	Beneteau 40.7	Timothy Ballard	Sausalito
Peregrine	Hobie 33	Simon Garland	San Diego
Brilliant *	J/100	Tim Fuller	Dana Point
Brown Sugar	Express 37	Steve Brown	Long Beach
Addiction 2 *	J/35	Richard Blackburn	Honolulu
California Girl	Cal 40	D. & B. Lessley	Point Richmond
Far Far	Cal 40	Don Grind	San Francisco
Psyche	Cal 40	Steve Calhoun	Los Angeles
Shaman	Cal 40	Steve Waterloo	Alameda
Shanti	Olson 911SE	Jon Eberly	San Francisco
ALOHA II (starts Monday, July 9)			
Ginny	Calkins 50	C. Calkins/N. Reynolds	San Diego
Mystere	Swan 42	Jorge Morales	Dana Point
Gaviota	Cal 2-46	Jim Partridge	Los Angeles
Traveler	Penna 47	Michael Lawler	Newport Beach
Cirrus	Standfast 40	Lindsay Austin	Kaneohe
Lady Liberty	Catalina 36	John Wallner	Oxnard
MULTIHULL			
LoeReal (starts July 15)	Jeanneau 60 tri	H.L. Enloe	El Paso, TX
Minnow (starts July 12)	Catana 52 cat	Robert Webster	Pryor, OK
ESCORT (starts Monday, July 9)			
Alaska Eagle	S&S 65	R. Crowe/B. Kfoury	Newport Beach

Division assignments as of June 22

(* = doublehanded)

sailing worthy of a theatrical release with more promise than *Wind*, he's the one.)

Instead, the 'youngest' honor is expected to go to the ominously named 1D-35 *On the Edge of Destiny*. Hawaii race vet Dan Doyle has turned over the keys to the car (previously *Two Guys on the Edge*) to his sons Sean (19) and Justin (18), who will skipper and navigate, respectively. They'll be joined by Tedd White (23), Cameron Biehl (19) and Rosco Fowler (20). That makes their average age just 19.8, nearly three years younger than the current record set by the crew of kids on Jon Andron's Cal 40 *Argonaut* in 1969. Better bring extra sodas to those dock parties.

Oldest crew — Not gonna go there.

A woman's place — Sadly, there are no all-women entries this time, despite rumors that at least one highly qualified pair of female ocean racers was contemplating it. There will be an all-women-but-one boat, however: Bill Myers's Standfast 40 *Cirrus*. Myers has turned the helm over to 22-year-old Lindsay Austin, who has her 100-ton Master's license and comes from a family of mariners, including mom Donna, also on the crew. Myers and the Austins will be joined by Caroline Heinrich, Nancy Piper and Christin Shacat. By the end of July, the younger Austin will be the second youngest female skipper in the history of the race.

Birds of feather — In a scene reminiscent of a bygone era, seven 1980s-era sleds will line up for the start, three of them Santa Cruz 70s. Combined with six SC50s and two SC52s, that makes the Wizard himself, Bill Lee, the most-represented designer in the house. Highly appropriate given his long-standing service to the TPYC and the record-breaking impact his boats have had over the years.

Foreign invasion — Not quite an invasion, but there are six foreign-flagged boats. Japan and Mexico tie for the most

— GO BIG OR GO HOME



SCOTT EASOM



Still looking — Left, 'Pyewacket' gets our vote for the Joan Rivers Award. Everthing forward of and including the 145-ft mast is new, as are the 8-ft wings that extend from either side of the cockpit. They're perfect for stacking sails (legal under race rules) or laying out. Just make sure the canting keel works. At the other end of the spectrum, the 30-ft Olson 911SE 'Shanti', right, is the smallest entry. All photos 'latitude/sutter except as noted.

entries (two!), while our Aussie mates and the British will each field one boat.

Biggest — It's a big race for big boats; the average boat length is 51 feet. Of course, *Pyewacket* is the largest, with a 14-ft edge over the next largest, the Alan Andrews-designed *Magnitude 80*. Given all of *Pye's* changes for the race, it's going to take a lot for *Mag80* to get between Disney and the Barn Door.

Smallest — The aforementioned Olson 911SE *Shanti* is a mere 2.08 feet

shorter than the next smallest boat, the 32-ft *Uncontrollable Urge*. All we can say is better them than us!

Multihulls — Multis are back again this year, though barely. When only two answered the call to enter the race, TPYC lowered the class minimum from four. But even then, it will be an apples and oranges division — a somewhat stripped out 60-ft tri (*LoeReal*) vs. a 52-ft cruising cat (*Minnou*). This explains their separate start dates.

Speaking of starts, the first one, on July 9, will be here before we know it. We'll end the pre-race coverage on that note, but stay tuned for our report next month from Hawaii to hear how the race went. Even if the weather experts say this is shaping up to be a "typical" year for weather, something tells us that, with a group as large and as diverse, as this, 2007 will be anything by typical.

— latitude/ss



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MAX EBB

I was at my favorite boatyard to set up an appointment for a slightly overdue bottom job when I caught sight of the yard manager making good time across the yard. I had a few questions for him so I followed him between some hauled-out boats, around a forklift and through a small door into a very large shed.

My favorite yards are the ones that don't just fix boats but also know how to build them. It seems to make a difference, and I will go out of my way to find a yard that has enough depth of talent to pull off a new-build project or a major reconstruction once in a while. If they can rebuild an old wooden boat, then I have more confidence letting them work on mine, even though it's all plastic and metal.

So I wasn't too surprised at what I saw inside the shed, once my eyes adjusted to the indoor lighting: a huge wooden hull, or rather, a skeleton of a huge wooden hull, with most of the planks removed and a mix of ancient and new timbers fitting together in the yacht's innards. It looked like a project that had started years ago, and had years to go.

But that's not where the manager was going. I chased him right past the rebuild project, where only one shipwright was lazily chiseling away at some obscure piece of wooden boat anatomy, to something far more modern. It was a mass of shiny white-primed laminate and black carbon fiber, maybe 30 feet long, with a half-dozen yard workers sanding, fairing, polishing and painting on various parts of the new yacht.

More people were clustered around a large table on which drawings were spread out. The yard manager scurried up the scaffolding and onto the new boat, so I wandered over to the group huddled over the boat drawings and two more workers were discussing the plans.

"I still think we're building a boat that's going to be obsolete from the day it's launched," complained one of the workers as he lowered his particle mask and pulled the paper hood off his head. "All that ballast, and no way to move it to one side where it could do some good."

"You mean, you think it should have a canting keel?" I asked.

"All the cool boats are canters," he said. "This fixed keel is something from the last century."

"It would be like, really awesome," suggested a female voice from behind protective gear, "to leap-frog the canting



keel fad and go straight to something even more advanced."

"Lee! Since when are you a boatbuilder?" I asked in astonishment, recognizing the voice of Lee Helm behind all that protective gear.

"We're signed up to crew on this boat," she explained. "He's foredeck, I'm navigator. We came by to have a look, and next thing you know, they put us in these dorky space suits and we're, like, sanding fiberglass."

"What could be more advanced than a canting keel?" asked the foredeck crew. "I hate the thought of carrying ballast that has to stay on centerline."

"I hate the thought of carrying extra

ballast in light air or downwind," argued Lee. "And I hate the thought of all that extra wetted surface at the wrong angle when you use an underwater appendage to move ballast outboard."

"Well, I hate the thought of capsizing and not coming back up."

"Thing is," answered Lee, "there are better ways to apply righting moment to a boat this size without giving up self-righting. Movable ballast should be above the waterline, not below. Much less drag that way. And it should be water, not lead, so you can dump it out for light air and for downwind. I mean, instead of an underwater contraption to swing the keel to one side, all this boat needs is a couple of water ballast pods

— AN EVEN KEEL



Cant do attitude — Spread and inset, the Schock 40 is one of the first and most popular canting keel boats on the market.



KITTY JAMES / COURTESY W.D. SCHOCK

on outboard struts. You get more righting moment with less weight, you don't add surface area underwater, and the best part is you can make the boat much lighter when you don't need the righting moment."

She gazed thoughtfully at the partially completed yacht. "And it wouldn't be all that hard to retrofit to this boat."

"What about self-righting?" I asked. "If I were going offshore in this thing, I'd want enough ballast to know the boat would always come back upright. I think canting keels are making inroads because, like the guy says, you have all that ballast down there anyway so you might as well move it to the high side."

"You gotta run the numbers, Max. A

boat designed for movable ballast can be, like, fairly narrow on the waterline and doesn't need much flare on deck to get crew weight to windward. When a boat is narrow with a deep bulb keel, the amount of ballast it needs for self-righting is pretty small. Also, if you don't have to cant the keel, it's much easier to make it retractable, so it can be mega-deep without making the boat unusable for anything other than racing on deepwater courses."

"So just where do you propose to put the water ballast?" asked the foredeck guy.

"To make this work better than a canting keel, the ballast pods need to be out pretty far. You could put the weight several times farther out than the reach of a canting keel, so you need a lot less weight

for the same righting moment. The ballast stays where it belongs, the keel stays vertical so it can work efficiently, there's no extra underwater surfaces, no complicated canting mechanism, no motor power needed, and you go faster with less weight. And you go much faster with, like, much less weight downwind or in light air."

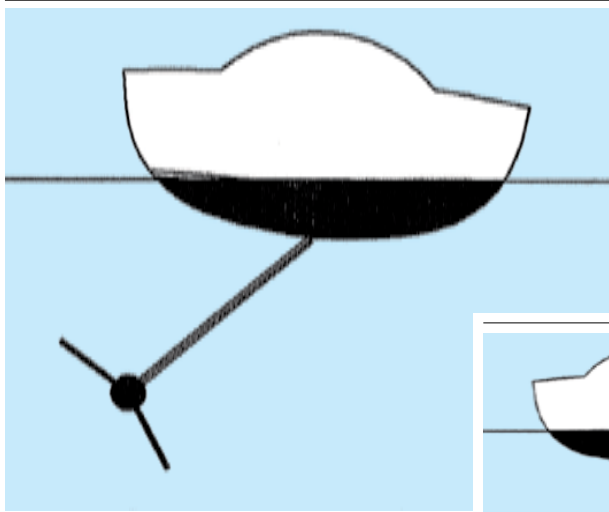
"You're really down on these canting keels, Lee . . ."

"If you decide that it's okay to use engine power for adjusting keels — and if it's okay for keels then why not sails, too? — then I guess canting keels make sense on big boats. Sort of and maybe. But on, like, small boats, it's really dumb to have all that crew weight constrained by the rules to be jammed on the rail between the lifeline wires, while the keel, which weighs less than the crew, is pulled to windward for righting moment at great expense and mechanical complexity. I mean, wouldn't it be, like, a no-brainer to leave the keel where it was and put the crew on some comfortable hiking racks? For small boats, canting keels are totally an artifact of stupid rules."

"Wouldn't be the first time the racing fleet was all screwed up by stupid rules," interrupted the old shipwright who had wandered over from the big wooden restoration project. "Hundred years ago, we had those crazy long overhangs to beat the waterline length rules. On the other side of the pond, the Brits had "plank-on-edge" designs to beat the tonnage rule. Then we had wine-glass sections to keep chain girths minimized for the Universal rule, and those lead-mine meter boats for the International Rule. CCA gave us decorative mizzen masts just to hold an unrated mizzen spinnaker, RORC produced way-too-narrow fool-the-water (but not really) sterns because of the after-girth penalty, which carried right on through IOR. Then you've got your LOA classes like Mini-Transat, where they squash the largest possible boat into 6.5 meters of length. Or the square meter rule, where the sailplan is way too small for the long hull. Even overlapping jibs, a work of the devil if ever there was one, are a product of rules that don't measure all of the actual jib area. Overlapping jibs just make boats more expensive in the long run, and more difficult to handle."

"Good rant," Lee acknowledged. "But, like, at least we're finally getting away from masthead rigs and genoas, as seen on modern race boats with outboard standing rigging and non-overlapping

MAX EBB



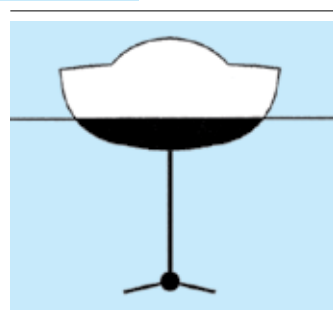
Above, a canting keel in action upwind. Right, dropped to centerline for the downwind leg.

fractional headsails."

"Hasn't done the industry much good, though," said the old-timer with a grin. "The market speaks. Used to be, you could take your race boat cruising between races. That's when the sport of yacht racing was growing. No more."

"A lot of that is the deep draft," I noted. "Every new race boat I've looked

at draws way too much water to even consider taking it up to my favorite spot in the Delta. It's one of the reasons I don't move up from my aging cruiser-racer to something more modern."



"That's a problem," conceded the fore-deck crew. "Kelp cutters for a canting keel with winglets are not exactly off-the-shelf items."

"My solution," suggested Lee, "would be to put some forward sweep in the fin, so the kelp all collects right at the top

"And I'll race any of your fin-and-bulb jobs across any kelp patch you care to name," said the old-timer.

of the keel where a small cutting device could get at it."

"That might work," allowed the shipwright, after a few seconds of thought. "But you people have to figure out a race boat that folks can daysail and cruise if you ever want to see big fleets build up again."

"For sure," said Lee. "Water ballast pods win big-time over a canting keel, when you think it through. Start with a long narrow hull. No need to make it wide on the waterline or on deck because righting moment will come from movable ballast."

She found a carpenter's pencil, and sketched the outlines of a narrower hull over the cross-section of the yacht on the drawings spread out on the work table. "You get a nice long slippery hull with easy motions and not much of a hull speed hump. It's a great shape for a comfortable cruising hull."

"Hump?" I repeated quizzically.

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— AN EVEN KEEL

"Increase in resistance at transitional speeds between displacement and planing. You know, around where speed in knots over square root of LWL in feet is about 1.5."

The number didn't mean much to me, but it was easy to imagine that a long, light, narrow hull would transition gracefully from displacement to planing without making a big fuss.

"With our narrow hull, we don't need much ballast for self-righting, and if we don't need much ballast, it's easier to make the keel retractable, so the keel can be, like, a really deep draft bulb."

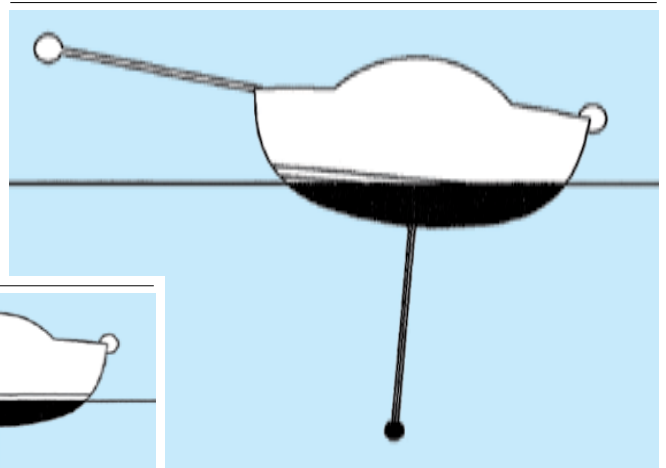
"I'm with you so far," I said as I watched Lee draw a keel even deeper over what I thought was already an absurdly deep one on the plans.

"Then just add the ballast pods — small water ballast tanks out on struts on either side. They fold up for docking

and post-race raft-ups, but they would make the boat seriously fast."

She sketched in the struts and pods, making them long enough to project the water ballast out much farther than any canting keel could hope to reach with its bulb.

"This way you can keep the keel vertical so it can work efficiently, you don't need any complicated canting mechanism, you don't need power to drive the keel hydraulics, and you don't need one of those front rudders or extra daggerboards to make up for an inefficient



Above, water ballast in use on an upwind leg and, left, retracted for going downwind.

canting keel."

"I have to agree that a front rudder is about the last thing I'd want on a cruising boat," said the foredeck crew.

"Just one problem," added the old shipwright. "Your newfangled ballast pod cruiser-racer won't self-right with those pods in place. It'll be as bad as a trimaran if it goes ass-over-teakettle."

"No biggie," assured Lee. "The ballast

DIAGRAMS MAX EBB



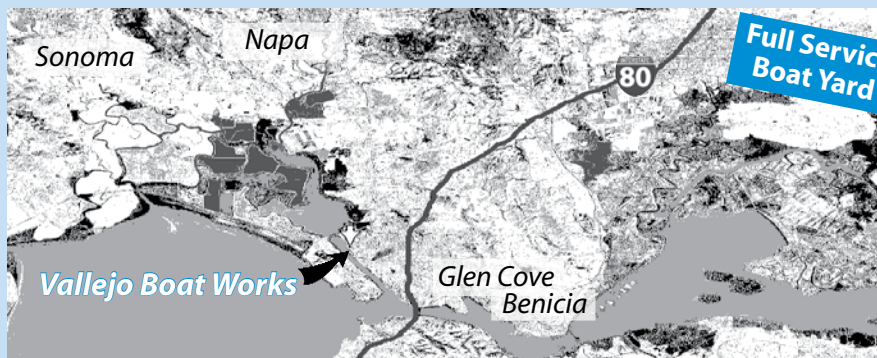
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Pods just need panic valves for quick draining and flooding so they can't add much weight or buoyancy in an emergency. Or like, the struts can be designed to pop loose and fold back when the panic button's pushed. I mean, canters have their issues too — there has to be a panic button to bring the keel back to centerline, and the mechanism has to be pretty well engineered to work with the boat upside-down as required by the Offshore Special Regs. So, okay, it's a consideration, but not a total deal-breaker."

"What size boat do you think this would work on?" asked the foredeck crew, finally showing some interest instead of skepticism.

"Depends on how you use the live ballast," she answered. "I mean, the really nutso thing on the small canters is to have the crew stuck on the rail and the keel canted out to windward, instead of putting the crew on hiking racks and leaving the keel where it belongs. So, below a certain size, when there's live ballast to work with, a canting keel is, like, so far from right that it's not even

wrong."

"What I meant was, how big a boat do you think it would work on?"

"External water ballast will always have a speed advantage over a canting

"I hate the thought of carrying extra ballast in light air or downwind."

keel," Lee answered, "because of the longer righting arm and the reduced wetted surface. But like, even with that, canters seem to work for big boats in professional race programs, where crew weight isn't so important and the complexity of the machinery doesn't seem to be a big deal."

"And where they don't seem to mind sailing with power assist," the foredeck crew interrupted.

"And where they never race over kelp, crab pots or shallow water," added the shipwright.

"Then I guess canting keels have their niche," Lee finished her answer. "But like, I think we're going to wait a long time before we see a fleet of sport boats with them, and even longer before everyone realizes that, for small boats, this is a technological wrong turn."

Meanwhile, the yard manager, who had climbed down from the new boat and walked over to join us around the work table, looked disapprovingly at Lee's sketches on the cross-section of the boat.

"Back to work, you two!" he ordered as he found an eraser and started to rub off Lee's mark-ups.

"Just remember," said Lee as she slid the hood back over her head and particle mask back over her face, "you can't fire a volunteer!"

— max ebb

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THE RACING

With reports this month from an eclectic **Coastal Cup**; the **Spinnaker Cup** that drew a crowd; **Delta Ditch Run** royalty; and an inspiring **Access Class U.S. Championship**. Plus a seemingly endless supply of **Box Scores** and a motley mixture of **Race Notes** to cap it all off.

Coastal Cup

Encinal YC's Coastal Cup was the Whitman's Sampler of yacht racing, with as wide a variety of conditions as there were boats. In a race that saw a TransPac 52 and a Santana 22 on the same course, and a Cal 40 win overall, that says quite a lot.

At the fast end of the spectrum, John Kilroy's year-old TP52 *Samba Pa Ti* sailed an average of 11.8 knots to finish the 277-mile course in Santa Barbara after just 23 hours, 24 minutes, 45 seconds. While *Magnitude 80's* record-setting run last year of just over 20 hours was never in danger, the guys on *Samba* — a group of mostly Kiwi hired guns — get plenty of credit, not only for finishing in excellent time sans an extra 28 feet of waterline, but also doing so with a broken boom. The breakage happened during a jibe less than halfway through the race. Something tells us that the wind gusts of up to 40 knots reported by many boats may



COURTESY CALEB EVERETT

Runaway winners — Spinnaker Cup champion Caleb Everett, above, and king of the Ditch Run Don Jesberg, right.

have played a role.

It was a boom and bust kind of race for everyone. The start off St. Francis YC on June 21 was so light that, were it not for the moderate 3-knot ebb, boats might still be trying to get past the Gate. Once offshore, the fleet ran into the aforementioned big wind before usual calm conditions prevailed south of Pt. Conception.

It was a floater to the finish.

Like *Samba*, John Cladianos's canting keel Schock 40 *Secret Squirrel* also crossed the finish line with a broken boom. Steve Waterloo's Cal 40 *Shaman* dismasted south of Morro Bay. (As we went to press, it was unclear whether Waterloo, who was using the race as a delivery to the TransPac start in Los Angeles, was going to find a replacement rig before the race later this month.) The other TP52, *Lucky*, motored across the finish line after dropping out for unspecified reasons.

And then there was Michael Andrews' Santana 22 *Bonito*, with Tom Rankin and Kevin Clark as crew, which crossed the line more than 29 hours after *Samba*. But it wasn't for lack of trying. Choosing safety over results, they actually slowed themselves down and still managed to finish fifth overall. "We realized at about 8:30 on the second night that, if we kept going at the rate we were, we'd kill ourselves," Andrews explained at the finish. "It was a good race, but I'll never do it on a Santana 22 again. It's just too small!"

When all the numbers were tallied,



COURTESY DON JESBERG

Don Grind's Cal 40 *Far Far*, another TransPac-bound boat, won the race overall with a corrected time of 29 hours, 30 minutes, 41 seconds. In addition to Grind, the winning crew included Peter and Mark English, and Ian and Bob Rogers.

Although race officer Charles Hodgkins considered this year's race a suc-



SPREAD: LATITUDE / SUTTER; INSET: LATITUDE / JR

cess, he's already planning a few changes for 2008. One is better coordination with the Delta Ditch Run and Long Beach Race Week so that boats can do all three events. Only 22 boats started the Coastal Cup this year; many hopefuls complained that they couldn't fit it into such a tight schedule.

Also on the table is a penalty for failing to check in during the race. Rodney Pimental's Cal 40 *Azure* was silent through two roll calls, blaming a malfunctioning satellite phone for the missed connections. That didn't put the race committee at ease. "We had just started the process of getting the Coast Guard involved when we finally heard from them," noted a relieved Hodgkins.

IRC — 1) **Samba Pa Ti**, TP52, John Kilroy, Jr.; 2) **Kokopelli**², Santa Cruz 52, Chip Megeath. (3 boats)

PHRF — 1) **Far Far**, Cal 40, Don Grind; 2) **Still Crazy**, Hobie 33, Robert Plant; 3) **Bonito**, Santana 22, Michael Andrews; 4) **X-Dream**, X-119, Steen Moller; 5) **Wind Dancer**, Catalina 42, P.K. Edwards; 6) **Recidivist**, Schumacher 39, Ken Olcott; 7) **Phantom Mist**, Beneteau 36.7, Gary Massari; 8)



Small is beautiful — or is it? Michael Andrews' *Santana 22* hangs with the rest of the fleet at the start of the Coastal Cup. By the end of the race, the crew conceded that there is such thing as 'too small.' Inset, 'Far Far' kicked off her 2007 summer racing tour with a Coastal Cup victory.

Bravo Juliet, Hobie 33, Mark Peters; 9) **Low Speed Chase**, Sydney 38, James Bradford; 10) **Reinrag**², J/125, Thomas Garnier. (19 boats)

OVERALL — 1) **Far Far**; 2) **Samba Pa Ti**; 3) **Kokopelli**²; 4) **Still Crazy**; 5) **Bonito**. (22 boats)

Full results — www.encinal.org

Spinnaker Cup

Despite fog and temperatures so bone chilling that some wondered if they'd ever thaw out, the 10th annual Spinnaker Cup on May 26 was a smashing success.

Breeze was in the mid-teens, and there was even a hint of blue sky for the start off Knox, although that quickly changed as the fleet of 60 boats — a record turnout — cleared the Gate and headed south to Monterey. The coast was socked in, and the wind was light. Adding insult to injury, it had shifted to the south. The 88-mile race was in danger of becoming the inaugural Headsail Cup. Just about everyone stuck it out. Most found a northwesterly breeze near the

race's halfway point, Año Nuevo. With that, the sun came out and, at last, the Spinnaker Cup lived up to its reputation.

*Kokopelli*² was the first boat to hear the sound of the car horn indicating her finish off Fisherman's Wharf at 9:15 p.m. The Santa Cruz 52, under charter to Chip Megeath for the TransPac, completed the course in just over 12½ hours. But Caleb Everett's Melges 32 *Stewball*, a boat so new that its PHRF certificate was issued just days before the race, creamed the rest of the fleet, finishing an hour ahead of *K*² on corrected time.

"We just had the right conditions," claimed Everett. "It was windy enough to plane and do our thing, but not so windy that the big guys could roll right over us." Two of those bigger guys, *K*² and John Cladianos's Schock 40 *Secret Squirrel*, with Peter Stoneberg at the helm, filled the other podium positions.

As has become something of a tradition, several boats used the race and

its return delivery as an abbreviated TransPac training run. In addition to *K*², six boats — *Cipango*, *Recidivist*, *X-Dream*, *Inspired Environments*, *Shaman* and *Far Far* — put themselves through their practice paces.

Everett, who's headed for fatherhood around the same time the others will take off for Hawaii, maintained his own tradition on the ride home. Like the crew on his Express 37 last year, the *Stew32* crew — Don Teakell, Chris Fogel, Jonny Goldsberry, Jay Scott, Kurt Lahr and Chad Freitas — skipped the boat bash north and breezed home on 101 via limo, a mega-style-points move that let them chill, er, thaw out.

PHRO I-A — 1) **Kokopelli**², Santa Cruz 52, Chip Megeath; 2) **Secret Squirrel**, Schock 40, John Cladianos/Peter Stoneberg; 3) **Serena**, Thompson 1150, David Kuettel; 4) **Cipango**, Andrews 56, Bob & Rob Barton; 5) **Roller Coaster**, Santa Cruz 50, Carol Gordon. (9 boats)

PHRO I — 1) **Stewball**, Melges 32, Caleb Everett; 2) **Scorpio**, Wylie 42, John Siegel; 3) **Heartbeat**, Wylie 46, Lou Pambianco; 4) **Low Speed Chase**, Sydney 38, James Bradford; 5) **Copernicus**, Sydney 38, Michael Kennedy; 6) **Sapphire**, Synergy 1000, David Rasmussen; 7) **Recidivist**, Schumacher 39, Ken Olcott; 8) **Double Trouble**, Sydney 38, Andy Costello; 9) **AFM**, Hobie 33, Sean McBurney; 10) **Absolute 02**, Sydney 38, Michael Stimson; 11) **Summer Moon**, Synergy 1000, Joshua Grass; 12) **X-Dream**, X-119, Steen Moller. (23 boats)

PHRO II — 1) **Shaman**, Cal 40, Steve Waterloo; 2) **Far Far**, Cal 40, Don Grind; 3) **Carnaval**, Santana 35, William Keller; 4) **Cirque**, Beneteau 42s7, Louis Kruk. (8 boats)

MORA — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Bloom County**, Mancebo 31, Tony Basso; 3) **Tule Fog**, Express 27, S. Carroll. (8 boats)

SINGLEHANDED — 1) **Eyrie**, Hawkfarm, Tom Condy. (2 boats)

DOUBLEHANDED — 1) **Tenacity**, Santa Cruz 27, Paul Nielsen; 2) **Azure**, Cal 40, Rodney Pimentel; 3) **Elise**, Express 27, Nathan Bossett. (6 boats)

OVERALL — 1) **Stewball**; 2) **Kokopelli**²; 3) **Secret Squirrel**. (60 boats)

Full results — www.sfy.org

Delta Ditch Run

Don Jesberg confirmed his status as King of the Ditch when he sailed his Melges 24 *Ego* to a record-setting sixth overall victory in the Delta Ditch Run, co-hosted by Richmond YC and Stockton Sailing Club on June 2.

The *Ego*-ists — which included

THE RACING



CHRISTINE WEAVER



GRANT KIBA

Ditch Run Delight — Sixty-seven miles of (mostly) downwind bliss for the 129 boats in this year's Delta Ditch Run on June 2. Clockwise from top left, 'Avalanche', 'Always Friday' and 'Go Dogs Go!' split East Brother Island; a sampling of the 38-strong Moore 24 fleet; Ben and Jennifer Braden's Pacific Northwest-based Moore 24 'More Uff Da' had their priorities straight: sail hard and arrive in style. The barbie on the stern pushpit was already fired up

Jesberg's son Peter, Zarko Draganic and Andrew Holdsworth — put most of their distance on the rest of the 129-boat fleet early in the race. "We were one of the only boats, besides *Yucca*, to carry a spinnaker across San Pablo Bay," Jesberg explained. "We were close to a couple of other Melges 24s at that point, but, as soon as they dropped their kites

and stopped planing, we left them in the dust." *Yucca*, sailed by fellow Bay sailing royalty Hank Easom, was also rewarded for the bold move with first place in the Heavy I division by a healthy 20 minutes on corrected time.

There were the usual pockets of 20-knot breezes and a ripping flood pushing boats along the 67-mile course, but it

was hardly the fastest Ditch Run in the event's 17 years. Hunt Stookey's 32-ft ultra high-performance cruising catamaran *Lightspeed*, with Trevor Baylis at the helm, was the first boat to finish off Stockton Sailing Club just before 5 p.m., after more than five hours on the course.

Lightspeed's 14.3-knot VMG across



CHRISTINE WEAVER



CHRISTINE WEAVER



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when they crossed the finish line; 'Avalanche' and 'Yucca' barrel down the river; friendly faces on 'Average White Boat' and 'Stink Eye'; center right: helmsman and trapeze artist in perfect balance on 'Weckless'; center left: 'Elise' and 'Scandalous' slip by the heavy metal fleet at the entrance to Carquinez Strait; 'Cloud Nine' looking hot as the finish line draws near. All photos latitude/sutter, except as noted.

Suisun Bay helped make up for the more than 130 jibes the crew did from start to finish. In the words of Baylis, a veteran skiff sailor and Ditch Run rookie, "It was a frickin' jibe fest." But both he and fellow Ditch novice Stookey agreed it was a great race. Stookey, who came out from New England for the race, is already talking about next year.

Long Beach multihullers Pease and Jay Glaser on the Tornado E2 followed *Lightspeed* across the finish, and Bill Erkelens, Sr.'s D-Class cat *Adrenaline* was third. *Ego* was the next boat in and the first monohull to finish, 45 minutes later, with Tim Cordrey's Henderson 30 *Sea Saw* seven minutes behind.

Scott Easom and Kermit Schickel

took top honors in the massive 38-boat Moore 24 fleet on *Eight Ball*, albeit with some unintentional assistance from Morgan Larson's *Bruzer*. *Bruzer* was the first Moore over the finish line, but was pushed to 15th in division and 28th overall following a 20-minute penalty for not checking in with the race committee.

Thankfully, the carnage from the

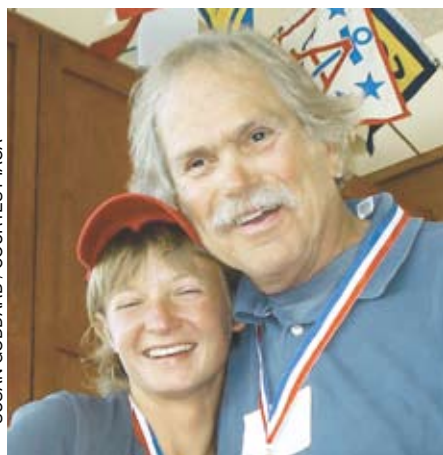
THE RACING

race was relatively benign and mostly involved boats (including *Ego* and *Yucca*) hitting the mud as they navigated the river shallows. At least two boats fared far worse, however: J.D. VanWhye's Merit 25 *Villain* lost her mast (see *Sightings*), and the rumor mill reports that a Moore 24 was rear-ended on her trailer during the 55-mile-per-hour delivery home.

As for Jesberg, he's not sure if he'll shoot for lucky number seven next year. "If we want to win, we're going to have to find smaller and smaller boats," he said, noting that he thinks the race now favors small, light boats. By his own estimates, Wylie Wabbits have a 20-minute advantage. Race organizers dispute the claim, and the jury is still out on the issue, but it's worth pointing out that Wabbits rounded out the top six places overall, behind *Ego*. That said, Jesberg still says he'll be back, but on a slightly larger boat: Richard Leslie's new Melges 32. "I don't think we'll win, but we'll have more fun."

HEAVY I — 1) *Yucca*, 8-Meter, Hank Easom; 2) *Stewball*, Express 37, Bob Harford; 3) *Spindrift V*, Larry Wright; 4) *Samiko*, Serendipity 43, Dexter Bailey; 5) *Cirque*, Beneteau 42s7, Louis Kruk; 6) *Jarlen*, J/35, Robert Bloom; 7) *Cuchulainn*, J/105, James Mullen. (13 boats)

HEAVY II — 1) *Uno*, WylieCat 30, Steve Woner; 2) *Rock Paper Scissors*, Martin 242, Denise & Mike George; 3) *Tiki Blue*, Beneteau 423, Gary



Sophie Soltys and BAADS commodore Ed Gallagher won the Access 303 U.S. Championship title in late May.

Troxel; 4) *Bravo*, Pretorian 35, Aaron Wangenheim; 5) *Marrakesh*, Express 34, Craig Perez; 6) *Stink Eye*, Laser 28, Jonathan Gutoff. (12 boats)

HEAVY III — 1) *Happyhouka*, Cal 27, Greg Goodman; 2) *Cloud Nine*, Catalina 30, Steve

Plummer; 3) *Strike Slip*, Merit 25, Brad Cameron; 4) *Quick Fixx*, Merit 25, Clark Penfield; 5) *Jagermeister*, J/24, Chris Corbin; 6) *Luna Sea*, Santana 525, Steve Strunk. (11 boats)

LIGHT I — 1) *Skiff Sailing Foundation*, 11 Meter, Rufus Sjoberg; 2) *Sea Saw*, Henderson 30, Tim Cordrey; 3) *Always Friday*, Antrim 27, John Liebenberg; 4) *Cascade*, Antrim 27, Steve Rienhart; 5) *Max*, Antrim 27, Ryan Richard; 6) *Sand Dollar*, Mumm 30, Erich Bauer. (11 boats)

LIGHT II — 1) *Backatcha Bandid*, Thompson 650, Ben Landon; 2) *Arcadia*, Santana 27, Gordie Nash; 3) *Still Crazy*, Hobie 33, Robert Plant; 4) *Arc Angel*, Sonoma 30, Jack Tatum. (8 boats)

OLSON 30 — 1) *Naked Lady*, Jeff Blowers; 2) *Family Hour*, Bifafer Family; 3) *Scoundrel*, Aaron Feves; 4) *Hot Betty*, John Scarborough. (7 boats)

EXPRESS 27 — 1) *Motorcycle Irene*, Will Paxton/Mark Jones; 2) *Get Happy*, Brendan Busch; 3) *El Raton*, Ray Lotto; 4) *Moxie*, Jason Crowsen; 5) *Xena*, Mark Lowry; 6) *Witchy Woman*, Tom Jenkins; 7) *Freaks on a Leash*, Scott Parker. (13 boats)

MELGES 24 — 1) *Ego*, Don Jesberg; 2) *Go Dogs Go!*, Tim Hawkins; 3) *Average White Boat*, Kent Pierce; 4) *Flashpoint*, Pat Brown. (8 boats)

MOORE 24 — 1) *Eight Ball*, Scott Easom; 2) *Tortuga*, Bill Erkelens, Jr.; 3) *Wet Spot*, Mike O'Callaghan; 4) *Free Willy*, Scott Sorensen; 5) *Paramour*, Rowan Fennell; 6) *Gruntled*, Bart Hackworth; 7) *Numa Boa*, Mark English/Giles Combrisson; 8) *Morphine*, Brad Butler; 9) *Cal*, Dave Albright; 10) *Flying Tiger*, Vaughn Seifers; 11) *E-9*, Peter Schoen; 12) *#122*, Mark Breen; 13) *Topper II*, Conrad Holbrook; 14) *Who Dat*, Richard Korman; 15) *Bruzer*, Morgan Larson; 16) *Mercedes*, Joel Verutti; 17) *Bad Waitress*, Jim Taylor/Jim Barton; 18) *Century*, Matt Dini; 19) *Wildfire*, Howard Ruderman. (38 boats)

WABBIT — 1) *Weckless*, Tim Russell; 2) *Mr. MacGregor*, Kim Desenberg; 3) *Wind in the Willows*, Erik Menzel; 4) *Kwazy*, Colin Moore. (8 boats)



MULTIHULL — 1) *Serenity*, Seawind 1160, Michael Ropers; 2) *E2*, Tornado, Pease Glaser; 3) *Wingit*, F-27, Amy Wells; 4) *Peregrine Falcon*, F-27, Bill Gardner; 5) *Three Sigma*, F-27, Chris Harvey. (9 boats)

CRUISE — 1) *Irrational Behavior*, Merit 22, Richard Paul; 2) *EC Rider*, Catalina 25, Matthew Loeffler; 3) *After Math*, Schumacher 28, Dick Horn; 4) *Walkabout*, Colin Archer, Ben Neely. (8 boats)

OVERALL — 1) *Ego*; 2) *Weckless*; 3) *Mr. MacGregor*; 4) *Wind in the Willows*; 5) *Kwazy*; 6) *Ghost Dog*, Wylie Wabbit, Andy Hamilton; 7) *Go Dogs Go!*; 8) *Eight Ball*; 9) *Tortuga*; 10) *Wet Spot*. (129 boats)

Full results — www.ssc.org/ditch

Access Class U.S. Championship

Sailors with a diverse range of abilities and disabilities converged on the South Bay over Memorial Day Weekend for the six-race Access Class U.S. Championship.

The quadriplegic sailors in the two-boat Liberty Servo division, which has small electric motors to help sailors maneuver their boats solo, used different methods to get around. Fred Hess used a "sip and puff" helm and sheet winch controller, winning a spirited battle over Herb Meyer, who had manual steering



Industrial-strength action — Above, 'Mon Desir' leads the HDA-K charge to the weather mark during the HDA South Bay race June 16. Right, 'Impact' puts the pressure on 'Latin Lass' during the 'hardhat' leg. Upper left, 'Mer Tranquille' and 'Harp'. All photos latitude/jr.



and a joystick to control his mainsheet and jibsheet winches.

In the other class Access Liberty class dominated by wheelchair users, Alex Hruzewicz recovered from fifth place after the first day to win the division by a point after six races.

The Access 303 title came down to a battle in the last race between two teams, each with a blind sailor and sighted crew. Helmsman Ed Gallagher and crew Sophie Soltys prevailed, posting two bullets on the last day. On the other hand, even without dropping his worst finish — a first! — vision-impaired sailor John Wallace had the Access 2.3 class sealed.

Held in cooperation with South Beach YC, and with race management by St. Francis YC, the regatta was the first major event to be put on by the Bay Area Association of Disabled Sailors, an organization whose members include nearly as many able-bodied sailors as disabled

ones.

Although most Access champ competitors were locals, nearly all of the boats came from Australia, and thus the regatta's success was due in large part to support from the International Access Class Association and sponsors APL and Maersk. The boats are now bound for the Access Worlds in Canada next month. Meyer, a longtime BAADS member who's sailed for more than 60 years, is hopeful that the group will be able to sponsor two or three association members to attend.

ACCESS LIBERTY SERVO — 1) Fred Hess, 24 points. (2 boats)

ACCESS LIBERTY — 1) Alex Hruzewicz, 9 points; 2) Dylan Young, 10; 3) John Greener, 14. (6 boats)

ACCESS 303 — 1) Ed Gallagher, 6 points; 2) Julia Sizemore, 8; 3) Kristi Grotting, 15; 4) Brandon Arthur, 17. (8 boats)

ACCESS 2.3 — 1) John Wallace, 5 points; 2)

Richard Bullock, 19. (4 boats)

Box Scores

Short, sweet and to the point. . .

WOODIES INVITATIONAL (STFYC: 6/23-24)

BIRD — 1) **Robin**, Pat Kirrane, 5 points; 2) **Oriole**, Dan McLean, 9. (4 boats, 3 races)

FOLKBOAT — 1) **Windansea**, Don Wilson, 8 points; 2) **Elsie**, Mike Goebel, 9; 3) **Polperro**, Peter Jeal, 14; 4) **Little Svendel**, Bill DuMoulin, 25; 5) **Emma**, Eric Kaiser, 30; 6) **Thea**, Chris Herrmann, 30. (12 boats, 5 races)

IOD — 1) **La Paloma**, James Hennefer, 4 points; 2) **Never Again II**, Enersen/Evans, 10. (3 boats, 4 races)

KNARR — 1) **Three Boys and a Girl**, Baudalf/Perkins, 23 points; 2) **Adelante**, Don Nazzal, 32; 3) **Snapps III**, Knud Wibroe, 34; 4) **Svenkist**, Sean Svendsen, 36; 5) **Penelope**, Charles Griffith, 37; 6) **Knarmageddon**, Dobroth/Peterson/Armando, 39; 7) **Larkin**, Jon Perkins, 41; 8) **Lykken**, Rick Fisher, 42; 9) **Sophia**, Tom Reed, 49; 10) **Peerless**, Larry Drew, 53; 11) **Narcissus**, John Jenkins, 54; 12) **Gossip**, Adams/Taft, 54. (24 boats; 5 races)

Full results — www.stfyc.com

505 PCCs (TISC: 6/16-17; 8 races)

1) Mike Holt/Carl Smit, 14 points; 2) Bruce Edwards/Dave Shelton, 20; 3) Mark Ivey/Jeff Nelson, 23; 4) Andy Beeckman/Benny Benjamin, 31; 5) Adam Lowry/Dave Byron, 31; 6) Tyler Moore/Rob Woelfel, 46; 7) David Giles/Paul Allen, 75; 8) Jeff Miller/Rich Mundell, 76; 9) Aaron Ross/Rob Waterman, 80; 10) Bruce Mahoney/Richard Clarke, 84; 11) Nick Adamson/Stuart Park & Steve Bourdow, 89; 12) Thad Lieb/Mike Smith, 91. (24 boats)

J/105 INVITATIONAL (SFYC: 6/16-

17; 5 races)

1) **Donkey Jack**, Scott Sellers, 14 points; 2) **Masquerade**, Tom Coates, 20; 3) **Aquavit**, Tim Russell, 20; 4) **Brick House**, Kristen Lane, 21; 5) **Arbitrage**, Bruce Stone, 26; 6) **Risk**, Jason Woodley, 32; 7) **Jabberwocky**, Brent Vaughan, 39; 8) **Natural Blonde**, Rob Cooper, 44; 9) **Jam Session**, Adam Spiegel, 45; 10) **Tiburon**, Steve Stroub, 48; 11) **Blackhawk**, Lindsay Browne, 53; 12) **Wonder**, Tom Kennelly, 65. (24 boats)

Full results — www.sfyf.org

OPTI HEAVY WEATHER REGATTA/HARKEN #4 (StFYC: 6/16-17; 7 races)

BLUE — 1) Dane Wilson, 12 points; 2) Natalia Montemayor, 16; 3) Laura Konitzer, 22; 4) Trevor Rowedder, 23; 5) Jack Barton, 23; 6) Kate Shaner, 25; 7) Hanne Weaver, 43; 8) Alexander Shepard, 44. (16 boats)

GREEN — 1) Claire Warner, 8 points; 2) Keiran Hansen, 25; 3) David Shea, 31; 4) William Keenan, 44. (8 boats)

RED — 1) Dominic Fritz, 10 points; 2) Domenic Bove, 13; 3) Hannah Meers, 24; 4) Tally Buckstaff, 26; 5) Alexander Kroitzsch, 34. (10 boats)

WHITE — 1) Will Cefali, 10 points; 2) Lawson

THE RACING

Willard, 18; 3) Kristopher Swanson, 21; 4) Sammy Shea, 22. (8 boats)

OVERALL — 1) Dominic Fritz, 11 points; 2) Domenic Bove, 17; 3) Dane Wilson, 28; 4) Natalia Montemayor, 38; 5) Hannah Meers, 40. (26 boats)

Full results — www.stfyc.com

COMMODORE'S REGATTA (MPYC; 6/16-17)

1) **Sea Saw**, Henderson 30, Tim Cordrey, 3 points; 2) **Pretender**, Soverel 33, David Potter, 5; 3) **Loca Motion**, Express 37, Mark Chaffey, 7. (6 boats)

Full results — www.mpyc.com

HDA-SOUTH BAY (BVBC; 6/16)

DIV G (< 111) — 1) **Bodacious**, Farr 40 1/T, John Clauser/Bobbi Tosse. (2 boats)

SF 30 — 1) **Wishful Thinking**, Tartan 10, Lester Gee; 2) **Encore**, Wylie Gemini 30, Andy Hall; 3) **Shameless**, Schumacher 30, George Ellison; 4) **Fire Drill**, Tartan 10, Serge Bisson. (7 boats)

DIV K (> 114) — 1) **Mer Tranquille**, Jeanneau Sun Odyssey 34.2, Larry Moraes; 2) **Harp**, Catalina 38, Mike Mannix; 3) **Latin Lass**, Catalina 27, Bill Chapman; 4) **Eclipse**, Hawkfarm, Fred Hoffman. (7 boats)

Full results — www.yra.org

WBR-CITYFRONT #1 (StFYC; 6/16)

BIRD — 1) **Curlew**, James Josephs; 2) **Oriole**, Dan McLean. (3 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal; 2) **Windansea**, Don Wilson; 3) **Thea**, Chris Herrmann; 4) **Freja**, Tom Reed, Jr; 5) **Faith**, Brock DeLappe; 6) **Elsie**, Michael Goebel. (11 boats)

IOD — 1) **La Paloma**, James Hennefer; 2) **Whitecap**, Henry Hernandez. (3 boats)

KNARR — 1) **Three Boys and a Girl**, Chris Perkins; 2) **Narcissus**, John Jenkins; 3) **Svenkist**,

Sean Svendsen; 4) **Lykken**, Rick Fisher; 5) **Penelope**, Charles Griffith; 6) **Huttetu**, George Rygg; 7) **Snapps III**, Knud Wibroe; 8) **Gossip**, Steve Taft/Mark Adams; 9) **Sophia**, Tom Reed; 10) **St. Bertram**, Chris Andersen; 11) **Peerless**, Lawrence Drew; 12) **Larkin**, Jon Perkins; 13) **Ohana**, Steve Wegner. (25 boats)

Full results and race #2 — www.yra.org

J/120 & EXPRESS 37 INVITATIONAL (SFYC; 6/9-10; 5 races)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards/Bill Bridge; 2) **Elan**, Bill Riess; 3) **Bullet**, Michael Maloney; 4) **Expeditious**, Bartz Schneider. (7 boats)

J/120 — 1) **Chance**, Barry Lewis; 2) **Desdemona**, John Wimer; 3) **Twist**, Timo Bruck; 4) **Dayenu**, Don Payan; 5) **Mister Magoo**, Steve Madeira. (9 boats)

Full results — www.sfyc.org

LIPTON CUP (SDYC; 6/9-6/10; 9 races; J/105s)

1) **Wings**, San Diego YC, Bill Hardesty, 23 points; 2) **Straight Edge**, Southwestern YC, Chris Winnard, 31; 3) **Triple Play**, Coronado YC, Scott Harris, 33; 4) **Invisible**, California YC, Doug



Crowded house — J/105s on the Berkeley Circle during the SFYC J/105 Invitational.

McLean, 34; 5) **Sanity**, Cortez Racing Association, Rick Goebel, 34; 6) **Repeat Offender**, Santa Barbara YC, Larry Hardeck, 37. (6 boats)

Full results — www.sdycc.org

FIRST TEAM REAL ESTATE INVITATIONAL REGATTA (NHYC/Balboa YC; 6/8-10; 5 races)

HOAG CUP OVERALL — 1) **Grand Illusion**, Santa Cruz 70, Patrick O'Brien/Ed McDowell; 2) **Westerly**, Santa Cruz 70, Tim & Tom Hogan; 3) **Skylark**, Santa Cruz 70, Douglas Ayres; 4) **Holua**, Santa Cruz 70, Brack Duker; 5) **Morning Light**, Transpac 52, Jeremy Wilmot; 6) **Chayah**, 1D-48, Oscar Krinsky/Chris Redman; 7) **Rosebud**, STP65, Roger Sturgeon; 8) **Pendragon IV**, Davidson 52, John MacLaurin. (15 boats)

Full results — www.firstteamregatta.com

OYRA-DRAKE'S BAY (CYC; 6/9-10; combined results)

MORA — 1) **Xena**, Express 27, Mark Lowry; 2) **Shanti**, Olson 911SE, Jon Eberly; 3) **Always Friday**, Antrim 27, John Liebenberg. (6 boats)

PHRO I-A — 1) **Cipango**, Andrews 56, Bob & Rob Barton. (2 boats)

PHRO I — 1) **Recidivist**, Schumacher 39, Ken Olcott; 2) **Sapphire**, Synergy 1000, Dave Rasmussen. (4 boats)

PHRO II — 1) **Cirque**, Beneteau 42s7, Louis Kruk; 2) **Voyager**, Beneteau 345, Steven Hocking. (4 boats)

SHS — 1) **Shamrock**, C&C 41, James Con-

Facing forward — Steve Kumpan, Todd Kapp, and Jim Bonlie stay focused as 'Xena' approaches the Gate on the way home from Drake's Bay. Not pictured are photographer Kevin McElroy and driver Mark Lowry, who says he still can't shake the feeling of seaming across the SF Bar at 17 knots.





nolly; 2) **Tenacity**, Santa Cruz 27, Paul Nielsen; 3) **Tivoli**, Beneteau 42s7, Judy & Torben Bentsen. (5 boats)

Individual race results — www.yra.org

RONSTAN BAY CHALLENGE (STFYC: 6/9-10)

FORMULA DISTANCE RACE — 1) Seth Besse; 2) Mike Zajicek; 3) Steve Sylvester; 4) Steve Bodner; 5) Ben Bamer; 6) Soheil Zahedi; 7) Mike Percy; 8) Eric Christianson; 9) Chris Radkowski; 10) Al Mirel; 11) David Wells; 12) Royce Yen. (23 boards; 21 miles)

KITE DISTANCE RACE — 1) Anthony Chavez; 2) Shawn Richman; 3) Jeff Kafka; 4) Nils Stolzlechner; 5) Christopher Brown; 6) Chip Wasson; 7) Jeff Ruoss; 8) Charlie Dietrich. (15 kites; 21 miles)

FORMULA COURSE RACING — 1) Seth Besse, 3 points; 2) Steve Bodner, 6; 3) Eric Christianson, 14; 4) Steve Sylvester, 32; 5) Bill Weir, 34; 6) Al Mirel, 38; 7) David Wells, 43; 8) Alan Prussia, 46; 9) Chris Radkowski, 46; 10) Lyn Preuit, 51; 11) Mike Zajicek, 54; 12) Mike Percy, 57. (24 boards; 3 races)

KITE COURSE RACING — 1) Anthony Chavez, 2 points; 2) Shawn Richman, 4; 3) Chip Wasson, 6; 4) Steve Gibson, 9; 5) John Gomes, 20; 6) Nils Stolzlechner, 21; 7) Jeff Ruoss, 22. (15 kites; 2 races)

Full results — www.stfyc.org

ODCA-KNOX #1 (SYC: 6/9)

BENETEAU 36.7 — 1) **Bufflehead**, Stuart Scott; 2) **El Jefe**, Richard Green; 3) **Ay Caliente**, Aaron Kennedy. (5 boats)

ALERION EXPRESS 28 — 1) **Maeve II**, Nancy

Pettengill; 2) **Lizbeth**, Michael Land; 3) **Eagle**, Chuck Eaton. (5 boats)

SF 180 — 1) **Achates**, Newport 30-II, Bob Schock; 2) **Harry**, Newport 30-II, Dick Aronoff; 3) **Zeehond**, Newport 30-II, Donn Guay. (6 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair/Greg Gilliom; 2) **Tenacious**, Robert Warren/Kris Youngberg; 3) **Captain Hooke**, Tom & David Newton; 4) **Freedom Won**, John Melton. (7 boats)

OLSON 25 — 1) **Balein**, Daniel Coleman; 2) **Clean Sweep**, Tom Nemeth; 3) **Vivace**, Larry Nelson. (6 boats)

SANTANA 22 — 1) **Bonito**, Michael Andrews; 2) **Carlos**, Jan Grygier; 3) **Tackful**, Frank Lawler; 4) **Elaine**, Pat Broderick; 5) **Maguro**, Pete Trachy. (9 boats)

Full results and race #2 — www.yra.org

ALAMEDA INTERCLUB #3 (OYC: 6/9)

SPINNAKER (< 142) — 1) **Crinan II**, WylieCat 30, Bill West; 2) **Breakout**, Santana

35, Stolp/Ritchey. (4 boats)

SPINNAKER (> 143) — 1) **Spindrifter**, Tartan 30, Paul S. Skabo; 2) **Flotsam**, Yankee One Design, Brad & Geoff Clerk; 3) **Wind Dragon**, Catalina 34, Dave Davis; 4)

Lelo Too, Tartan 30, Emile Carles. (7 boats)

CATALINA 34 — 1) **Queimada**, David Sanner; 2) **Mottley**, Chris Owen; 3) **Casino**, Bill Eddy; 4) **Crew's Nest**, Ray Irvine. (7 boats)

NON-SPIN (< 149) — 1) **Diana**, Islander 36, Steve Zevanove; 2) **Flyer**, Peterson 33, John Diegoli; 3) **Thumbs Up**, Catalina 42.5, Cheryl Orgee. (5 boats)

NON-SPIN (> 150) — 1) **Dominatrix**, Santana 22, Heidi Schmidt; 2)

Joanna, Irwin 30, Martin Jemo; 3) **Bianca**, Islander 30 Mk II, Paul Berger; (5 boats)

MULTIHULL — 1) **Serenity**, Seawind 1160, Mike Ropers; 2) **Origami**, Corsair 24 Mk II, Ross Stein; 3) **Three Sigma**, F-27, Chris Harvey; 4) **WingIt**, F-27, Amy Wells. (8 boats)

Full results — www.stbama.org

WBRA-KNOX #1 (SYC: 6/3)

BIRD — 1) **Robin**, Patrick & Cissy Kirrane; 2) **Oriole**, Dan McLean. (4 boats)

FOLKBOAT — 1) **Windansea**, Don Wilson; 2) **Polperro**, Peter Jeal; 3) **Freja**, Tom Read, Jr; 4) **Faith**, Brock DeLappe. (8 boats)

IOD — 1) **Bolero**, Richard Pearce; 2) **306LP** Jim Davies; 3) **La Paloma**, James Hennefer; 4) **Xarifa**, Paul Manning. (7 boats)

KNARR — 1) **Narcissus**, John Jenkins; 2) **Three Boys and a Girl**, Chris Perkins; 3) **Lykken**, Rick Fisher; 4) **Larkin**, Jon Perkins; 5) **Peerless**, Lawrence Drew; 6) **Gossip**, Steve Taft/Mark Adams; 7) **Svenkist**, Sean Svendsen; 8) **Snaps III**, Knud Wibroe; 9) **Adelante**, Don Nazzal; 10) **Pegasus**, Peter Noonan; 11) **Gjendin**, Graham Green; 12) **Flyer**, Chris Kelly. (23 boats)

Full results and race #2 — www.yra.org

SYDNEY 38 OPEN (SCYC: 6/2-3; 5 races)

1) **Bustin' Loose**, Jeff Pulford, 6 points; 2) **Howl**, Tom Thayer, 10; 3) **Animal**, Matt Lezin, 10. (6 boats)

Full results — www.scyc.org

GO FOR THE GOLD (GCYC: 6/2-3; 5 races)

OPEN MULTIHULL — 1) Peter Schmalzer, Nacra 5.8, 9 points; 2) Mike Peavy, Nacra 5.8, 11; 3) Jason Smith, Nacra 5.8, 16; 4) Peter Kraft, Nacra 5.0, 24. (7 boats)

ULTIMATE 20 — 1) **Layla**, Trish Sudell, 11 points; 2) **Enigma**, David Kitchen, 15; 3) **Cloud Nine**, Jim Carson, 17; 4) **Salsa**, Steve Borough, 18. (7 boats)

CATALINA 22 — 1) **Sirius**, Michael Rayfuse, 15 points; 2) **Criosaidh**, Greg Rohde, 18; 3) **Mo-Bettah**, Don Samuelson, 21; 4) **Dumbo**, David Torrisi, 23; 5) **No Cat Hare**, Don Hare, 24; 6) **Blue**



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'Andiamo' keeps a careful watch — for what, we're not entirely sure — during the Single-handed Sailing Society's In-The-Bay Race.

Diamond, Dave Strain, 26. (12 boats)

OPEN KEEL — 1) **Bear**, Santana 20, Gary Dowd, 7 points; 2) **Mr. Bone**, Int. Tempest, Rick

THE RACING

Nelson, 7.5. (3 boats)

LASER — 1) Dan Ouellet, 7 points; 2) Richard Leland, 14; 3) Drake Jensen, 17. (5 boats)

OPEN CENTERBOARD A — 1) David Rambaugh, Coronado 15, 5 points; 2) Steve Fishman, Coronado 15, 10; 3) Dave Neilsen, Windmill, 21; 4) Alan Taylor, Windmill, 21; 5) Scott Rovanner, Windmill, 22; 6) Laurie Davis, Byte, 32. (12 boats)

OPEN CENTERBOARD B — 1) Walt Andrews, El Toro, 7 points; 2) Peter Jonk-Sommer, Sunfish, 21; 3) Bob Cronin, Sunfish, 22; 4) John Palmer, Lido 14, 23. (8 boats)

Full results — www.nccn.net/~ggyc

HDA-CITYFRONT (BVBC; 6/2)

DIV G (< 111) — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Bodacious**, Farr 40 1/T, John Clauser/Bobbi Tosse; 3) **Jeannette**, Frers 40 1/T, Henry King; 4) **Petard**, Farr 36, Keith Buck/Andy Newell. (8 boats)

SF 30 — 1) **Encore**, Wylie Gemini 30, Andy Hall; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Elusive**, Olson 911S, Charles Pick. (6 boats)

DIV K (> 114) — 1) **Blue Pearl**, Hunter 41, John Dahle; 2) **Latin Lass**, Catalina 27, William Chapman; 3) **Lelo Too**, Tartan 30, Emile Carles. (6 boats)

Full results — www.yra.org

SSS IN-THE-BAY RACE (CYC; 6/2)

SH-DIV II (< 99) — 1) **Arowana**, Diva 39, Larry Riley; 2) **Alchera**, J/120, Mark Deppe. (3 boats)

SH-DIV III (100-160) — 1) **Sail A Vie**, Ericson 35 Mk II, Phil MacFarlane; 2) **Ragtime**, J/92, Bob Johnston; 3) **Firefly**, Dehler 34, Chris Case. (5 boats)

SH-DIV IV (> 161) — 1) **Travieso**, Ericson 30+, Daniel Alvarez; 2) **Emerald**, Yankee 30, Peter Jones; 3) **Eyrie**, Hawkfarm, Synthia Petroka. (6 boats)

SH-DIV V (NON-SPIN) — 1) **Svenska**, Peter-son 34, Fred Minning; 2) **Hot Ice**, C&C110, Mike Haddock; 3) **Krissy**, Erickson 35 Mk III, Allen Cooper; 4) **Na Na**, Saga 43, Dwight Odom; 5) **Chai D.M.**, Ericson 28, Vincent Swerkes; 6) **Deva**, J/100, Steve Ripple; 7) **Sobranite**, Catalina 320, Paul Descalso; 8) **Stormrider**, Aphrodite 101, Don McCrea. (15 boats)

SH-SPORTBOAT — 1) **Mirage**, Black Soo, Ben Mewes; 2) **Taz!!**, Express 27, George Lythcott; 3) **Shazam!**, SC 27, Stephen Faustina. (5 boats)

DH-DIV I (MULTIHULL) — 1) **Origami**, F-24, Bill Pace; 2) **Roshambo**, F-31, Darren Doud. (3 boats)

DH-DIV II (< 99) — 1) **Twist**, J/120, Timo Bruck; 2) **Jam Session**, J/105, Adam Spiegel; 3) **Shamrock**, C&C 41, Jim Connelly; 4) **Lightwave**,



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Kinda blue — 505 action off Treasure Island June 16-17. The San Francisco fleet is gearing up to host the 2009 Worlds at St. Francis YC.

J/105, Richard Craig. (7 boats)

DH-DIV III (100-160) — 1) **Harp**, Catalina 38, Mike Mannix; 2) **Bad Puddy Cat**, C&C 37, Matt Siddens; 3) **Paradigm**, J/32, Luther Izmirian; 4) **Voyager**, Beneteau 345, Steve Hocking; 5) **Ad Lib**,

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Aphrodite 101, Niel Dodds; 6) **Borderline**, Olson 911SE, Bill Charron. (12 boats)

DH-DIV IV (> 161) — 1) **Sagitta**, Islander 28, Walter George; 2) **Elaine**, Santana 22, Pat Broderick. (4 boats)

DH-DIV V (NON-SPIN) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Joyride**, J/109, Jim Vickers; 3) **Arabella**, Alerion Express 28, Harry Allen. (6

boats)

DH-SPORTBOAT — 1) **Vitesse Too**, Hobie 33, Grant Hayes; 2) **1st Impression**, SC 27, Rick Gio; 3) **US 101**, Moore 24, Rudy Salazar. (6 boats)

DH-WYLIECAT 30 — 1) **Lotta'tude**, Jonathan Bloom. (1 boat)

Full results — www.sfsss.org

SBYRA SUMMER #3 (BVBC: 6/2)

SPINNAKER — 1) **Morning Star**, Cal 3-30, Robert Young; 2) **Fermanagh**, O'Day 34, Frank Johnson; 3) **CL2**, Cal 25, Dylan Benjamin; 4) **Sandpiper**, San Juan 24, Kevin Hartig. (11 boats; all others DNS)

NON-SPINNAKER — 1) **Miss Kate**, Catalina 27, Mike Satterlund; 2) **Zingara**, Islander 36, Jocelyn Swanson; 3) **Chiquita 2.0**, Catalina 36, Hank Schade. (6 boats; all others DNS)

Full results — <http://sbyra.home.comcast.net>

WHISKEYTOWN REGATTA (WSC: 5/26-27; 4 races)

LASER — 1) Jim Christopher, 12 points; 2) B. Brady, 13; 3) Trish Sudell, 15; 4) Steve Salas, 18; 5) Tom Burden, 18. (9 boats)

PELICAN — 1) Bob Jones, 4 points; 2) Paul Lorenzi, 8; 3) Michael Harper, 9; 4) Curtis Johnson, 12; 5) Kevin Mackey, 14. (10 boats)

OPEN KEEL A — 1) **Backatcha Bandit**, Thompson 650, Ben Landon, 6 points; 2) **Weck-**

less, Wylie Wabbit, Tim Russell, 8; 3) **Goldrush**, Sonar, Mike Strahle, 12. (5 boats)

OPEN KEEL B — 1) **Kudzo**, Capri 22, Jerry Lewis, 4 points; 2) **Whiskeytown Express**, Islander 24, Mike Medley, 11; 3) **Lusty**, Balboa 26, Ray Profit, 15; 4) **KaiNun**, Catalina 22, Jake Weld, 17; 5) **Wingnut**, Cal 20, Mike Stone, 18; 6) **Lone Ranger**, Ranger 23, Mark Dillon, 28; 7) **M*it**, Catalina 22, Carl Strahle, 30. (13 boats)

OPEN CENTERBOARD — 1) Steve Lowry, Daysailor, 5 points; 2) Dean Eppley, Megabyte, 10; 3) Michael Radziejowski, IC, 13; 4) B. Woodford, Javelin, 17. (7 boats)

BANSHEE — 1) Craig Lee, 4 points; 2) S. Galeria, 9; 3) Carol Benjamin, 16; 4) Dan Benjamin, 16. (7 boats)

SNIFE — 1) Rowan Fennell, 8 points; 2) Thomas Hunt, 11; 3) Nathaniel Fennell, 14; 4) Ron Hanford, 15. (7 boats)

OPEN MULTIHULLA — 1) Mike Peavy, Nacra 5.8 NA, 6 points; 2) Chris Strahle, Hobie 21, 8. (3 boats)

OPEN MULTIHULL B — 1) Linsey Veerkamp, Hobie 14, 4 points; 2) Allison Cola, Hobie 16, 8. (3 boats)

HOBIE 16 — 1) Donna DeMarest, 7 points; 2) John Veerkamp, 9; 3) Mike Archibald, 12. (6 boats)

EL TORO — 1) Walt Andrews, 4 points. (2 boats)

Full results — www.whiskeytownsailing.org



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THE RACING

MERCURY NORCAL SERIES (EYC: final)

1) Doug Baird, 15 points; 2) Pax Davis, 53; 3) Bill Worden, 58; 4) John Selbach, 75; 5) George Morris, 79; 6) Hal McCormack, 81; 7) Greg Goodman, 89; 8) Dan Simmons, 97; 9) Jim Bradley, 99. (17 boats)

Full results — www.mercury-sail.com

SPRING ONE DESIGN SERIES (SCYC: final)

SANTA CRUZ 27 — 1) **Hanalei**, Rob Schyler, 11 points; 2) **Magic**, Beat & Magdalena Neaf, 14; 3) **Don Quixote**, Craig Smith, 22; 4) **Duet**, DeWitt/Postlewaite, 29. (7 boats)

SANTANA 22 — 1) **Gypsy**, Bridget Binko, 8 points; 2) **Maybe**, Ernie Rideout, 11; 3) **Rick's Place**, Larry Comstock, 19. (6 boats)

Full results — www.scyc.org

Race Notes

New day job: **Liz Baylis** has been appointed executive director of the **Women's International Match Racing Association**. In her new role, the former women's match racing world champion and Rolex US Yachtswoman of the Year will lead the 11-year-old association as it advocates for a women's match racing event in the 2012 Olympic regatta. In the short term, Baylis and WIMRA,



EVAN FREEDMAN

All-American girl — Recent Brown grad **Monica Stein** was named an ICSA All-American crew for the 2006-07 season.

in conjunction with North U., are organizing women's match racing clinics around the world to introduce sailors to the discipline. The **Belvedere Cove Foundation** has signed on to provide financial support for the association.

In the meantime, Baylis continues to compete on the international match race circuit. Her **San Francisco Women's**

Match Race Team — which also includes Karina Shelton, Lee Icyda, Suzy Leech, Melinda Erkelens and Aimee Daniel — is currently 16th on the ISAF Women's ranking, following a fourth-place finish at the Santa Maria Cup in Annapolis at the end of May.

Extra curricular activity: Taking note of Baylis's new WIMRA position and her extensive onshore and offshore racing experience, the **Northern California PHRF Committee** is pleased to announce that she has met all qualifications for membership on the committee. They're looking forward to her active participation in the group.

Sale boat of the month: **Richard Leslie** is stepping up a size from his Melges 24 *Matilda* to a 32-ft version. His will be the third 'new-generation' Melges 32 on the Bay.

Sale boat of the month bonus: **Dean Daniels** is the proud new owner of Mark Halman's winning Hobie 33 *Sleeping Dragon*. Daniels' objective for the boat is straightforward: to win the 2008 Pacific Cup. "Winning is an ambitious goal," Daniels admits, "but I now have a boat

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Fourteen-star pile-up — A pack of Lasers file in around the weather mark during the delightfully mild Summer Sailstice Regatta on June 23. Results from the dinghy portion of the event, posted after our deadline, are at www.tisailing.org.

that has won most major Northern California ocean races multiple times and will be sailed by a crew (Daniels, Paul Martson and Debi Cohn) who have tens

of thousands of ocean miles between us and can do the job." The 'Dragon Rider Project' will sail under the South Beach YC burgee.

Road warriors: **Andrew Casey** won the painfully light **Finn Nationals** on Gull Lake in Michigan last month. Twenty-six boats completed four races, just enough to call it a series. Don Jesberg finished third.

Several Bay Area sailors migrated east to **Rolex Block Island Race Week** for a change of scenery. Dan Brousseau was on the NYYC Swan 42 *Arethusa*, which missed out on a division win by just a point. Jim and Chris Gregory were on *Mutiny* in the same one design class and finished fourth. Says Jim: "Not bad, but after winning the first race, I'd hoped for more. The fleet has some very good sailors, and the class looks like it will be a huge success. The owners get along and actually like each other!" Former *Racing Sheet* editor Rob Moore returned to his position on Jim Swartz's Swan 601 *Moneypenny*, which finished second in the Super Zero IRC class to perennial East Coast favorite *Blue Yankee*.

Sailing scholars: The College of Charleston defended their ICSA/Gill Coed National Championship title. Hobart senior Trevor Moore of Vermont was

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THE RACING

named 2007 College Sailor of the Year, while the Robert H. Hobbs Trophy for ICSA Sportsman of the Year went to St. Mary's College graduating senior and Maryland native John Howell.

Closer to home, Brown University graduate and Redwood City native **Monica Stein** was named an ICSA All-American crew. Although her dad is an avid sailor, Stein didn't start sailing until college. Now says she can't imagine a life without competitive sailing. **Stanford University** sailors **Brian Haines** and **Emery Wagner** received ICSA co-ed honorable mentions.

DOA: RegattaPRO's Women's Series has been cancelled. Organizer Jeff Zarwell received no entries for what was to be a multi-race series spread over five days this summer.

Able is as able does: Whiskeytown Sailing Club hosted the **Pan-Pacific**



COURTESY ROLEX / DAN NERNEY

Not the Bay — San Franciscan **Bruce Stone's** J/105 'Arbitrage' during Rolex Block Island Race Week's light wind and flat seas.

Trapseat Championship in late May. The Trapseat is a modified Hobie 16 that accommodates one disabled and one able-bodied sailor. The result is something inventor **Mike Strahle** refers to as "inclusive sailing."

Although only four boats attended

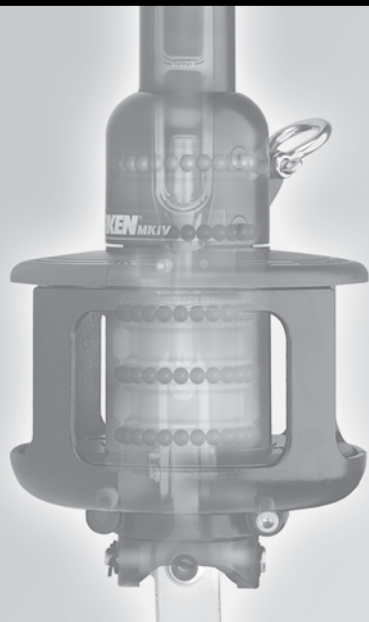
this year's match race format event (which Strahle, sailing with **Mike Corlett**, won), all four teams stuck around for the annual Whiskeytown Regatta the following weekend.

Connecticut sailor **Donna DeMarest**, who finished fourth in the Pan-Pacifcics, beat a fleet of able-bodied sailors to win the Hobie 16 class at the latter event. **Allison Nicola**, another disabled skipper and Trapseat sailor from Chico, took second in Open Multihull B. For his part, Strahle finished a re-

spectable third in Open Keel A on his other boat, a Sonar. By the way, you've got to appreciate the Trapseatter's team names: Strahle and Corlett raced as *Twisted Skippers*, while blind sailor Martha Hitchcock, with Carl Strahle as crew, were *X-Site-Able*.

Hot, hot, hot: More than a year before the start, the **2008 Pacific Cup** race between San Francisco and Kaneohe,

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Hawaii, had 48 entries as of June 24. If you think '08 is the year for you, act fast! Limited facilities at Kaneohe YC after the finish means there's a cap on the number of starters. Go to www.pacificcup.org for more info.

If 2,200 miles to Hawaii isn't long enough for you, there's always Tahiti. Several SoCal Santa Cruz 70 owners have started to float the idea of bringing back the **Tahiti Race** next summer. With interest in West Coast ocean racing at an all-time high, not to mention a new era of bigger, faster and usually more comfortable boats in the last 20 years, it sure makes sense to us.

Small potatoes: San Francisco YC's **Easom Founders Trophy/Etchells PCCs**, drew just 11 boats June 23-24. **Bill Melbostad** and Ben Wells both led the five-race event with 20 points, with the nod going to Melbostad on the tie-breaker. Complete results at www.sfyf.org.

Even fewer boats came out for Stockton Sailing Club's **Stockton-South Tower Race** on the same weekend.



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Head on — 'Novia' races down the track during the HDA portion of Summer Sailstice.

Steve Plummer's Catalina 30 *Cloud Nine* topped a four-boat fleet. Results at www.stocktonsc.org. South Tower race PRO Jim Hachman said this year's race was truly enjoyable, and he's hopeful the race sees revived interest next year.

All over but the crying: Our slightly-earlier-than-usual deadline is the rea-

son races like Summer Sailstice and Ullman Sails Long Beach Race Week didn't receive full coverage in the *Racing Sheet* this month. If you'd like more information on those events, be sure to check their respective websites: www.tisailing.org and www.lbrw.org. Same goes for several races that happened after we went to press, including the SSS's LongPac, more WBRA racing, and MPYC's Ladies Day Regatta (www.sfbaysss.org, www.yra.org, and www.mpyc.org, respectively.)

Odds and ends: **John Dukat**, mastermind behind the Delta Ditch Run all those years ago, sends the following report: "Sorry I missed the Ditch Run, but I was bird watching at Pt. Barrow, Alaska." Although we don't entirely understand why, Dukat says his trip inspired him to propose that the 2008 El Toro Nationals (his boat of choice nowadays) be held in Pt. Barrow. "Though we may have to amend the racing rules for obstructions caused by all those little bergie bits on the course," he notes. We think he's joking. Or rather, we hope he is.

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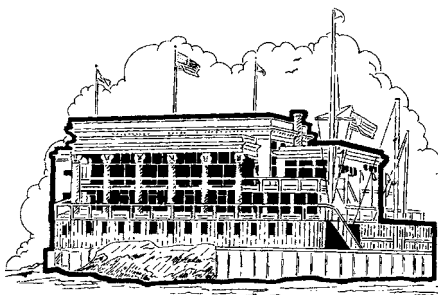
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With reports this month on the **Learn-While-You-Play Approach to Cultural Enrichment**, a first-timer's assessment of **Cruising the Dalmatian Coast**, and miscellaneous **Charter Notes**.

The Educational Side of Chartering: The Worldwide Chartering Quiz

It's no surprise that taking a yacht charter vacation is an excellent way to improve your tan, relax the kinks in your neck and build a boatload of happy memories. But you might be surprised to know that a sailing getaway can also stimulate your 'gray matter' by giving you a deeper understanding of history and culture. To our way of thinking, that's one of the most appealing aspects of chartering away from your home waters.

If you're like most vacationers, you're likely to spend some time studying up on the area you'll be traveling in prior to leaving home — if for no other reason than to plan your itinerary. Many veteran yacht charterers will tell you that doing a little light research in advance of a trip heightens the excitement and anticipation, and thereby extends the overall enjoyment of the whole experience. On the other hand, if you're just too darned busy to even think much about your vacation destination prior to stepping aboard the plane — as we often are — the flight itself is an ideal time to pull out the cruising guides or tourism literature and start boning up on the history, geography and cultural traditions of your destination.

Once underway, unless you become absolutely hypnotized by the chartplotter, it's only natural that you'll peruse

A million miles from the mainstream, age-old Polynesian traditions are still widely practiced in the 'friendly kingdom' of Tonga.



COURTESY THE MOORINGS

the cruising guide as you sail from anchorage to anchorage. Most will have relatively accurate capsule histories of the regions and its people in their introductory sections, plus tidbits about the place's cultural and maritime heritage. Some also include mini-bios on particularly colorful characters.

Kicking back in the cockpit with a historical novel set in the area of your cruise is another excellent way to enhance the overall experience — tackling Michener's *Chesapeake* while in that area is a perfect example. When possible, poking around in a shoreside museum or taping into the knowledge of park rangers, docents and tour guides can also yield savory nuggets of wisdom.

The net effect of all this is that when you arrive home afterwards, you'll not only be exhilarated by the sailing experience, but your knowledge and appreciation for that corner of the world will have expanded exponentially.

To prove our point, we've concocted the following World Charter Quiz. Our many readers who are hardcore charter addicts will probably score high marks thanks to info gleaned from cruising guides and basic tourism info available to travelers. Give it a try. (You'll find answers at the end.)

The Quiz:

- 1) What Caribbean Island is named after an actual pirate?
 - Tintamare
 - Culebra
 - Jost Van Dyke
 - Marie Galante
- 2) The people of what charter destination share a common ancestry with Hawaiians?
 - Fiji
 - the San Juan Islands
 - Tahiti
 - Sea of Cortez
- 3) In what charter destination would you have a high likelihood of seeing both bald eagles and so-called killer whales?
 - the Leeward Antilles
 - the Chesapeake
 - the Balearic Islands
 - the San Juan Islands
- 4) What Caribbean Island is a former Swedish colony?
 - Petit St. Vincent
 - Carriacou



LATITUDE / AT

Nelson's Dockyard at Antigua is one place where you can't help but absorb a little knowledge of Caribbean history.

- St. Croix
 - St. Barts
- 5) What charter destination is believed to have been created when a peninsular land mass split off from the mainland 20 million years ago?
 - Sardinia
 - the Seychelles
 - New Zealand
 - the Sea of Cortez
 - 6) What charter destination was never conquered by foreign aggressors?
 - the Lipari Islands
 - Malta
 - New Zealand
 - Tonga
 - 7) What charter destination includes the islands of Cockroach, George Dog, Dead Chest and Fallen Jerusalem?
 - the Grenadines
 - the Republic of Ireland
 - Belize
 - the British Virgin Islands

OF CHARTERING



- __ 29 years before Lincoln's Emancipation Proclamation
- __ 1898
- __ when the French Revolution ended

15) What popular charter destination is also America's largest estuary?

- __ the Florida Keys
- __ the Chesapeake
- __ the San Juan Islands
- __ Penobscot Bay

16) At what charter destination might you see whales, dolphins and penguins?

- __ Greece's Sporades Islands
- __ New Zealand's Bay of Islands
- __ Spain's Balearic Islands
- __ The Netherlands' IJsselmeer

17) What Caribbean kingdom has no human habitation?

- __ Nevis
- __ Vieques
- __ Mustique
- __ Redonda

Check your answers below and see how you did. If you're a charter junkie who's been vacationing under sail for decades, we bet you aced it. But if your score was embarrassingly low, we suggest you spin the globe and pick a spot for your next 'educational' charter.

— latitude/at

1) Jost Van Dyke; 2) Tahiti; 3) the San Juan Islands; 4) St. Barts; 5) the Sea of Cortez; 6) Tonga; 7) the British Virgin Islands; 8) the Chesapeake; 9) Belize; 10) Antigua; 11) the Cyclades; 12) from Denmark for \$25,000,000; 13) the Seychelles; 14) 29 years before Lincoln's Emancipation Proclamation; 15) the Chesapeake; 16) New Zealand's Bay of Islands; 17) Redonda.

A side benefit of French Polynesia's great sailing conditions is learning about its rich Polynesian heritage.

8) In what charter destination can you visit port towns established by the British during the 1600s?

- __ the San Juan Islands
- __ Vietnam
- __ Tahiti
- __ the Chesapeake

9) In what charter destination can you sail in water less than 25 feet deep for days?

- __ Downeast Maine
- __ Belize
- __ the Sea of Cortez
- __ the Spanish Virgin Islands

10) At what charter destination is a formal naval repair yard now a national park, and home to some of the world's finest yachts?

- __ St. Tropez
- __ Antigua
- __ Whitsunday Islands
- __ Nevis

11) The Greek island of Delos, mythological birthplace of Apollo, is part of what cluster of islands?

- __ the Balearics

- __ the Dalmations
- __ the Pyrenees
- __ the Cyclades

12) From whom did the U.S. government buy the U.S. Virgin Islands in 1917, and for how much?

- __ from Spain for \$1,000,000
- __ from England for \$45,000,000
- __ from Holland for \$32,000,000
- __ from Denmark for \$25,000,000

13) What charter destination was controlled by Arab traders, pirates, France, and Britain before gaining independence?

- __ the Greek Isles
- __ Corsica
- __ the Balearic Islands
- __ the Seychelles

14) When was slavery abolished in the BVI?

- __ the day after Lincoln's Emancipation Proclamation



LATITUDE / AT



DAN & ALISON LEININGER

Sipping a cool drink in one of Split's many outside cafes, you may think you've stumbled onto a movie set.

Croatia's Dalmatian Coast: A First-Timer's Perspective

The article we read in a leading sailing magazine which called Croatia a "hidden jewel" was half right. Jewel, yes, but hidden no more. Croatia is a wonderful place to charter, but we found prices on

the high side, and both marinas and anchorages fairly crowded during late-summer. Our two-week charter ran from late August to early September, during a seasonal transition to lower marina prices.

Where to go? This was my first cruise with Alison, since meeting her several years ago

while volunteering with the Bay Area Association of Disabled Sailors (BAADS). Since we sail just about every weekend on San Francisco Bay as skipper and first mate of the BAADS flagship Catalina 30, we figured we were ready for a nice vacation charter somewhere warm. After originally considering the Caribbean, we eventually decided on Croatia.

Arrangements — We booked our char-

ter through a company called Sail Croatia, as their prices were competitive and we thought they would arrange flights for us. It turned out that their flights (UK-to-Croatia) were full, however, so we were on our own for this leg of the trip. This almost became a stumbling block, but we eventually worked things out.

On arrival in Croatia, we were told that our charter had been sub-contracted to another company called PBZ Leasing, which may have been due to the relatively small boat we'd chartered, a Beneteau 311. It worked out great, though, as we were based at the Adriatic Croatia International (ACI) Marina in the inner harbor of Split, and had a chance to conveniently explore this wonderful city on both ends of our vacation.

Navigation — I ordered a couple of smaller scale charts from American Nautical Services, Inc. (www.amnautical.com), specifically #54200, Dugi Otok to Otok Brac and #54220, Ostrvo Brac to Dubrovnik. Fortunately, they arrived in time to do some rough planning before leaving on our adventure. This proved

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CALIFORNIA'S CARIBBEAN CONNECTION

Page 182 • Latitude 38 • July, 2007

OF CHARTERING

very useful, as we were able to determine that we should be able to cruise south to Dubrovnik and return within our two-week window. We brought these charts with us, and they were very useful in seeing the 'big picture' as we made our way. Our boat came with very good quality, recently published, large-scale chartlets which were perfect for our daily island hopping. Only simple line-of-sight navigation was needed for the most part throughout our trek, but we usually plotted a rough course line just in case the visibility decreased in afternoon rain or haze.

Weather — Speaking of rain. . . we had a little. On our first day out of Split, we encountered a 30- to 35-knot squall which caught us off guard and rendered both our lazyjacks and topping lift useless. We still refer to that experience as our 'baptism' — a rite of passage which everyone must go through at some time or another. It was over in about an hour or so, and we were on our way. This was the only rough weather we experienced in the two weeks.

The next day, we had a little light rain and a fresh breeze. Then, the rest of our charter was dominated by clear blue skies and fair-to-light winds. We had wind on the beam or stern quarter most of the way down to Dubrovnik, which meant, of course, we had to beat our way back to Split the following week.

A Typical Day Aboard — We decided early on that we wouldn't over schedule, and would basically take each day as it came. The only real plans were to make Dubrovnik, spend two nights there, and return to Split.

On a typical day we'd venture out in the early morning and find a nearby spot for coffee and fresh pastries, then seek out a small market for the day's provisions. After a quick look at our charts to visualize the day's destination and route, we'd typically get underway in late-morning and get in a couple hours



DAN & ALISON LEININGER

Tough duty. After a swim, Alison finds a comfortable perch in the cockpit to review the daily log.

of sailing before making a lunch and/or snorkeling stop in an out-of-the way cove — there are lots of these!

In the early afternoon we'd continue sailing to our next destination, motor-sailing when necessary to get into port by about 5:30 or 6 p.m. This gave us



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WORLD

time to relax, have a drink and write the day's log before going ashore to explore a little and find a spot for dinner. Before turning in for the night, we'd often do a bit more exploring or shopping.

Overnight Options — Depending on where you end up, the options for your overnights are varied. In smaller ports, like Sobra, on Mljet, the only real option is to anchor and row ashore. Anchoring was free, of course, and we'd usually only have to row about 50 yards or less. In more populated spots, like Hvar or Milna, you have several options: anchor out, moor to the town quay, or pay bigger bucks for a spot in a marina. In Orebic, on Peljesac, we paid to moor at the town quay for the night, with electricity and water available. In Okuklje, also on Mljet, we moored to a pier for free in exchange for agreeing to have dinner at a particular 'restaurant' — more on this exciting experience later.

In larger ports, there's usually a large marina, or the option of anchoring out among lots of other boats. All the marinas we stayed in had nice accommodations and were clean. But occasionally we had to wait for a shower stall, toilet,



DAN & ALISON LEININGER

Shopping for fresh provisions in open markets, like this one in Split, was a pleasant connection to an old-style European custom.

or sink. There was always the option of anchoring in small, secluded, uninhabited coves which were numerous along all of the islands' shorelines.

Food & Drink — Think Italian. As mentioned before, we usually had a light 'Continental' breakfast, taking advantage of the ever-present small bakeries which offered an assortment of tasty pastries as well as a nice selection of fresh bread

for our lunch onboard later. Morning coffee was often a hit or miss experience. "Latte" (Alison's usual) meant something different in almost every port. Never mind that she's used to getting it extra hot, lowfat with light foam. A large regular coffee, (for me) was just as elusive. I usually ended up with espresso, which I watered down. Alison never found an ideal white wine, but I enjoyed the heck out of the local beers — Karlovacko and Lostivo were my favorites. All popular European beer brands were also readily available.

We treated ourselves to great bread, wonderful cheeses and an assortment of veggies for our lunches onboard. We ate out every night during our stay. Menus were predominantly Italian, with lots of pasta, seafood and pizza. Our most memorable dinner was the one mentioned earlier where we agreed to eat at the 'restaurant' that 'owned' the particular spot we were moored to. As it turned out, the lady who'd helped us moor was the owner of the restaurant, and our waitress for the evening meal. The restaurant was actually her house, which had several tables to accommo-

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OF CHARTERING

date guests for dinner. But on this night, we were the only customers.

We were told that there really wasn't a choice for dinner; we were having "white fish." We were, however, offered some choices for starters. I opted for fresh mussels, and, as soon as our waitress returned to the kitchen, her mother (the cook) scurried down to the waterfront and brought back a bowl loaded with — you guessed it — fresh mussels. As we enjoyed the view, and got into our first course, the waitress' young boy came out to one of the nearby tables and entertained us with a mock battle between toy superhero figures.

Later, as we were eating dessert, Grandma and the boy went down to the waterfront. Soon we heard screams of excitement as the boy ran back up to the house, fetched a bat-sized stick, and ran back out again. A few moments later, after more excited yells, some scuffling and a few whacks, Grandma and grandson proudly paraded back to the house with a 5-foot eel. This, presumably, would be the next night's meal.

Sights & Shopping — Croatia's coastal region is very beautiful. The water is clear

blue, with a coastline dominated by interesting limestone outcroppings, coves and cliffs. This, of course, sets the stage for some great snorkeling, exploring in kayaks or just cruising in close to have a look. Ashore we found equally exciting options. Each place we stopped along the way offered something new. Quiet, small villages were quaint, and we felt very welcome as foreigners just walking around enjoying the wonderful, old architecture in small neighborhoods and village centers.

The smaller places we visited included Trogir, Lastovo and Rogac on Solta. In larger towns we loved to visit local fresh produce markets, and enjoyed walking to nearby restaurants and shops. The larger cities we visited included Split, Hvar and, of course, Dubrovnik. All offered a wide variety of restaurants, nightlife,



DAN & ALISON LEININGER

Croatia's distinctive architecture adds much to the charm of its coastal cities, such as Hvar, pictured here.

shopping, open-air markets and lots of cobble stone alleyways to explore.

Most of the restaurants we ate at had outdoor dining which made people-watching easy. There are still good deals on (native) red coral jewelry, Italian glass jewelry and collectables.

Several of the villages we visited were

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walled, which added another layer of adventure and excitement. If you go to Dubrovnik, walking the top of the wall provides great views of the port and surrounding metropolis.

All in all, we had a great time exploring the southern half of Croatia's wonderful Dalmatian coast, and we'd love to return. It would be a tough choice, though, whether to retrace our route in order to see the things we missed, or to head north from Split to what would surely be another great adventure.

*dan & alison leiningner
alameda*

Dan and Alison — Many thanks for that detailed report. Sounds like the Dalmatian Coast is a place all of us chartering addicts should put on our 'must-do' lists.

Charter Notes

We're sorry to report that the 'Godfather of Bareboat Chartering', **Charlie Cary**, passed away last month in Florida at the ripe old age of 89.



BILLY BLACK / CRUISING WORLD

Charlie Cary was a lovable character, who is largely responsible for the bareboat charter vacation option. We'll miss you, Charlie.

Way back in 1969, he and his late wife Ginny pioneered the concept of bareboat chartering with their **founding of The Moorings**. The original fleet was com-

prised of six Pearson 35s, but quickly grew as the popularity of bareboat vacationing took off like wildfire. The high standard of quality set by Charlie and Ginny remains today at **30 locations worldwide, offering over 850 boats**.

Back in the day when the Carys were hands-on managers at the company's flagship base on Tortola, BVI, they were highly revered by both their employees and other members of the maritime business community. No doubt, their bright smiles and upbeat personalities will be missed by many.

In happier news, we should remind you that there's still plenty of time to put together a **late summer charter** either close to home or far afield. If your budget doesn't allow for anything too exotic, consider renting a boat from one of a half dozen spots along **the Southern California coast** that give access to the incredible **Channel Islands**. Or consider flying or driving up to the **Puget Sound** area and taking a spin around the **San Juan or Gulf Islands**. We hear that plenty of good boats are still available — especially right after Labor Day.

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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 Bahia Santa Maria.

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 160 prospective entrants have already requested entry packets. To get yours, send a check for \$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.

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 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.

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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.

CHANGES

With reports this month from **Cat'n About** about the physical dangers of wifi addiction; from **Wanderlust 3** on the trip from the Galapagos to the Marquesas; from **Swell** on a surprise crew for the passage across the Pacific; from **Gaia** on how little a cruiser's carbon footprint has to be; from **Genesis** on being the victim of a hit-and-run; from **Harmony** on a trip from the Sea of Cortez to Ecuador; and **Cruise Notes**.

Cat'n About — Gemini 3000 Cat Rob & Linda Jones Wi-Fi Sluts (Whidbey Island, WA)

Prior to leaving Washington three years ago to start our cruising, my wife had spent years working on a computer. As a result, she developed bilateral humeral lateral epicondylitis — which is the \$10 term for tennis elbow. After many appointments with several specialists, they all agreed it was caused from spending so many hours on the computer keyboard. She also suffered from GERD (gastroesophageal reflux disorder), which seems to be a common thing in the States. Well, after cruising for one year both issues went away, and she hasn't had a problem since.

Unfortunately, while in San Diego prior to our starting the '04 Ha-Ha, she discovered wifi. Now, three years later, we have 'wifi-ed' all over Mexico and Central America. We'll even admit to cruising an anchorage with our laptop and antenna out looking for the best wifi spot in which to anchor. You'd be amazed at the number of anchorages that have wifi. Off the top of my head, some of the places that come to mind are La Cruz, Loreto, Concepcion Bay, San Sebastian, La Paz, Tenacatita Bay, Punta Chivato, and Zihua. I know there are many oth-

Linda's arm is stuck in the outstretched position because she suffers from wifi acromioclavicular joint inflammation.



ROB JONES

ers.

But all this brings me to my real point, which is that Linda has developed a new medical malady called wifi acromioclavicular joint inflammation — or wifi shoulder. The accompanying photo shows how Linda developed the condition. Seeing how litigious the U.S. is, all we can think is that wifi antennas should carry a warning.

For those not worried about getting such a condition, we currently use a \$60 EB Genus antenna, which uses a USB plug. However, we also have a hyperlink antenna that attaches to it, which is supposed to increase our range by five miles. It worked well from the middle of Zihua Bay.

By the way, we recently helped Roy and Marlene Verdery take their new Manta catamaran down the ICW on the East Coast, and we had no trouble accessing wifi there.

— rob and linda 06/15/07

Wanderlust 3 — Hunter Mariner 49 Mike Harker Galapagos To The Marquesas (Manhattan Beach)

During our 3,125-mile, 16-day sail from Isla Isabela in the Galapagos to Nuku Hiva in the Marquesas, we experienced all the different types of weather you can have on a sailboat — except for winds over 40 knots. When there was wind, it came from the east to southeast, and ranged from almost nothing to a consistent 35 knots. Since we wanted to sail due west, it was perfect.

We left the Galapagos on May 22 after a forced delay of 20 days caused by my waiting to get a replacement Balmar alternator. Hunter had the replacement delivered to Ecuador in two days, but customs sat on my package for two weeks. About a dozen boats departed Isabella for the Marquesas on May 12 and 13, and we should have been among them. It was terribly frustrating for me to have to watch them sail away.

Up until two days before I left, I assumed I would be singlehanding. Then I met Jaime and Ben, two California guys who were travelling across the Pacific, but at the time were working as servers in an Italian restaurant. Jaime has a construction business in Santa Cruz, but he's also a surfer, so he had six boards



with him! He met Ben, a former Army Ranger, while rock climbing in Yosemite, where Ben was on the search and rescue team. After three years of survival training and living in a Yosemite cave for two years, he decided he'd had enough of isolation. Although neither had sailed before I met them in the Galapagos, they'd decided to try to hitchhike across the Pacific by sailboat. Neither had any idea what to do or what to expect. But they were motivated and seemed adventurous enough to take along as crew.

We studied our routing option. Some of the dozen other boats that had left before were following the advice of the so-called 'expert' on his big 85-ft catamaran. He recommended going straight south to about 08.S, then turning west when the boats hit the wind. Others elected to do the rhumbline course to the Marquesas. I read a book. On page 372 of Jimmy Cornell's *World Cruising Routes*, he states, "An area to be avoided, if passing south of the Galapagos, is between longitudes



After a four-year absence, Harker returned to the Marquesas, but this time is heading to Sydney as opposed to Hawaii.

90.W and 95.W and latitudes 03.S and 08.S, where several yachts have reported unpleasant weather conditions. The area appears to be an extension of the doldrums with little or no wind, thunder squalls, and a heavy swell, which makes conditions very uncomfortable . . . The average length of this passage (Galapagos - Nuka Hiva) is from 15 to 30 days."

When feasible, I always try to follow Cornell's advice, so we headed west along 02.S. Four years ago, aboard my Hunter 466 Wanderlust II, I left Nuka Hiva and headed north for Hawaii. At about 02.S, my rudder broke. I drifted west at 2.2 knots for three days before I could construct a 'make-shift' rudder using my spinnaker pole and a broken door. I know now that at 02.S degrees I would at least have a strong current going my way.

We made good time and, at about 100. W, we turned southwest to cross down to the 08.S line, which I then followed directly into Nuka Hiva at 09.S. We listened to the Southern Cross Net on SSB radio as other boats reported their positions and weather. With 1,500 miles still to go, we'd passed 10 of the 12 boats that had left before us, and only trailed two large boats that had good breeze.

I can't say enough about a favorable current. The first couple of days out of the Galapagos we had wind of six knots or less, but we were in a 2.2 west-setting current. When our speed dropped to five knots over the bottom, I used the motor, as, in addition to raising our over-the-bottom speed to seven

knots, it would allow us to charge the batteries and make water. We got about two hours of motoring per gallon at 1,500 rpm and, with the current in our favor, a total of seven knots over the bottom. The cost of fuel wasn't a consideration, as it's only \$1 in the Galapagos, thanks

Harker, in the center, is book-ended by Ben and Jaime, his two crew from the Galapagos to the Marquesas. Both were new to sailing.



CHANGES

to a Ecuadorian subsidy.

When the wind increased to over 12 knots from the ESE, our speed over the bottom was between eight and nine knots. We mostly sailed wing-on-wing, with the genoa poled to windward and the staysail out to fill the slot between the genoa and main. The wind on the main kept *Wanderlust* heeled over slightly to starboard, and also kept the boat from rolling in the north-setting 8 to 12-ft swell that was coming up from the Southern Ocean.

We had rain squalls with winds of over 35 knots for two days, but for the most part we had good sailing, with 12-15 knots from ESE, and maintained an average of over 7.5 knots. When the winds increased to 15-18 knots, our speed over the bottom, aided by the current, was 9.5-11 knots, and we had three days of over 200 miles in a 24-hour period. The new Hunter Mariner 49 Offshore version really moves. I figure she's 1.5 to 2 knots faster in similar conditions, but tracks truer and is more stable.

We made landfall at Taipivai, Nuku Hiva, at 11 p.m. after 16 days at sea. Taipivai is the little bay made famous by Herman 'Moby Dick' Melville. He'd been a 19-year-old cabin boy when he jumped ship to hide in the "valley of the cannibals," and wrote of his adventure in *Typee*, his first novel.

After a wonderful night of sleep in calm waters, and no longer having to stand '3-on, 6-off' watches, the three of us awoke to the most wonderful green valley that you can imagine. Our plan is to stock up on food and diesel, rest for a few days, and then split for American Samoa. I won't be staying long because I was here for four months on my previous boat four years ago, and because I need to have my boat on display at the Sydney International Boat Show in early August.

After 16 days at sea, Harker and his crew were happy to make landfall at Taipivai and settle in for a good night's rest.

which means I've got a lot of ground to cover quickly. I'm a little behind schedule because of Customs in Ecuador, but I have a fast and safe boat, so my resolve is undiminished.

— mike 06/05/07

Swell — Cal 40

Liz Clark

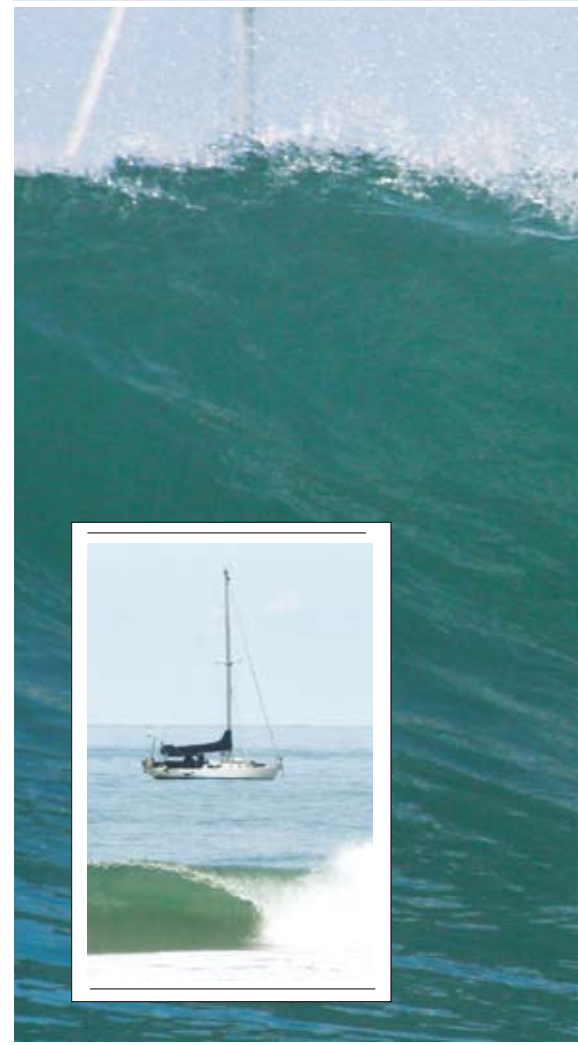
Not Magic, Maintenance (Santa Barbara)

My time in Panama City was challenging, but I checked nearly every item off my lists, made many new friends, and grew to appreciate that city. I love Panama! And now that my escapades in Central America have almost come to a close, I've already become nostalgic for Latin America. With my window to cross the Pacific calling, I'm sad that I won't see any of South America on this tour, but I guess I should save something for my next circumnavigation.

I'd never been anywhere that played host to such a slew of serious cruisers as Panama City. And it's not only a crossroads for traveling sailors, but for world commerce, too. Massive ships from all parts of the world, carrying every sort of commodity and product, pass close to anchored cruising boats on their way to or from the Canal. The size of the ships is humbling, but the notion that they are essentially the 'veins' of world trade give them an aura of even greater significance.

I was amazed by Panama City itself. It has gourmet markets, fine restaurants and museums, and massive malls. The public transportation is cheap, but was often frightening. 'Red Devil' buses hugged corners as though they were competing in the Indy 500, while the taxi drivers used their horns in place of their brakes. For not being much of a city girl, I delighted to find some of the luxuries of home.

After good-byes with Heather, who had been sailing with me for awhile, I found myself among close to 100 cruising boats, as this was the high season at the crossroads for boats about to cross the Pacific. Most had just come through the Canal from the Atlantic, a smaller number were preparing to pass through to the Caribbean, and others, like me, had stopped to refit and reprovision.



When the United States built the Canal, they connected Flamenco and Perico Islands to the mainland on the Pacific side with the Causeway, and built a road on top of it. The two places for sailboats to stay on the Pacific side of the Canal near Panama City are at the opposite ends of the Causeway — a mooring at the Balboa YC closer to the Canal or at the free Playita de Amador anchorage. The only drawback with the latter is its reputation for outboards being stolen. I spent three weeks at Playita and pulled the 25-hp Yamaha off my inflatable every night. I finished up my time in Panama at a Balboa YC mooring, shuttled to and from shore by the *guapo* drivers of the *lanchas*.

The VHF 69 net at 8 a.m. is the information source and communication lifeline for the international collection of cruisers. It was on the net that people asked each other questions, told of bargains they'd discovered in town, and tried to sell, trade or buy things from each other. The crews spoke many dif-

MIKE HARKER



IN LATITUDES



PHOTOS COURTESY MCKENZIE/SWELL

It was visions of waves such as these that kept Liz from losing it while in Panama City preparing her boat for crossing the Pacific.

ferent languages and flew many different flags. There were boats from Poland, Austria, Germany, Australia, Ecuador, England, France, China, Sweden, South Africa, New Zealand — I even saw a boat from Budapest, Hungary.

On my sail down to Panama City, my 'To Do' and 'To Buy' lists had grown to intimidating lengths. What's more, everyone had me convinced that this would be my last chance to get anything I would need for many months. Veteran South Pacific cruisers warned of exorbitant food prices and limited boating supplies as I headed west. So I not only had to get *Swell* ready for a very long passage, but had to purchase everything I thought I might possibly need. "What if all my pens run out of ink?" I worried, tossing a 12-pack into my basket.

At the top of my list was installing a water bladder in the forward cabin, which would give me 20 extra gallons of

emergency water. I optimistically dove into the project, installing the bladder, then heading to the hardware store for hose and fittings. The project seemed nearly complete when I made a disturbing discovery while fishing the hose under the sink in the head. A small amount of seawater was entering from somewhere and trickling into the bilge. I initially blamed it on the leaky manual toilet pump that was begging for new O-rings, but it soon became obvious that the source was in the area of the head's seawater intake thru-hull.

That discovery postponed the bladder installation, and I spent half a day becoming extra intimate with the space under the head sink in hopes of finding the source of the leak. First, I tried tightening all the fittings and reclamping the hose to the barb — but it wasn't easy.

The one-foot by one-foot opening to get at the thru-hull was just big enough to squeeze my upper body into so I could get enough leverage to pull, twist, or yank on the fittings and hoses. After a lot of awkward contortions, I had retaped and retightened every junction fitting and reconnected the hose with an extra clamp. But when I turned the thru-hull handle, it was back to drip, drip, drip.

Returning to the cavern beneath the sink, I took apart everything that I had just reassembled, and resumed my search for the source of the leak. I finally managed to get my fingers around the thru-hull valve — and felt a sliver of a crack on the opposite side. Ah ha! After carefully turning the valve with my vice grips, I found the cause of the leak — a crack in the cheap plastic valve. Seawater would continue to seep into *Swell* for the next two days while I tracked down a replacement valve. Steve from *Soulmate* offered one of his spares after I made a request on the morning net. He wouldn't accept a penny for it — and even threw in the latest copy of *Latitude!*

Replacing the old valve meant plugging the opening from the outside so the entire ocean didn't come in when I made the switch. I shoved earplugs deep in both ears and plunged into the murky Playita water. Using a hammer and a wooden plug, I sealed the hole. Once back on the boat, I could hear *Chariots of Fire* playing softly in the back of my mind, as the project was surely nearing completion. I gloated that I'd fixed the problem myself with only a little advice, and hadn't even had to haul the boat. In fact, I was doing a little victory dance as I boiled some hot water to soften the still old hose to make it easier to slide on the new thru-hull fitting.

Once back in the head cavern, I **What's chronological age have to do with it? Based on her enthusiasm and passion, you could argue that Liz is the younger spirit.**



MCKENZIE/SWELL

CHANGES

dipped the hose into the water for a minute, swabbed it with grease, and assumed it would slide right on. It didn't. As I put every last ounce of my strength into getting the hose on, the sound of *Chariots* faded. No matter how much I dipped the hose into hot water, and no matter how much I wrestled to get it on, I eventually had to admit defeat. My image of self-sufficiency was no longer as bright as it had been, and one of my father's favorite sayings came to mind: 'Sometimes there's no substitute for brute strength.'

But what stronger person could I find to crawl into the hole and get the hose on? Then it dawned on me. I'd needed a ride to my boat two days before, and a woman in a local charter business sent by a fellow named Marcos Villegas to help. He told me to give him a call if I ever needed help with anything again. I very much didn't want to need anybody's help, but at that point it would have been stupid not to accept it. Before long Marcos, using a combination of brute strength and a little creativity, bullied the hose over the barb and onto the fitting.

As I gave Marcos a tour of *Swell*, he explained that he was from Colombia, had captained a boat in Panama's San Blas Islands for five years, but now lived in Panama City and worked on charter boats. As we climbed back into the dinghy to head to his parent's boat for dinner, he asked about the little Nissan outboard that had clung to *Swell's* stern rail for nearly 4,000 miles without being used once. It needed some work, and since I hadn't used it, I planned on selling it in Panama. Soon Marcos and

Cruising is all about overcoming obstacles, no matter if they are hoses that won't go back on or coconuts that seem too high to reach.

I had made a deal — he'd help me with some more boat projects, and I'd give him the outboard in return.

With Marcos to help, I figured the boat projects would be completed in half the time. But while we were working together the first day to change the engine oil, Marcos suddenly looked up at me as though he'd seen a ghost. "Your motor mount," he gasped, "it's broken!"

"No," I said, shaking my head in disbelief. "It can't be." But the jagged edge of the metal mount told me that it was true. The one on the other side turned out to be broken, too. Thanks to the universal joint on the V-drive, nothing else had been damaged when the mounts broke and the engine dropped two inches. But my morale had been damaged, as I knew it meant a major new project that would add a couple of weeks to my already delayed departure.

Marcos helped me with my boat projects for the next two weeks when his other job allowed. We worked well together, always taking care to do things correctly. He was patient, intelligent and resourceful. When we'd hit a roadblock, I'd often dramatically lose hope, but he'd offer up a flurry of solutions. For instance, when the Yanmar dealer quoted me \$350 and up to three weeks to get new motor mounts, Marcos introduced me to Olly, an eccentric German welder who had been on his sailboat in Panama for eight years. Olly rewelded and reinforced the mounts for \$80, and did it in just four days. Knowing Panama City inside and out, Marcos eliminated many of the hassles of trying to find parts and supplies. His mom fortified us with marvelous Colombian cuisine in the evenings, while her husband Gary told tales and complemented his beloved wife from the hammock on their boat. At the end of the second week, I told Marcos' mother that, without her son, I'd probably still be on the first project. "We all need an angel sometimes," she said. "For now, Marcos is your angel."

She couldn't have been more right. As we neared the completion of the projects, I asked Marcos why he'd done so much for me. "I want to help you toward your dream," he said. "I dream of sailing to the South Pacific one day also, but now is not my time. It's yours." Unlike many other men I'd encountered in Panama City, he wasn't looking to crew for me or marry me. He was just a good person. His manners, patience and integrity dispelled the stereotype of Latin *machismo*. I can't say enough good things about him, but know that all the good he did for me will one



day come back to him.

On the days when Marcos hadn't been able to help, I caught up on emails, writing obligations and other internet business at the TGIFridays on the opposite end of the Causeway. They offered free wireless internet and an unbeatable three-course \$14.95 lunch special. When I'd accumulated enough hours there to start getting paid overtime, the servers and I began to share pity for each other. While they whispered about the disheveled and lonely *gringa* working on her computer in the corner, I withheld mentioning how ridiculous they looked in those dignity-robbing outfits. When I finally couldn't take another B-52's song, I'd kick my way towards Playita on my skateboard under the orange streetlights of the Causeway, finding stairs to bump down or anything my mind could mold into part of a wave. These rides are the source of some of my favorite memories of the city. I'd be rolling along with the cool north wind in my face, the lights of the dramatic Panama City skyline winking at me from one side, while the span



MCKENZIE/SWELL

IN LATITUDES



Spread; Encouraging news. William and Soon Gloege, who have been sailing up and down the Caribbean since 2000 aboard their San Francisco-based Morgan 38 'Gaia', report that alternative energy sources have made it easy for them to leave almost no carbon footprint. More next month.

of the Bridge of the Americas glowed on the other. I imagined myself flying along the divide between North and South America, free as a fallen leaf tumbling on the wind.

On Monday nights the notoriously frugal cruisers gathered at an outdoor pizza place near Playita for the two pizzas for \$4 special. By my third Monday in the area, I was feeling a little guilty for not having visited more with friends on neighboring boats. I wasn't being antisocial, I was just overwhelmed with things to do. Finally, I figured I'd stop at the pizza place and say 'hello' to everyone at once. I made rounds to the crews of *Dolphin*, *Muktuk*, *Hoorah*, *Bereuwet*, *Ironie*, and *Plan B*, and was introduced to some of the people behind the voices I'd been hearing on the radio. I then pulled up a chair with the crews from *Seabird* and *Hibiscus*, and ordered some pizza.

While I waited, kids darted between the tables like reef fish among coral.

Then they declared all-out spit-wad warfare, and not five minutes passed before I was hit square in the forehead with a juicy gob. I had tried to maintain an adult conversation, but the kids' mischief was magnetic. I sprinted after the kid who had nailed me, pinned him down, and tickled him until he begged for mercy. Then I brushed the grass off and attempted to return to the adults at the table — but by then had made myself an even more tantalizing target. Little Ollie and his brother were professionals, so we adults had no chance. When the spitwad war had deteriorated from funny to obnoxious, I pulled my skateboard out from under my chair. "Ollie, you ever ridden one of these before?" His eyes bulged. For the rest of the night I was the ringleader for kids skateboarding an obstacle course around the block. I can't say I did much mingling with the adults, but I did save the fleet from being

bombarded by more soggy spit bullets.

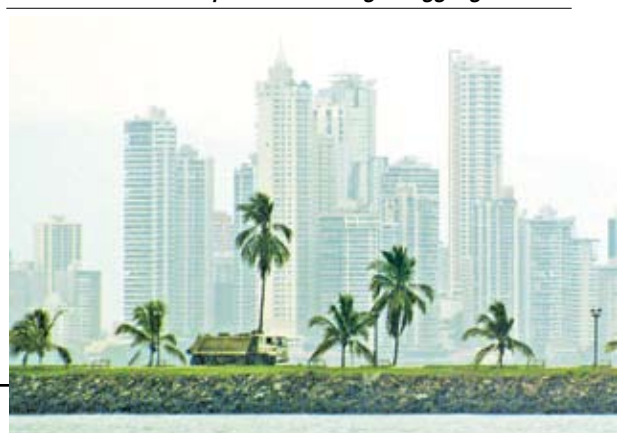
For the month before I reached Panama City, I had fretted about who was going to crew for me on my passage to the Marquesas. My brother had hoped to, and that would have been great, but he'd gotten engaged and was busy with work. Having already hosted so many personalities aboard *Swell*, I knew that a 30-day passage with the wrong person could turn a potentially amazing once-in-a-lifetime experience into a month-long incarceration. My crew would have to be someone that I really knew and trusted, but I couldn't come up with any perfect candidates.

Lying under the stars on the foredeck one night, it hit me like a gong. "Alone. I'll do it alone!" I rolled the idea around in my mind as though it were hard candy on my tongue. I loved the idea of being alone at sea. And if I crossed the Pacific by myself, I knew I wouldn't think twice about sailing alone again. Once I'd committed myself to the idea, I notified my parents. My dad didn't share my enthusiasm, nor did the company insuring my boat. Two weeks later, my dad sent me an email titled, "I found you crew for the crossing."

'Great,' I thought sarcastically, 'who's he gonna stick me with so he won't have to worry so much?' I opened the email and read in disbelief: "Your mother has decided to join you for the passage. She is very serious." That's all it said.

My mom's as loving as any mother could be, down-to-earth, totally genuine, and as practical as toilet paper. But there isn't an adventurous bone in the woman's body! She even avoids driving on the freeway. We love and appreciate each other, of course, but our approaches toward life are direct opposites. She is cautious while I charge ahead full-tilt. She finds contentment in the simple joys of life, while I'm always seeking some adrenaline-producing stimulus. She en-

The Causeway and the Panama City skyline — much of which, if you look closely, was built with the proceeds of drug smuggling.



CHANGES

joys golf, good books and a casual pace, while I ping-pong between my desire for surf, never saying 'no' to an invitation and setting lofty goals. I'd been looking forward to the day my mom would visit and sample my life aboard *Swell* — but in some quiet anchorage, not for a passage across the widest stretch of ocean in the world. No way! She must have gone mad.

But after thinking about it for awhile, I came to the conclusion that her coming would actually be great for two reasons. First, I'd essentially still do all of the grunt work, proving to myself that I could do it. Second, and even more important, I would get to experience the crossing with the person I wanted to get to know better more than anyone else in the world. That she was even considering the crossing made my heart leap.

"Mom? Hi, it's me," I said over the phone the next day. My voice sort of trembled because I was nervous that she might have changed her mind.

"I want to do it," she said firmly. "It's just a time in my life that I need to do something like this."

"Is dad making you?" I asked.

"No," she assured me. "We've talked it over and I'm not changing my mind."

So that was that. My mother was going to sail across the Pacific with me.

— liz 05/15/07

Readers — Liz and her mother set sail on June 16.

Genesis — Hunter 34 Brad Artman and Rob Sanders Hit 'N Run At Los Frailes (Redwood City)

We're now about to round Punta Santa Marcial for the anchorage at Agua Verde in the Sea of Cortez. We've covered quite a few sea miles since we left Redwood City on April 9, and have had a great variety of experiences.

Brad, right, relieved the angst caused by Stanford grad school advisors by getting 'Genesis' ready to cruise.

Acknowledging that I was neither young nor sexy enough to illicit the sort of generosity necessary to get a boat by direct appeal to the public — besides, I don't even know how to surf — six years ago I started a lifestyle plan that I hoped would allow me to enjoy some kind of lengthy cruise. I didn't think I had much chance of succeeding, but, while in grad school at Stanford, I bought an older boat to liveaboard and began to refurbish her. The rehabilitation work I did on nights and weekends provided the relief I needed from the angst generated by the often bizarre temperments of my advisors. But before it was over, my stipend had paid for a cruise-worthy 34-ft sloop rather than feed the Palo Alto/San Francisco rent whirlpool.

During that time I met Rob Sanders, a like-minded accomplice for the trip, finished my Ph.D. in geophysics, and saved enough money to finance at least a year of cruising adventures. Maybe during the coming months I'll come up with some idea of where I'd like my life to take me next.

So far the fish have been biting regularly enough to keep us well fed. In fact, the only real bad thing that's happened so far is that my boat was the victim of a hit-and-run while at anchor at Los Frailes on May 22. As I was cleaning the dinner dishes in the galley at about 8:30 p.m., I looked over my shoulder to see a red nav light and anchor light in my cockpit! Sanders and I rushed up on deck to fend off what appeared to be about a 40-ft heavy displacement cruiser. The couple on the boat had had a large and bright moon behind them, and my anchor light was on, so I don't understand how they could have motored into us while looking for a place to drop the hook.

I asked them to set their anchor and we'd deal with the damage in the morning. Alas, when I awoke at 6 a.m., the boat was gone! Through the grapevine, I found that they sailed for Mazatlan that night, and have since gone to P.V. The boat's name is *In The Mood*. I've tried to get contact information for the owners, but haven't had any luck. We were able to fix most of the damage in La Paz, and it cost hundreds rather than thousands



of dollars, but I sure would have liked the owners of the other boat to have taken a little responsibility. If anybody knows how to get in touch with them, I'd sure appreciate it. I can be reached at geobartman@gmail.com.

— brad 05/15/07

Brad — In The Mood is not that uncommon a name for a boat, and there have been several in Mexico in recent years, so how about a more complete description of the boat that hit yours?

Harmony — Islander Freeport 40 Robert & Virginia Gleser South To Ecuador (Alameda)

After six years of 'six-months-on, six-months-off' cruising in Mexico, we finally headed further south. But we can assure everyone that the Baja Bash has nothing on the passage we did this season from San Carlos, in the Sea of Cortez, to Bahia Caraquez, Ecuador.



IN LATITUDES



BOTH PHOTOS COURTESY HARMONY

Spread; Olivia Gleaser and her parents, inset, enjoy a beautiful sunset on their way from the Sea of Cortez to Ecuador.

For starters, the facilities and services for cruisers start to become few and far between once you get south of Puerto Vallarta/Banderas Bay. The possibilities for haul-outs are practically non-existent, and parts, when you can find them, are geared for home use. That's not to say that much sailing gear is available in Baja, but at least you can bus it to San Diego to find whatever you need.

Once we headed south from Zihua, there were far fewer cruisers, but the ones that were there were a hardy and serious group. We never appreciated how long the Pacific Coast of Mexico is until we made it all the way down to Huatulco. It's as far as between Juneau and San Diego! By the way, Huatulco is a delightful place, with nine enchanting bays in the area, each one of which reminded us of some of our favorite spots in the Sea of Cortez and on the Mexican Riviera. It also

has Enrique, a gem of a harbormaster.

Heading south — actually east — from Huatulco, you are faced with the dreaded Gulf of Tehautepec. Thanks to weather reports provided by Enrique and Don Anderson of *Summer Passage* in California, we ended up having an easy crossing in relatively calm seas. After the five-day passage across Tehautepec to El Salvador, we headed in over the bar at Bahia del Sol for a much-needed rest and some inland touring of Guatemala. We found both El Salvador and Guatemala to be wonderful, and at some time in the future will do more extensive land travel there. The only reason we didn't do it this time is because it was getting to be a little late in the season. The dry season in Central America usually ends sometime in March or April, although it varies depending on the year. This year's El Niño brought squalls and rain earlier than some years, so by mid-April

we were having to dodge the thunderstorms. We'd heard too many stories of lightning hitting friends' boats for us to want to stick around. The reason so many cruisers are heading to Ecuador? To escape the wet season lightning and storm belt that extends as far south as Panama.

Leaving Bahia del Sol, however, proved to be no easy matter. You have to cross a bar to get back out to the ocean, and large and often dangerous waves close the entrance for days at a time. After five days of waiting, we were ushered out through the largest breaking waves we've ever been through! Several times *Harmony* plunged into what seemed like bottomless pits, only to come up for more. And then suddenly we were out on the open ocean — where we immediately ran into a Papagayo. But we hugged the shore, so everything was fine — at least until we reached the entrance to the Gulf of Fonseca. The Papagayo winds come blasting through the notches in Central America and funnel down wherever they can, with one of those places being the Gulf of Fonseca. It wasn't too bad, as it's only 20 miles across the gulf, and the winds were never more than 40 knots. Amazingly enough, there were fishermen out working in that stuff. We figured if they could handle it, so could we. Nonetheless, we ended up with a small tear in our main, and the boat got covered in salt. Once across Fonseca, we again hugged the coast, and the next morning pulled into Puesto del Sol Marina, Nicaragua.

Puesto del Sol, which was developed by well-known and well-liked San Diego cruiser Roberto Membrano, is a first-class operation, but Nicaragua is a dreadfully poor country, so as soon as you leave the guarded gates of the resort, you know you're in the Third World.

Daniel Ortega was again elected President of Nicaragua, and has pledged solidarity with Iran and Venezuela, so you can't help but be concerned about the future of Puesto del Sol.



CHANGES

Nonetheless, most of the people seemed happy — even though they all grumbled about the corruption and how difficult it was to make a living. It would be hard for most Americans to understand how little basic infrastructure there is in Nicaragua. For example, every morning people push their handcarts to the manually operated community well to fill their water jugs, outhouses served as restrooms, and a hog in most yards took care of the trash. Provisioning involved a two-hour bumpy bus ride over unpaved and potholed roads to Chinendega, the nearest town. We were definitely an oddity there, but were able to stock up with good quality produce.

The night we left Puesta del Sol for Costa Rica, we got hit with 50 knots of wind, so we were happy to crawl into the No Name anchorage at 3 a.m. It blew 50 knots or more all day the next day and into the night, but after that it was back down to a manageable 20 to 30 knots. So we continued to hug the Nicaraguan coast until we jumped off on a broad reach to the lovely but isolated Costa Rican anchorage of Santa Elena. The water was so flat there that we imagined that we were back in Baja. We spent several days in this secluded anchorage, with just our buddyboat and a *panga* fisherman who traded us some red snapper for some wine. Hopping down the coast of Costa Rica was a joy, with a pleasant anchorage to stay in every night. We would like to have spent more time in Costa Rica, as it had nice anchorages, is very beautiful, and we could hear howler monkeys and see parrots and toucans in the jungle. Plus, the water was a perfect temperature, being neither too hot nor cold.

Whatever it takes. It took all day, but Robert, a budding transmission ace, managed to remove the tranny and get it fixed.

While I was raising the anchor to leave Playa del Cocos, there was a terrible screeching sound when Virginia put the engine transmission in forward. I quickly put the anchor back down, because it was obvious that we were dead in the water. Lucky for us, we were still close to civilization as opposed to being in the boondocks or out in the middle of the ocean. The next day I went down into the engine room and started removing the transmission. Because I'd never done anything like that before, and because all the bolts were rusty, it took me all day. I figured the transmission was shot and that we'd be in Playa del Cocos for months. But it turned out to be nothing more than a stripped spline on the flywheel plate. The next day Olivia, my daughter, who is fluent in Spanish, accompanied me to the town of Liberia, a two-hour bus ride away. After walking just two blocks, we came across the Precision Machine Shop, whose workers did a beautiful job of rebuilding the plate. Total cost? Just \$40. The next day I put it all together again and tested it. Voila, we were back in business.

A week later, having continued down the coast, we provisioned at Golfito for the 600-mile trip to Ecuador. It's possible to follow the coast around to Panama, but then you have to go along the Pacific Coast of Colombia, which is known for pirates. The other problem with that route is that you have to battle the north-flowing Humboldt Current. As such, we opted for the open ocean passage straight down to Ecuador. This passage began with headwinds, gloomy skies and choppy seas, and then squalls harrassed us for two days and two nights. The seas kept getting rougher during this stretch, as the Humboldt Current met a southbound current and got churned up

by the squalls. But on the third day, we awoke to calm seas, light winds and sunny skies. We thought we'd made it through the Inter Tropical Convergence Zone (ITCZ), but by the end of the day there were more squalls. Things eventually settled down after we passed the island of Malpelo and approached Ecuador. In the wee



We were walking past the Isthmus volleyball court this June thinking that two things we really wanted for this winter in Mexico were a better chain hook and an ultra swivel to better connect our anchor to our chain rode, when we — and we're not making this up — bumped into the Ha-Ha sponsor Quickline USA's display. Owner Randy Boelsems had a whole product line display that included stainless steel BBQs, stainless steel anchors — and chain grabs and ultra swivels, too. People talk about online shopping being convenient, but this was even better.

By the way, have you ever been annoyed by the fact that the only shackle pin you can get through the end of your anchor chain is of a smaller diameter than the chain itself? It's the weak link in the system. Richard and Sheri Crowe of the Farr 44 'Tabu' have a simple solution. When they order their chain, they order the last link at each end to be oversized. Why didn't we think of that?

hours of our fourth night out, with calm seas and the diesel purring, King Neptune heard us blowing on the conch and joined us for a toast while we watched the GPS click down to 00.00. We'd made it to the Southern Hemisphere! It was fairly uneventful from there to crossing the bar at Bahia de Caraquez.

So far we love Ecuador! The people are friendly, and, with things like diesel costing just \$1.03/gallon, the living is cheap. We're eager to return, but right now we're back in California living our other life — seeing the kids and grandkids for six months.

— robert & virginia 06/09/07

Readers — There may not be a lot of boatyards south of Puerto Vallarta, but there are some: at Ixtapa, at Barillas Marina in El Salvador, at Puntarenas in Costa Rica, three places on the Pacific Coast of Panama, and at least one in Ecuador.



COURTESY HARMONY

IN LATITUDES



ELECTRONIC/RICHARD

Randy Boelsems of Quckline holds up one of the nifty self-releasing chain grabs in his right hand and an ultra swivel in his left.

Cruise Notes:

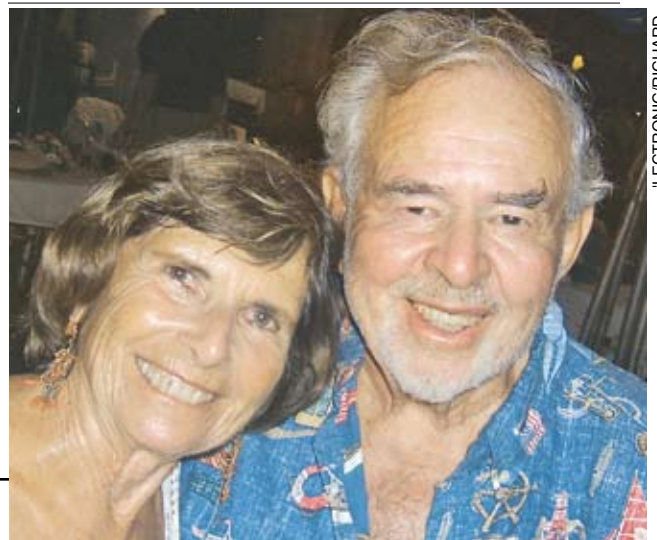
"We just read the June *Sightings* on 'the boys and girls of summer', meaning the folks who sail locally in their 70s and beyond," write Dorothy Taylor and Larry Hirsch of the San Diego-based Hylas 45 **Shayna**. "We wanted to let you know that there are senior sailors such as ourselves out here cruising, too. We won't admit to how old we are, but we were born in 1929 and 1927. After 14 years of wandering — including across to the Med for several years and then back across the Atlantic again — we're now based out of Mazatlan. However, we haven't ruled out a possible cruise to New Zealand and Australia. We were in Mazatlan for the Thanksgiving festivities last year, then headed south to revisit our favorite spots in Mexico. We were amazed at the growth

of the cruising community since we'd been there last, as Tenacatita Bay and the Barra Lagoon had 50 boats each in January and February. Everyone found places to anchor, but it wasn't like the old days. And we won't even speak of what's been done to La Cruz, what with the big new marina being built and the whole area being covered in condos. We're now in San Diego for the usual off-season family obligations, but we did buy a condo in Mazatlan to use as a base. The condo elevators weren't done when we were down there, and since we find it easier to climb the mast than six flights of stairs, we haven't furnished it or moved in yet. Our message to all: Keep smiling and keep cruising."

The number of seniors out cruising — we mean long distance cruising —

might surprise many readers. When Jack van Ommen of the Gig Harbor-based Najad 30 **Fleetwood** was in Durban, South Africa, he came across a group of five senior singlehanders, two of them who were in their 70s, and two who were on the verge. The oldest, as reported in a previous issue of *Latitude*, was Georges Prat, 75, of the Bayonne, France-based 39-ft **Lerges**. He'd lost four fingers on his left hand before he took off cruising, and is now on his second circumnavigation. Then there was Phillippe Blochet of the Brittany-based 35-ft **Ar Skerder**, who is also on his second circumnavigation. He suffered a stroke in the middle of the South Atlantic during his first time around, but nonetheless didn't see a doctor until back in France. He was put on the beach and took up trailer camping, but after a couple of years developed an irresistible urge to return to the sea. As for singlehander van Ommen, he's getting up in years, too. All he has left to complete his circumnavigation is the passage from Trinidad to Santa Barbara, but he's going to be doing it the long way — to the East Coast, back to the Caribbean, over to Holland for a few years, around the Med, and *then* back to California. By the time he's done he'll be close to 80. As for the rumor that all sailors become rejuvenated one year for every year spent at sea, Van Ommen is a believer. We'll have a report on his visits to Brazil, French Guyana, Suriname and Trinidad in the next issue.

And let's not forget former Northern Californian Pete Passano and his much-travelled Wittholtz 37 **Sea Bear**. After sailing across the Pacific, from New Zealand around Cape Horn, and crossing the North Atlantic more times than **Born in '27 and '29, Dorothy and Larry, who have been cruising for 14 years, see no reason to stop. A sail to New Zealand is a possibility.**



ELECTRONIC/RICHARD

CHANGES

you have fingers, he and wife Marina had an easy winter, sailing from Maine to the Caribbean, then back up to Maine. They make it sound like an afternoon sail from Alameda to the Golden Gate Bridge and back. Passano is 77, and we'll have more on his adventures in the next issue.

Now for some 'good news, bad news'. The bad news is that the transit fees for the **Panama Canal** — as rumored by some cruisers — go up on July 1. The good news, as reported by Diana E. Vergara G, *Gerente de la Unidad de Arqueo, Autoridad del Canal de Panamá*, is that only the fees for ships went up. Small boat fees have stayed the same — at least for the foreseeable future.

Steering problems? Jan and Ramona Miller of the San Francisco-based Odyssey 30 yawl **Jatimo** spent the last several years cruising across the Pacific to Australia, and made a reservation to have their boat shipped to Mexico aboard a Dockwise Yacht Transport ship in July. But then the trip got cancelled because the Dockwise ship failed her sea trials — something to do with the steering — in Hong Kong. Miller says that Dock-



LECTRONIC/RICHARD

Given how badly some of the chambers leak, it would be inappropriate for the Canal to raise transit fees until they are fixed.

wise is giving them a discount on next February's trip because of the cancellation, and that he and Ramona will take advantage of it by cruising from Brisbane to the Whitsunday Islands.

"Every once in awhile something happens to renew your faith in mankind," writes John Lorentzen of **Second Kiss**. "After a nine-year absence, my wife Diana and I had returned to visit the Sea of Cortez on *Second Kiss*. Seven of those nine years we spent in the Caribbean between Venezuela and Trinidad, and the East Coast of the United States. I can count on one hand — without using my thumb — how many times something similar happened to what we're going to tell you happened in Mexico. We'd anchored *Second Kiss* off the breakwater at Loreto to provision and take care of emails. I took Diana to shore in the dinghy and returned to the boat to wait for her. She was done in less than two hours, so when she waved from the taxi at the water's edge, I picked her up. Once back on the boat, we raised anchor and took off for the Waiting Room anchorage at Puerto Escondido. It wasn't until we got into the dinghy again, to have dinner with friends at the Tripui Hotel/Restaurant, that we realized Diana's purse was missing. Mentally backtracking, we realized she's left

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it the taxi. We didn't have a particularly festive dinner, and that night neither of us slept well because of the ramifications of her lost purse — credit and debit cards to cancel, I.D.s to replace, and so forth. The next morning Diana and a girlfriend took a taxi to Loreto to try to find the taxi driver. All they had to go on was that he was older and it had been a blue and white vehicle — like all the others. Their new taxi driver did his best, taking the ladies all over Loreto looking for a driver that matched the vague description. It wasn't until they returned to the taxi stand by the Super Mercado El Pescador that the blue and white taxi 06, with the same driver at the wheel as the day before, pulled in. As Diana ran to the taxi, the driver recognized her, and, with a big grin, pulled the purse up from his side to show her he still had it! He explained that he'd gone back to the waterfront when he discovered her purse, but we'd already gone, and he didn't know what to do. He was hoping she would come back. The driver was insisted that Diana go through the purse

to see that nothing had been taken. She declined, knowing that it would all be there."

Look for positive changes for cruisers at **Isla Isabella**, the well-known nature reserve off the mainland Mexico, reports Norm Goldie of San Blas. "I had the pleasure of meeting with biologist Jorge Antonio Castrejon Pineda, the Director of Isla Isabella, and he told me that mooring buoys for cruisers will be installed at the NNE side of the island near the pinnacle rocks known as Las Monas. The installation of these buoys should be good news, as a number of cruising boats have been lost at the island due to less than ideal anchoring conditions. The buoys should be in place prior to the start of the winter



Secure moorings at Isla Isabella could be in everyone's best interests. The rock and sand bottom make for unreliable holding.

cruising season. Jorge also wants cruisers to know that no pets are to be taken ashore, dinghies are to be landed only at a specific location on the SSE side of the island, no dinghies are to be landed on the pinnacles sides of the island as the reef has been damaged, and that smoking and the consumption of alcoholic

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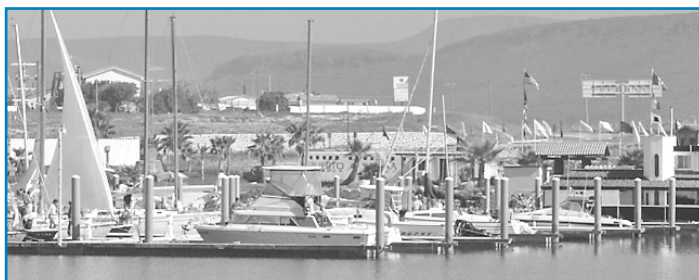


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beverages is prohibited.

Moorings at Isla Isabella would be a good thing — assuming they are properly made and installed.

With the dollar having declined so much against the euro, are American sailors fleeing the Med? It would almost seem so, as 12 Yank boats, an unusually high number for recent years, having already signed up for November **Atlantic Rally for Cruisers (ARC)** from the Grand Canaries to the Caribbean. Interest in the event is as high as ever, for by June 1 they already had 12 entries in excess of their self-imposed limit of 225 boats. The multihull contingent will be at a record high, with 23 signed up. Actually, we don't think American sailors are fleeing the Med, they're just spending their money more carefully.

Also in Europe is George Backhus aboard his Sausalito-based Deerfoot 62 **Moonshadow**, who has been out for 10 years now. "We just popped out of the Suez Canal a month ago, and have been hanging out in Cypress. Hey, have you heard the one about the pink pelican that went into the seafood restaurant?"

"We just got the June issue *Latitude*



MOONSHADOW

Having come up from the Red Sea, the crew of 'Moonshadow' weren't that surprised to see a pink pelican in Cypress. Yes, it's natural.

with the *It's Only Money* feature on us," write Pat and Ali Schulte of Chicago, who recently completed a circumnavigation aboard their Wildcat 35 **Bumfuzzle**. "Great stuff. We love it when people

'get' us. It seems amazing to us that our tongue-in-cheek humor seems to go right over the heads of some of the serious armchair sailors. Andy Turpin's article captured us perfectly. We hope that *Latitude* will keep following our travels. We're thinking about a charter in Chile — if we can find anybody who will hand over their boat. We don't have any certificates from sailing schools, but we think we've proven ourselves. P.S. When we get the *Bumfuzzle* book published, we'll send you a copy — and expect a glowing review."

Reader John Reimann of the Oakland-based Catalina 36 **Y-Knot** 'got' all of what you did but for one thing: "How on earth can they sail round the world and still think that McDonalds and Taco Bell serve good food?" As for us, our only question is how far your tongue was in your cheek when you said you didn't realize that a two-speed winch had two speeds until you were halfway across the Pacific.

Which was the first gay couple to sail around the world? We're not sure, but Dr. Craig Wiese, who did a nearly five-year

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...IN BEAUTIFUL NICARAGUA

circumnavigation with his then partner Mark Spanjian, reports that friends Bob Lynn and Kleon Howe of the San Diego-based Peterson 44 **Rhiannon** did a 12-year circumnavigation. "There are more of us out here than some people think," he said.

We know that there are a number of **lesbian** sailors out cruising, too. Have any of you gone all the way around?

Don't try to tell the folks cruising in the **Sea of Cortez** this spring that the earth is experiencing global warming. According to several sources, it was so cold in April and May that "nobody was swimming" in places like Loreto and Agua Verde. The water temp is reported to have been 66 degrees, about 15 degrees cooler than most years. The afternoon air temperatures were said to be pleasant enough, but still cool. As for the evenings, it was downright cold, even as far south as La Paz. And then there's Catalina, where the water temperature was 63 degrees, also close to 15 degrees cooler than last year. Before anybody claims this as proof of anything, remember that Aristotle famously said,

"One fine day doesn't make a spring", and that last year's water temps at Catalina were as high as anyone could remember.

"*Latitude* asked about XM radio reception south of the border," write Cheryl and Ron Roberts of **Lazy Days**. "The XM radio service you get in Mexico is the same one you have in the States — they just don't tell you that it works in Mexico. Unlike you, we had reception all the way to Guatemala. We bought the special marine antenna, but discovered that the car antenna that comes with it works better. We held back on buying XM service before we left the States because we couldn't get confirmation that it worked. But when we spent the summer in P.V., we found out that lots of folks were using it. So



The water was so cold in Agua Verde this May that boats reported having to dodge icebergs on the way into the desert anchorage.

we picked up a car unit the next time we were back home. We eventually lost service in Guatemala, at which point I just called XM and canceled the service. A lot of folks say they go cruising to get away from the news back home, but we thoroughly enjoyed having some news and entertainment on the overnight and long passages."

Very interesting. We seemed to have

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CHANGES

good XM reception on *Profligate* years ago, as we distinctly recall following the start of the Iraq War while crossing from Banderas Bay to Cabo. But for the last several years we haven't had much luck while trying to listen to Cal football games during the Ha-Ha. If there's one thing worse than not getting any reception, it's getting intermittent packets of audio — so maybe we'll try a car antenna.

What are the most important things to remember for a successful Baja Bash? Myron and Marina Eisenzimmer of the San Geronimo-based Swan 44 **Mykonos**, who did the Ha-Ha in '00, '02 and '06, and who have done the Bash three times, have some recommendations: "Don't be in a rush, make sure your boat is prepared, and have at least three people aboard so that everyone gets plenty of sleep. Other than waiting in Cabo for two days for a weather window, our latest Bash, from May 13 to May 23, was most enjoyable. We had nothing over 15 knots from Cabo to Turtle Bay, although the seas were lumpy. From Turtle Bay to San Diego, we had light and variable



LATTITUDE/ANDY

Bahia Santa Maria is one of the best places to stop during a Baja Bash. And if the weather is no good, the hiking is still great.

winds. We spent nights at Bahia Santa Maria, Asuncion Bay and Turtle Bay. P.S. For anyone considering a Ha-Ha, we really enjoyed each one we did, as the participants and organizers are the best

of breed."

Woof!

Once Northern California boats get to San Diego from Mexico, the rest of the way to San Francisco is a breeze, right? Unfortunately, it's not. The trip from San Diego to Point Conception is usually a cupcake, but from there north it can be very difficult.

"We finally arrived in Brisbane on May 26, three tries and 38 days after heading north from Newport Beach!" report Wayne 'Mango Man' and Carol Baggerly, the new owners of **Capricorn Cat**, the 45-ft cat that was owned for so long and cruised so far by Blair and Joan Grinols. "Most of the time we were in Santa Barbara which, when you think about it, isn't all that bad. Blair stayed with us for two weeks, teaching Wayne the in's and out's of the cat he built 12 years ago. After two failed tries at rounding Point Arguello, just north of Conception, Joan missed Blair so much that he had to take the train home. Fortunately, he gave us his famous buttermilk pancake recipe before taking off. On the up side,

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we managed to spend \$3,000+ refreshing equipment on *Cap Cat* at the West Marine store in the Santa Barbara Harbor. John and Gabby, who work there, are our new best friends. Another is Ha-Ha vet Wendy Cummings of the Avalon Harbor Patrol, who let us use her car for shopping and other errands on the mainland. We're hoping she can arrange her harbor patrol schedule so she can join us for the Ha-Ha — which we're committed to."

"As for the trip north," the couple continue, "when the weather laid down on the morning of the 23rd, we took off motoring in flat seas and anchored every night to avoid a mutiny by the crew. We encountered many whales, dolphins, sea birds — and even four yellow finches lost in the fog seven miles offshore. They were completely trusting, and managed to walk all over us and the boat before settling down to nap. They jumped ship at San Simeon. Two whales came up on either side of *Cap Cat* within 40 feet of us just outside the Gate to, we think, inspect us. Our timing was impeccable,

for as we approached the breakwater in Brisbane, the wind whipped up to 35 to 40 knots on the nose, giving Wayne a good test of his skills with the dual engine controls. Falling off the wind to the dock, we had no trouble planting ourselves against the end-tie. Luckily, we had five fenders and two huge round fenders on the dock, which we did our best to pop. Once against the dock, we need not have bothered with docklines, as the wind held us in place. We're now scrambling to put everything in order in time for the Ha-Ha and to be south in warm weather for the next 10+ years."

We at *Latitude* are thrilled that a boat with such a great history as *Capricorn Cat* has ended up in the possession of



'Capricorn Cat' has a long history of welcoming guests, as she did here in Zihua to help get the Zihua SailFest off the ground.

Wayne and Carol, as we know they are going to use her to the hilt, and follow Blair's tradition of often taking lots of guests along for daysails. Hendryx's old boat, the Cross 42 MkII trimaran **Little Wing**, was snapped by *Latitude* Senior Editor Andy Turpin and his wife Julie, which means their "bulletproof Mariner 40 glass ketch with a beautiful teak

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CHANGES

interior" is now on the market. If you're interested, you can reach Turpin at a.turp@yahoo.com.

Speaking of multihulls named **Little Wing**, Eugenie Russell, veteran of the last two Ha-Ha's, the world's most innocent-looking aggressor, and Commodore of the Punta Mita Yacht and Surf Club, confirms that John Haste's San Diego-based Perry 52 cat of that name will be squaring off against *Profligate* in the First Annual **Banderas Bay Blast** on December 7, 8 and 9. This new three-day event, which will include the **Pirates for Pupils Spinnaker Run**, will be a joint production of the Punta Mita Y&SC and the Vallarta YC, and will feature pursuit rally-racing from Paradise Marina to La Cruz on Friday, where the fleet will be hosted by the brand new La Cruz Marina, and party at Philo's. Saturday will be a pursuit rally-race to Punta Mita, followed by surfing and a party at the Punta Mita Y&SC. Sunday will be the Pirate's Costume Lunch, followed by the Pirates for Pupils Spinnaker Run back to Paradise Marina, where there will be an awards party, with prizes for all boats



LECTRONIC/RICHARD

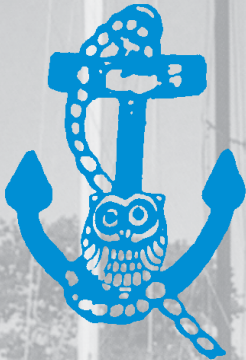
This woman 'hooked' a ride in the last Pirates for Pupils fundraiser. Make sure you don't miss out in December.

that participate.

"The beauty of this event is that there are so many ways to participate," says Commodore 'Eug'. "Folks who have to work on Friday can motor over to La

Cruz on Saturday morning and just do the last two rally-races, or they can even just join one of the boats on Sunday for the Pirates for Pupils spinny run home. Another way to participate is to be crew on either of the big cats, which will be taking groups of people who contribute to the Pirates for Pupils fund. No matter how you do it, it's gonna be a Blast!"

"We arrived at Ambergris Cay, Belize, on the morning of June 5," report Marlene and Roy Verdrey, who recently replaced their Pearson 36 **Jellybean** in Mexico with the Manta 42 catamaran **Damiana** in Florida. "We were greeted warmly and the check-in was quick and free. We eventually reached Placencia on the mainland, and went to the Purple Space Monkey restaurant for the special — conch steaks with mashed potatoes or rice, salad or tortilla soup, plus dessert. It was delicious — and just \$10. We're now up in Guatemala's Rio Dulce. We lucked out and got the last of 20 berths at the Monkey Bay Marina, which will allow Roy to return home to work for the summer. The slip fee is \$240/month.



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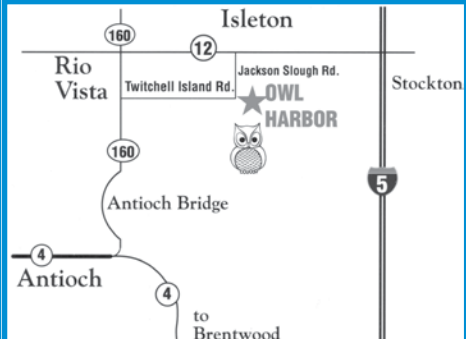
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About half the boatowners stay with their boats through the summer, while the other half take off until the fall. Monkey Bay is a family-run marina with a great atmosphere, and it's surrounded by a jungle populated by howler monkeys. We've been having a ball! As for having made the switch to a cat, we absolutely love it! The spaciousness is awesome, we love the way she sails — in fact, there's nothing we don't like about her."

The Verdreys, who initially had hoped to jam and reach the Sea of Cortez for the summer season, have seen the wisdom of a slower pace. In fact, they now think it will be another year before they get back to the Pacific.

According to agent Christian Mancebo, the slips for the new 400-berth **La Cruz Yacht Club**, which is actually a marina and surrounding development, will be ready for occupancy by December of this year. In fact, he's taking reservations for 15-year renewable leases — the slips can't be sold outright because the marina is a government concession — but it's mostly typical short-term slip rentals.

He can be reached via email at lacruzclub@hotmail.com for details.

Nobody should get their hopes up that the La Cruz prices will be cheap, because there was a lot of work required to build the marina, and even more so, because the north shore of Banderas Bay has been transformed. The seven or so mile stretch of coast from just east of La Cruz all the way west to Punta Mita is now very high-end real estate, and a favored getaway for the very wealthy, folks in the entertainment industry, and other such riffraff. The good news is that, even if the marina and/or waterfront lots are beyond your budget, that seven-mile stretch of coast surely isn't, because you can anchor there for free. Thanks to the prevailing winds and generally flat waters of Banderas Bay,



This June photo shows that some parts of the La Cruz Yacht Club are far from ready, but others look ready to take boats much sooner.

it's like one gigantic anchorage — with surf. In other words, you can live like a millionaire without having to be one. The limitation is that the only two places to go ashore for provisions are Punta Mita and La Cruz, but you can never be more than three or four miles from either.

It seems as though the Publisher/Changes Editor really made a mess of



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CHANGES

Jeanne Socrates' sailing history with her Najad 361 **Nereida**, so we're lucky she was nice enough to take the time to set him straight. After sailing mostly solo from Bonaire to and around the Western Caribbean, and then up to Fort Lauderdale, she shipped the boat to Vancouver, B.C. in June of '04. That fall she, sometimes with some Scottish cousins, cruised around British Columbia. Later that year, she sailed offshore to San Francisco, then down to Mexico. In May of '05, she shipped her boat from La Paz to Ketchikan, singlehanded in Southeast Alaska, then down to Vancouver. She wintered over in Puget Sound. She arrived in the Bay in May of '06, and was a last-minute entry in the Singlehanded TransPac. Shortly after arriving in the Islands, she sailed back to Sitka, completing her solo loop of the northeast Pacific. She made her third trip from the Pacific Northwest to San Francisco in November of last year, then continued down to Zihuatanejo, Mexico, where she started her circumnavigation.

"I'm not too surprised my travels have caused some confusion," Socrates says,



LATITUDE/LADONNA

Same photo as last month, but hopefully we've got Jeannie Socrates' sailing history straight. She's an active sailor!

"as I've done quite a lot since February of '04. I arrived at Vuda Point Marina, Fiji, this morning, and found it to be full of friendly Kiwis. Today's big news is that I went to the top of the mast by myself — although I can't say that I enjoyed

the experience. I went halfway up on the steps without a harness, but felt so vulnerable that I went back down and put one on. Then when I got to the top, I couldn't get the bulb out. Grrrrr! But I did change the steaming light, which had gone out, and the port nav light, which had gone out also. I had spares, but they actually have a pretty good chandler here."

"I've been in Mexico for the past five months and always look forward to receiving *Latitude*," writes Jim Barden of **No Me Quito Pas**. Every so often a cruiser comes back from the States with a handful of *Latitudes* and announces the fact on one of the nets, and we all get them. I still had a month of cruising to do on my current boat when the May issue arrived with an ad for my favorite catamaran, which happens to be a real oldie — a '77 Iroquois 32 MK II. I was so excited that I flew up to Oakland to view her. It turns out she was being sold by her original owners, and was perfect in every way. The survey was good, and I bought her for a great price. Thanks to



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an ad in *Latitude*, my 10-year search is over. Most of the Iroquois 32 MKs are in England, Europe or the East Coast. I think I have the only one on the West Coast. I've researched all the catamarans, and the Iroquois is the only one, besides the Edel 35, with just 15 inches of draft. With less water resistance, they push through the water easier, and would be more compatible with electric propulsion powered by an array of solar panels. I'll let you know how the project turns out."

We hope you will.

Rob and Lorraine Coleman, who are originally from Berkeley, but who have been based in Honolulu for the last eight years, have finally headed south aboard their wood Angleman ketch **Southern Cross**. After four years of cruising in Mexico and the South Seas, the couple sailed to Hawaii where they were shorebound by family illnesses and other issues. Now they are free. Their destination? "Anywhere between the Marquesas and Suvarrow, depending on the wind." As can be expected for anyone

who has been ashore for a few years, the first few days were rough. And as for anyone headed from Hawaii to the South Pacific, it wasn't an easy trip. Actually, they haven't even made it to the South Pacific, as they made landfall at Fanning Island, 250 miles north of the equator, when they spent six months on their last cruise.

"We got our you-know-whats kicked badly again in the ITCZ on June 18 and 19," reports Admiral Lorraine. "But then we caught a 60+ pound yellowfin tuna at the south end of Fanning on our way in. It was a gift from the gods and goddesses. I'm ecstatic with the sailing, navigation and the fish — which was almost as big as me. The accomplishment, the fatigue, the magical atoll island where we spent



When it comes to cruising boats, 'Southern Cross' is about as 'old school' as you can get. She's got everything but a gaff rig.

six months on our previous cruise — I have tears in my eyes from the awesome blessings."

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CATALINA 27, 1981. Great condition. Atomic 4, new rigging in 2000. Just hauled, new bottom paint, new batteries, new stuffing box, 3 sails. Berthed in Sausalito's best marina, Schoonmakers, with showers, lockers, beach. Complete records. \$8,300. Tom (415) 888-3039.

PACIFIC SEACRAFT 25. New sails, roller furling, new fuel tank, rebuilt Yanmar YSM8, 150 hours. Rigging 2000. New running rigging, autopilot, asymmetrical spinnaker. 2-time Mexico vet, Channel Islands. Great Bay boat. Double-axle trailer with brakes. \$20,000. (530) 283-4560.

HUNTER 25, 1978. Must sell, bought up. 8-hp Nissan outboard, tiller. All in good condition. Sails well. Good interior including cushions and cockpit cushions. Sink, stove. New Porta-Potti. Regular maintenance. Assumable berth in Sausalito. \$3,950/obo. (415) 577-9901.

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CATALINA 27, 1972. Dinette version. Yamaha 4-stroke outboard. Roller furling, working jib and 130% jib, full batten main and dodger. All cushions, Autohelm and many extras. \$5,500. Matt (408) 356-6848.

MELGES E-SCOW, 1979. Early 80s Johnson E-scow. Early 80s Melges C-scow, 20-ft. Pyramid 6.60, age unknown. Melges scows and Pyramid with trailer. All fiberglass and deliverable. Want to sell or trade for traditional catboat, i.e. Marshall cat. Loving owners preferred. Matt (510) 815-0250.

PEARSON 28-1, 1978. Clean, attractive design, quality built. New in 2006: Bottom paint, topsides polished, professional survey and repair 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 head, no holding tank. ST Lewmar sheet winches, heavy-duty sun awning and mainsail cover, CG-compliant flares, pfd's, extinguishers, etc. Pics: <<http://www.slide.com/r/9DW7USZ41j-J0JchkUk6E348644E3IWl>> In Sausalito. \$7,900/obo. Call (415) 887-9268 or (415) 830-1707 (cell) or tomlatta@gmail.com.

OLSON 25, 1986. Boat and dual-axle trailer in like-new condition. Recently replaced standing/running rigging, new hardware, stove, VHF. 6-hp Nissan ob, Kevlar jib, main, 2 spinnakers, all lines led aft. \$12,300. John (415) 284-9828. <web.mac.com/jlymberg/iWeb/Site%203/Welcome.html>

29 TO 31 FEET

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. See: <<http://bujold.net/catalina30/>> In Alameda for \$34,500. Call (916) 747-6398 or email: dabujo@hotmail.com.

ERICSON 29, 1972. Universal diesel rebuilt 2 years ago, tiller, VHF, jiffy reefing, Harken furling. \$12,500/obo. (510) 758-0709.

PACIFIC SEACRAFT MARIAH, 1979. LOD 31', LOA 36', LWL 25', beam 10'9", draft 4'5", displacement 16,000 lbs, ballast 6,000 lbs. SA 596 sq ft, headroom 6'5". Fiberglass hull double-ender, full keel, cutaway forefoot. Wheel steering or emergency tiller. Staysail, roller furling foresail, fully battened mainsail. 30 hp Yanmar diesel, serviced 10/06. New standing rigging 9/03. Bottom paint 4/07. Radar, GPS, VHF, SSB/Ham, Muir windlass, more. Loch Lomond Marina. \$69,000/obo. Richard (415) 927-2765.

SANTANA 30 IN VALLEJO. Clean in and out, diesel, maxprop, roller with 70-90-130 jibs, full batten main, jacks, spinnaker. \$18,000. (707) 935-8898 or robclair@comcast.net.

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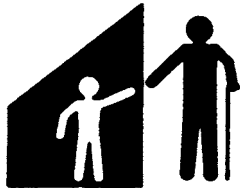
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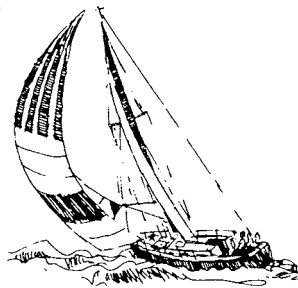


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OLSON 30, 1983. FAMILY HOUR. Turnkey boat. Stiff hull and all class approved stiffeners. Clean. Double spreader rig. 22 bags of sails. Keel and rudder faired. Numerous upgrades. Trailer. One of the most winning Olsons on Bay. \$20,000. (925) 934-6926.

CATALINA 30, 1986. Diesel, wheel steering, all lines rigged to cockpit, self-tailing winches, refrigeration, depth/speed, VHF, dodger, water heater, anchor and rode. 2007 professional barrier coat/bottom job. Recent batteries. Clean and well maintained. Great liveboard boat. \$32,400. (707) 374-3053.

RANGER 29, 1975. Great pocket cruiser. Ready to sail the sound and beyond. Yanmar diesel, tiller pilot, propane stove/oven, new head, GPS, VHF. Moored in Bremerton. \$15,500. For more info call Bill (360) 518-8881.



ERICSON 30+, 1985. Bruce King designed, 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, all new canvas, new prop, self-tailing winches, lines led aft. 2 anchors, VHF, depth/knot, stereo. All records including original blueprints. 2006 bottom paint, no blisters. Many extras. Located Alameda, slip available. \$30,000. Call (408) 203-0409.

CAL 31. Beautiful 1982 Cal 31. Many amenities. Dockside in La Paz, MX. Liveboards moving to land. \$20,000/obo. For info and pics, email: ricnshell@netzero.net.



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 \$29,900. Call (916) 806-8149 or email: FastFreight1@aol.com.

WILLARD 30, 1976. Crealock world cruiser, Baja HaHa vet, Perkins 4-108, full keel, great liveboard, 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.



ISLANDER 30, 1971. Loaded with electronics and many more interior and exterior extras. Freshly rebuilt Automatic 4, 5/07. Bottom paint and survey done 9/04. In San Diego. \$7,500. (619) 575-7699 or pindrums@yahoo.com.

CATALINA 30, 1980. Wheel steering with pedestal controls, Garhauer traveler, 110/150 furling jibs, new Garhauer jib blocks, self-tailing winches, asymmetrical spinnaker, dodger, recent canvas, beautiful interior, Universal diesel, excellent condition. Berthed in Berkeley. \$23,500/best offer. (916) 443-7393.



HUNTER 31, 1983. Excellent condition, professionally maintained. Full dodger, roller furler, custom designed Quest 150 genoa, new mainsail cover, double spreader mast, spinnaker pole, Raymarine radar/chartplotter, Raymarine autopilot, teak cockpit table. Yanmar diesel, well maintained, low hours. VHF radio, recently upholstered interior, CD with 6 speakers, 120 volt wired with internal charger, low wattage inverters, 2 deep-cycle 12v batteries, 2006 bottom paint no blisters, new head, H/C pressure water system, 2-burner alcohol stove and oven, microwave, BBQ, all safety required equipment, 5 inflatable lifevests, new inflatable mini-dinghy with electric motor, radar detector, extra mainsail and genoa, two 30amp dock electric cords, two Danforth anchors. \$35,000/obo. Call Carlis (775) 626-2679.

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. \$8,950/obo. (661) 548-6603 or hwolthuis@juno.com.

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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 730 hours. Ready to sail. Email or call for full info and pictures. \$17,500. (925) 552-5395 or weissd@pacbell.net.

SANTANA 30, 1979. Fresh diesel, jib, Harken, cushions. Hard boom vang, new head, prop. Other sails, 150 genoa, spinnaker. Autopilot, Nexus multimeter, wheel steering. Lying Vallejo. \$14,500. Dave (707) 224-1336.



US 305 WILLIAM GARDEN SLOOP. All new rigging, refurbished mast. All new systems, davits, Caribe C32, 15-hp Johnson, Volvo diesel. Excellent liveaboard. One month free rent at Jack London Square. See behind Waterfront Plaza Hotel at JLSq. \$19,995. Reduced to \$17,000. Stuart (510) 325-5966.

ERICSON 29. Completely re-fitted. New thru-hulls, Sterling paint, LeFiell mast, standing and running rigging, new sails, rebuilt Atomic 4. This vessel has had everything done to it that can be done. It is in super-excellent condition. (831) 475-1652 or terry_adams@att.net.



ISLANDER BAHAMA 30, 1981. Cruising vet. New: Solar panel, ST4000mk2 autopilot/GPS, batteries, dails, cushions, sole, freezer, head, vang. Low hours Volvo diesel, radar, Lewmar winches, binnacle, dodger. \$15k spent this year. Fresh bottom. Fantastic condition, ready to go. \$29,500. Email: Joe@inetd.com.

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. \$12,000. Call (415) 847-8022.

HUNTER 30, 1990. New Raymarine autopilot, depth, stern rail seats, dodger, custom salon table. Near Bristol, little use since new, 650 hours on Yanmar diesel. Possible Sausalito slip. \$32,500. (415) 497-5892 or pfrith@earthlink.net.

KAUFMAN 30, 1979. Much sought after racer/cruiser. Midget Ocean Racer Association (MORA) rated. Yanmar diesel, roller furler, hydraulic backstay, electric windlass, new sails, all new canvas, new custom upholstery, autopilot, electronics and more. All lines led aft. Price reduced for quick sale. Asking \$13,000/obo. Call (510) 757-5815.

CAL 31, 1980. New mast standing and running rigging, full batten main, 5 headsails, wheel steering, 16-hp Universal diesel, feathering propeller, propane stove, pressure water, bottom painted 5/2007, VHF, depth, speed, Asking \$25,000. Ventura. Call (805) 701-5622 or email: mike@vhby.com.

CAL 2-29, 1975. Wheel steering, dodger, fore and aft anchors, full sail inventory, pressure water, microwave, propane cooktop, refrigerator. Cabin cozy, clean and roomy, wired 110v, stereo, television. Buyer hauls to inspect; seller buys two coats fresh bottom paint. \$7,000/obo. (209) 915-7057 or (209) 406-8316.

32 TO 35 FEET

DOCUMENTED 1980 C&C 34. Mast, boom, reaching pole and spinnaker pole refitted and repainted in 2004. Cabin thoroughly cleaned, new cushions, new head, batteries, 2004. North main, new (2006) Pineapple jib. Bottom stripped and epoxy coated 2005. Hot water, cockpit shower and washdown pump installed 2005. New and rebuilt Signet instruments 2005. More effective boom vang installed 2005. Includes dodger, 8.6' Avon inflatable, autopilot, folding prop. This is a very clean and fit boat. Over \$25,000 spent in the past 2 years. Lake Tahoe. Royal blue topsides. \$47,500. Mike (530) 218-7499 or mike@wmm.com.



CHALLENGER 32 SLOOP, 1973. Roller furling, Perkins 4-108 diesel, Force 10 stove, refrigerator, wheel steering, new standing rigging, well built boat, sails well, very roomy, Lots of cabinets and storage. \$14,500. Dan (650) 302-3446 or email: dan@vekden.com.

MARINER 32, 1979. Great solid ketch. Perkins diesel, water heater, roller furler, alcohol stove, new VHF radio, new varnish. Complete bottom job 2006. Well maintained. Located Brisbane, CA. \$28,000. Call Matt (408) 732-7340.

ALBERG 35, 1965. Diesel, windvane, radar, much more. Needs minor work. Good condition. \$19,000/obo. Call Mark Eilers (707) 971-0537.



WESTSAIL 32, 1976. Hull, sails, mast, boom, rigging good. Vast inventory of equipment. Invest 3 months of sweat equity and you'll have a bulletproof world cruiser. Located Atascadero in dry storage. \$15,000/obo. (805) 238-3230 or (805) 975-5316.

CNSO 32, 1971. French-built IOR racer/cruiser. Keel with trim tab. The Bay boat, sturdy and stiff, oversized everything. Rigged for singlehanding, spinnaker. All new interior, including a bit rough. \$15,000. Call (650) 941-4266.



CATALINA 35, 2004. Excellent condition. 35-hp Universal diesel. All sails furling, hard dodger, cockpit cushions, Raymarine depth, speed, wind, GPS, Autohelm with remote control and more. Stove, microwave, refrigeration, H/C pressure water, electric head. \$170,000. (925) 586-1717.

RANGER 33, 1974. Gary Mull designed plastic classic. Nearly new Universal 20-hp diesel, new prop. Wheel steering. Harken furler. Several add'l sails. Lazyjacks, reefing system. New halyards and running rigging; all lines led aft for easy singlehanding. 6 winches, oversize primaries. Recent Awlgrip mast. Updated electrical. Wind, depth, speed, AM/FM/CD, VHF. Fresh deck paint, varnish. Full canvas for brightwork. Bottom done 2006. Pressure water, 3-burner CNG stove with oven. Many upgrades. \$29,800. Suzi (530) 401-3394.

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.

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.

ERICSON 35, 1973. Rebuilt Yanmar, FWC, depth/speed, autopilot, VHF, battery charger, pedestal steering, dodger and covers, furled 150, spare sails, spinnaker pole, vang, 2 Bariat 10 winches, 2 Bariat 26 self-tailing 2-speed, 2 Lewmar 42 2-speed, more. \$25,000/obo. (760) 504-5781.



HANS CHRISTIAN 33 OFFSHORE cutter. Well equipped 1983 cruiser. Excellent condition, most gear less than three years old. Kenyon spars, Yanmar 3-cylinder FW cooled, dual Racors, Village Marine watermaker, Aerogen windgen, solar panels, ICOM M710 SSB, Furuno radar, Balmar alternator, 2 battery banks, separate start battery, autopilot, Monitor vane, 7 sails including storm sails and cruising spin, Schaeffer roller furl, Lofrans electric windlass, 2 CQRs, main rode 250' chain, Dickenson heater, 2005 Viking 4-man raft, 2005 Adler-Barbour fridge/freezer, Garmin GPS Map-180, stereo CD/mp3 player, Bose speakers and waterproof cockpit speakers, 115 diesel, 70 water, new bottom paint 6/07. Step aboard this meticulously maintained world cruising beauty and take her anywhere. \$121,500. Located Puget Sound, WA. Call (360) 296-1915.



C&C 99, 2002, 32.5 FEET. Immaculate racer/cruiser. Easy to singlehand. A/P, GPS plotter, knot/depth/temp, folding prop, VHF, stereo, h&c water, stove, large V-berth, aft queen, three new batteries. <www.c-yachts.com> details this exciting design. Thousands below market, \$99,000. (916) 933-4079 or hjnorris@pacbell.net.

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.

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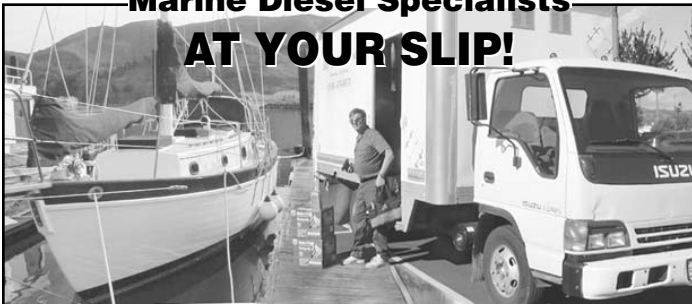
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ISLANDER 33 FLUSHDECK, 1968. Overhauled A4. Autohelm 2000, Magellan GPS, Sitex Loran-C, Piranha 2 depthfinder. New: Prop, waterheater, inverter/charger, Jabsco macerating head. Surveyed and bottom painted 10/06. Classic glass bluewater boat, spacious liveaboard. Slips available SSF. \$19,500/obo. <http://www.webstarts.com/sites/0318/newkarl@wildglobe.com/s_1178946854280/> Call (415) 515-8829.



KETTENBURG 32 SLOOP. 12-hp Volvo Penta engine, fiberglass hull, 35-gal. stainless fuel and H2O tanks, 55-gal. holding tank, all teak interior. Includes main and jibs. Mechanically sound. Must sacrifice at \$5,000. (775) 691-3058.

ISLANDER 32, 1964. Roller jib, roller main. Rewired Atomic 4, new batteries, shade cover, excellent cushions, marine radio, CD player. Can be seen at Slip 88, Bruno's Island. \$5,000/obo. (916) 600-3725.



C&C 35 Mk II, 1974, restored. Autopilot, lazyjacks, dark blue sides, Yanmar GM30F diesel, 310 hours. 6 Lewmar chrome ST winches, all lines aft with new clutches, all new wiring and electrical panel, radar, VHF, autopilot, pressure water, stereo, Origo stove, Newport heater, electric windlass, newer chrome bow pulpit, new cushions, sine wave inverter 2000w. Pine-apple asymmetric spinnaker and 95% jib, 130%, new storm jib and trysail, topside paint redone this year. Located Emeryville. \$43,000. Email Aaron: mnyhateclean@yahoo.com.

32-FT LOTUS 950, 1986. New Zealand-built racer/cruiser. Very fast, very fun, very comfortable. See at <www.lotus950.blogspot.com>, new pics now. \$37,500/offers from good homes. Owner relocated. Great boat, deserves better than sitting in SoCal slip. (310) 971-1582.



WINDWARD, MORGAN 35 Mk II SLOOP, 1971. \$25,500. Strong, sails beautifully. 10'9" beam. 24-hp Kubota diesel. Molded fiberglass hull, sandwich construction. Cast lead hollow fin keel. 2' fiberglass drop centerboard. Included 10'2" Zodiac plus motor. Call Greg (408) 253-4589.

COLUMBIA 5.5. Built for the 1960's Olympics. Restored to original condition. A true beauty. Call (510) 521-8075.



ERICSON 35 Mk II SAILBOAT. \$25,000. Extra sails, cutter rig, furling jib, GPS, Loran, teak interior. Yanmar diesel. Runs great. Nice woodwork. Berthed Redwood City. Call (650) 888-3701.

36 TO 39 FEET

CATALINA 36, 1987. All the right gear and ready to sail. Wing keel, roller furling, new VHF radio, new canvas, GPS, autopilot, diesel, etc. Boat is in beautiful condition. Bottom painted recently. Service records. All lines and rigging in good condition. Boat moored in Alameda. Asking \$58,000. Call (925) 672-3047 for more information.

JEANNEAU 36.2, 1997. Very well maintained, electric anchor windlass, dodger, refrigerator/freezer, GPS, chartplotter, autopilot, CD player, VHF, B&G instruments, depth/knot/wind, dinghy with 2-hp Johnson. \$105,000. Brian (209) 722-2068 or coolswick@aol.com.



COLUMBIA 39 TALL RIG CUTTER, 1971. New: Engine, trans, rigging, plumbing, cushions, covers, brightwork. Davits with inflatable, 6-hp Nissan. Autopilot, 6 bags sails, room, storage, comfort like 50' vessel. Email for photos: islandinspired@earthlink.net or larsons44@hotmail.com. \$39,000/obo. (949) 547-1000 or (949) 232-3670.



EXPRESS 37, 1984. Fast cruiser. Modified keel, 6'1". 10 sails. 9 self-tailers. Covers. GPS Seamap. Force 10 stove with oven. 48" wheel steering. Epoxy bottom. Bruce with roller, 100' chain. Furling headsail. Priced for a quick sale. (831) 458-0193.

HUGHES 38-FT SLOOP. Built in 1970 in Canada. 60 hours on new engine. Pictures available. Asking \$36,000. Possible Monterey slip. Call (831) 915-4984 or (831) 775-2475.

CATALINA 380, 2001. Berthed at Sausalito Yacht Harbor. Full electronics, chartplotter, autopilot, and radar. Furling main and jib, cruising chute, Yanmar 40 with low hours, new dodger being added, electric windlass. Equipped for sailing and cruising: 2 cabins, centerline berths, innerspring mattresses, refrigerator, microwave, flat screen HDTV/DVD, electric head, and separate shower. Includes dinghy and outboard. Beautifully finished interior in ultraleather and Corian. Equity or non-equity 1/4 shares available. (707) 421-0366 or csmsam@aol.com.



ISLANDER 36, 1975. Yanmar diesel. New: standing rigging, mast step, lifelines, bottom paint, Maxprop, backstay adjuster. Large wheel, great sail inventory with spinnakers, two spinnaker poles. Well maintained and documented. \$50,000. (650) 906-1713. SF Marina slip possible.

TAYANA 37 Mk II CUTTER. Original owner, launched in 1988. Complete records and manuals. Tapered Isomat mast, Yanmar 44 diesel, Lewmar hatches and many additional upgrades. Alameda Marina berth 740. Asking \$118,500. Call (510) 299-1072 for complete details.

CAL 39, 1979. Excellent condition and loaded with new upgrades and extras, list available. Monitor windvane, dodger, bimini. Beautiful clean interior. Great engine and sails. Ready to cruise or sail the Bay. Sausalito slip possible. \$79,000. Call (415) 846-6919 or sailonbaby@gmail.com.



FAST PASSAGE 39. Legendary cruising yacht. Two-time Hawaii, three-time Mexico vet. New engine, prop, dinghy, dodger, genacker. Much much more. \$140,000. For details, email: DRJY2K@aol.com.

CATALINA 38, 1987, HULL #351. S&S design, Universal M30 diesel, 400 hours, 150 furling genoa, propane stove, autopilot, swim ladder, 2 batteries, charger. Second owner, interior immaculate, anchors with 5/8" rode. \$35,000. Marina del Rey slip. Call (661) 548-6603 or email: hwothuis@juno.com.



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ISLAND PACKET 380, 1999. Very well maintained and equipped for ocean cruising, this great cruising boat has been very lightly used, and is being sold by the owner who has moved to Switzerland. She includes electric anchor windlass, ocean-rated liferaft, inflatable tender, spray dodger, lifering, SuperCool refrigerator/freezer, Ultra Leather-covered cushions. ICOM802 SSB, ACR Globalfix 406 EPIRB, Raymarine radar with GPS and color chartplotter, inverter, second anchor and rode, cutlery, crockery, toolset, etc. \$240,000. Call Mark-Eric 011-41 (79) 566-7763 (Switzerland) or email: mej@home-jones.com.

ERICSON 39, 1971 glass flush-deck sloop. New: Yanmar, shaft, prop, stove, fridge, 120%, main, Profurl. Six sails. Needs: Woodwork, paint and running rigging choices. Located in San Rafael, CA. \$15,000/offers. (415) 532-5775.



MORGAN 384, 1983. Ted Brewer design. Well maintained, equipped for ocean cruising. Upgraded radar, GPS, Simrad autopilot, Force 10 propane stove, Perkins 4-108 50-hp diesel engine. 3 headsails, spinnaker. New dodger, bimini. 2006 survey available. Santa Barbara. \$65,000. (805) 698-4730.

SPARKMAN & STEPHENS DESIGN. 38-ft, built 1971 in South Africa. Sturdy full-keel cruiser, fiberglass hull. Yanmar diesel, center cockpit. Owner moved, can't finish. Shown in San Diego 7/12 to 7/24. \$1,430/obo. For more details call: (808) 651-6446 or randyredtime@yahoo.com.

INGRID 38 KETCH. Looking for buyer interested in refurbishing project. Good fiberglass hull, Volvo, on hard since 1998, wood deck and masts need repair. \$20,000/obo. (360) 376-6063.



HALLBERG-RASSY 39, 1994. Frers design. Bay sailed, never cruised. In-mast furling main, furling jib. 502 engine hours. Excellent condition. Likely the best-built boat in the world. Specs/more info: <http://hr39.blogspot.com/> \$295,000. Call (510) 215-7424 or hboat@yahoo.com.

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40 TO 50 FEET

OFFSHORE 40 YAWL. Northern Light. Rhodes design, Cheoy Lee, 1972. Fiberglass hull, teak decks, aluminum masts. Yanmar 3JH2E, 38 hp, 500 hours. New sails 2005. New bronze thruhulls and rudder 2006. Repainted mast 2007. 8-ft wooden tender. \$55,000/make offer. (415) 350-3651 or jf_cullen@yahoo.com.



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HUNTER PASSAGE 42. Two staterooms, 2 heads, 62 hp Yanmar, 800 hrs. Loaded: Autopilot, alternator, full cockpit enclosure, new upholstery, custom cabinetry, thin-screen TV, Bose sound, mainsail handling system, dinghy davits. \$149,000, \$119,000. Call (619) 239-6054 or email: jadetiki3@hotmail.com.



WINTHROP WARNER 40 CUTTER, 1942. Honduran mahogany on white oak, teak cabin, decks, coaming, rails. Everdur fastened, Sitka spruce mast, yellow cedar coach roof, self-tailing Barients, GPS, Furuno, full headroom. \$35,500. (619) 225-1930 oar kennellymclendon@yahoo.com.

33' DOUBLE-ENDED GAFF KETCH, Al Mason, 1968. Cedar on white oak. Cruise equipped. Liveaboard 22+ years. Mexico and east coast vet. Good condition. For details, photos, & contact info: <www.chrisnkt.users.sonic.net/lucida> Reduced to \$51,000. Located Poulsbo, WA.



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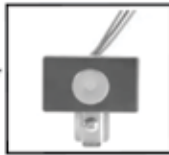
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HUNTER 40, 1986. Yanmar diesel. 6 sails. June 2007: Haulout/bottom job, teak refinished. New: Instruments, shaftseal, cutlass bearing, batteries, canvas, cockpit cushions, more. See <<http://hunter40.bravehost.com>> \$85,000. Call Tim (650) 534-4795 or tcsmith00@gmail.com.

PETERSON 44 CENTER COCKPIT cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, outboard. \$119,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svubetcha@aol.com.



HUNTER 41 DECK SALON, 2005. Raymarine radar, E80 plotter, full instrument package, Yanmar 56 hp, low hours, in-mast furling main, dodger, bimini, cockpit cushions, davits, outboard lift, 11-ft dinghy, 15-hp Honda. Excellent condition. \$220,000. Call (925) 337-2445.



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TAYANA 42, 1983. Center cockpit cutter. Hard dodger, full enclosure. Yanmar, generator, GPS plotter, radar. AGM batteries, Balmar alternator, A/C reverse heat. Clean and ready, ideal couples boat. South Puget sound. \$136,000. (541) 231-3343. Details and photos: <http://home.comcast.net/~jeff_beth/tayana42orca.html>



CAL 40, 1964, #21. Located San Diego. Blue LP topsides 2004. Bottom peeled and barrier coated 2004. Quantum main, 150%, Harken roller furler 2002, dodger 2003, Perkins 4-107, folding prop, refrigeration, windlass. \$57,000. (619) 447-5235 or george@elwersfamily.com.



CS 40, 1988. Very good condition. One owner. Volvo Penta 43-hp engine. Tony Castro design. Recently overhauled and surveyed. Bottom painted. Fast boat. Excellent for cruising. Available for viewing: Belvedere, CA. Attractively priced, \$85,000. Call (415) 945-9982 or email: mail@telischackco.com.



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ISLANDER 44, 1976. Lapworth design. Major refit 1997. Upgrades 2005-06. Australia vet. Perkins, radar, SSB, Alpha AP, Windpilot vane, Balmar alternator, solar, roller furling. Givens liferaft, 2006 repack. Hypalon dink. Many spares, go now. Liveaboard slip. \$74,000. Chris (831) 423-4076 or boatbrain@juno.com.



51 FEET & OVER



54-FT ALDEN CENTERBOARD YAWL. 1970. Ford Lehman engine, roller furling main, newer sails, teak deck, B&G electronics, dinghy, ICOM VHF, sleeps 8, mahogany and teak and full boat cover. \$90,000/obo. Jack London Square. (510) 633-2125 or (510) 332-4900 (cell). No brokers.

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BROWN SEARUNNER 34 TRIMARAN. Many, many extras. \$10,000. In Rio Vista, CA. (925) 584-7658. Serious only need inquire.

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FOUNTAIN PAJOT 38, 1999. Excellent condition. Never chartered. 4 cabins, 2 heads with showers. New Lewmar windlass, 260-ft 5/16" ht chain, 3-65w solar panels. New battery system plus Link 1000. RIB plus 9.9-hp Suzuki. \$212,500. San Diego. Email: whoulihan@cox.net for details/pics.



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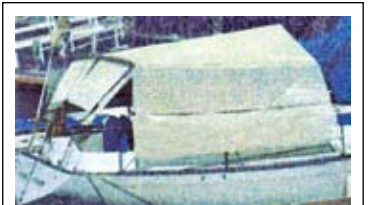
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AB Marine 89	Banner Bay Marine 227	Bluewater Network..... 222	Cass' Marina..... 50	DeWitt Studio 223
ABC Yachts 234	Bay Green Sanitation 92	Bo'sun Supplies..... 216	Chula Vista Marina 27	Diesel Fuel Filtering 139
Agape Villages 212	Bay Island Yachts 7	Boat US 162	City Yachts 17	Dockwise Yacht Transport..... 79
Alameda Marina/ Pacific Shops Inc. 65	Bay Marine Boatworks..... 51	Boat US Insurance..... 139	Clipper Yacht Harbor..... 31	Downwind Marine 68
Almar Marinas 83	Bay Marine Diesel..... 214	BoatExec..... 64	Club Nautique..... 42	Doyle Sails 55
Anacortes Yacht Charters..... 186	Bay Propeller..... 104	Boatguys..... 214	Club Rio Sailing School 186	Easom Rigging..... 176
Anderson's Boat Yard 32,33	Bay Risk Insurance 101	Bottom Siders 218	Coast Marine 105	Edgewater Yacht Sales..... 229
Annapolis Performance Sailing 175	Bay View Boat Club 174	Boy Scouts - San Francisco .. 230	Conch Charters..... 182	EM Design 222
Antioch Marina..... 57	Berkeley Boat Sales..... 227	Brisbane Marina 77	Corinthian Yacht Club..... 179	Emery Cove Yacht Harbor... 101
Bair Island Marina 80	Berkeley Marina 200	British Marine 18	Cover Craft 91	Emeryville Marina 26
Baja Ha-Ha Sponsors .. 188,189	Berkeley Marine Center 59	Brunos Island Resort 22	Coyote Point Marina 49	Essex Credit Corp. 22
Baja Naval 208	Beta Marine Engines 26	Butler Rigging 218	Cruising Direct Sails 135	Fago, Margaret Artist 102
Ballena Bay Yacht Brokers..... 21	Blue Sky Energy..... 207	BVI Yacht Charters 184	Cruising Yachts 227	Farallone Yacht Sales..... 13
	Blue Water Yacht Ins..... 103	Cabrillo Yacht Sales 232	CYOA Yacht Charters..... 185	Flying Cloud Yachts 23
	Bluestorm 150	California Yacht Sales..... 229	Desolation Sound Charters.. 186	Flying Tiger Yachts 142

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ADVERTISER'S INDEX - cont'd

Foam Creations 88	Hanse North America..... 105	Hydrovane 31	Landfall Navigation..... 87	Marina La Cruz.....75
Forespar 159	Hansen Rigging 95	Inflatable Boats To Go, Inc. . 151	Landing School, The 212	Marina Mazatlan 18
Fortman Marina 52	Harken 48	Iron Bear Marine Canvas..... 226	Larry Saxon/Frank Howard Realtors 214	Marina Puerto Salina..... 201
Fridge Freeze 25	Haynes Sails 212	Jeanneau America..... 10	Larsen Sails/Neil Pryde 40	Marina Puesta del Sol..... 202
Garhauer Marine..... 61	Hays Marine Transport 224	JK3 Nautical Enterprises .. 67,71	Lee Sails 216	Marina Real 187
Gentry's Kona Marina 214	Helms Yacht & Ship Brokers/ Seawind Catamarans 43	Johnson Marine, C. Sherman 56	Leukemia & Lymphoma Society/San Francisco YC.. 177	Marina Village..... 41
Gianola & Sons 104	Helmut's Marine Service 223	Kissinger Canvas 99	List Marine Enterprises 22	Marine Engine Co..... 224
Glacier Bay..... 92	Heritage Yacht Sales 230	KKMI - Brokerage/Maritime Protection Plan 73	Loch Lomond Marina 164	Marine Lube 224
Glen Cove Marina 165	Hogin Sails 58	KKMI - Engine/Rigging..... 53	Maine Cats 186	Marine Outboard Co..... 218
Golden Gate Yacht Sales 15	Holmes Marine Specialties 28	KKMI - Haul-Out/Anti-Fouling Paint..... 107	Makela Boatworks 222	Marine Servicercenter 86
Golden State Dsl Marine..... 222	Holopuni Canoes 159	KKMI - Job Opportunity..... 220	Marina Bay Yacht Harbor ... 138	Mariner's General Insurance 96
Grand Marina..... 2	Hood Sails 69	KTI Systems/Filter Boss 99	Marina de la Paz..... 106	Maritime Institute..... 165
GreenBoatStuff.com 95	Hotel Coral & Marina..... 208		Marina El Cid..... 103	Marotta Yachts..... 233
H.F. Radio 95	Hunter Marine 11			Mason Yachts 228
H&S Yacht Sales 12				



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Mazatlan Marine Center/ PV Yachts 18	North Beach Marine Canvas .97	Peter Crane Yacht Sales 231	Rooster Sails..... 25	Scanmar International..... 100
McGinnis Insurance..... 27	North Sails..... 222	Pier 39 Marina 62	Ryan's Marine 224	Schmidt, Charlotte Yacht Sales 231
McDermot Costa Insurance.. 106	North Sails - San Francisco ... 47	Pineapple Sails 3	Sail California 34,35,36	Schoonmaker Point Marina ... 24
McGrath Yachts 19	Opequimar Marine Center.. 151	Prime Fabrication 226	Sail Exchange..... 218	Seaportal 78
Milltech Marine Inc. 90	Orange Coast College..... 81	Puerto Lucia..... 203	Sail Warehouse, The 220	Seashine 105
Modern Sailing Academy ... 183	Outboard Motor Shop 72	Punta Mita Beachfront Condos 187	Sailing Obsession 103	Seatech 220
Monarch Yacht Sales..... 229	Owl Harbor 206	Pusher's Rum 6	Sailrite Kits 82	Second Angel Bancorp..... 151
Monterey Bay Marine..... 224	Oyster Cove Marina..... 54	Quantum Pacific..... 37	Sailtime 44	Selden Mast, Inc. USA 30
Napa Valley Marina 204	Oyster Point Marina 94	Quickline 225	Sal's Inflatable Services..... 100	Shadetree Fabric Shelter 87
Nelson Yachts 39	Pacific Coast Canvas..... 87	R-Parts 223	San Francisco Boat Works... 209	Society of Accredited Marine Surveyors/SAMS 226
Nelson's Marine 236	Pacific Coast Yachts..... 231	Raiatea Carenage Services 205	San Francisco Estuary Project 93	South Beach Harbor 70
New Coast Fabrics..... 101	Pacific Yacht Imports..... 9	Randall Burg Yacht & Ship.... 16	San Juan Sailing 185	South Beach Riggers..... 97
New Era Yachts 232	Passage Yachts 4,5	Richardson Bay Marina..... 89	San Leandro Marina..... 85	South Beach Sailing Center .. 97
Norpac Yachts..... 235	Passage Yachts Brokerage 228		Sausalito Dock-n-Sell..... 229	



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ADVERTISER'S INDEX - cont'd

South Beach Yacht Club..... 179	The Boatyard at Grand Marina	Waterwitch, Inc	Windpath Sailing, Inc..... 89
Spectra Watermakers 20	Waypoint..... 95	Windyoys
Spin Tec..... 187	Tim's Zodiac Marine..... 26	Weatherguy.com..... 222	Wizard Yachts, Ltd. 230
Spinnaker Shop, The	TMM/Tortola Marine	Wedlock, Ramsay & Whiting	Wooden Boat
Starbuck Canvas..... 20	Management	Marine Surveyors..... 224	Wright Way Designs
Sunsail Charters..... 46	Trident Funding..... 8	West Marine	Yachtfinders/Windseekers
Surf City Catamarans	UK-Halsey Sails..... 63 25,27,29,31,76,84	Yager Sails..... 222
Svendsen's Boat Works..... 45	Ullman Sails	Western Grace /Orca	
Svendsen's Marine	Vallejo Boat Works..... 163	Yacht Charters	
Svendsen's Marine - Harken.. 178	Vallejo Marina	Westwind Precision Details.... 97	
Swedish Marine..... 91	Vaughan, William E. 222	Whale Point Marine Supply .. 60	
Switlik..... 29	Ventura Harbor Boatyard 165	White, Chris Designs..... 225	
System Three Resins..... 91	Voyager Marine..... 98	Winch Buddy	
Tartan/C&C Yachts	Watermaker Store, The	Winchmate	
..... 14 139 216	

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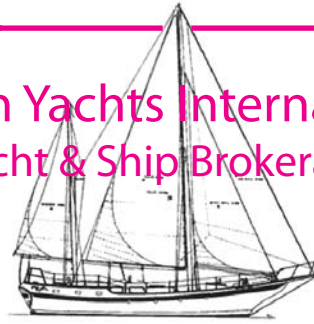


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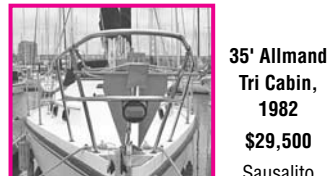
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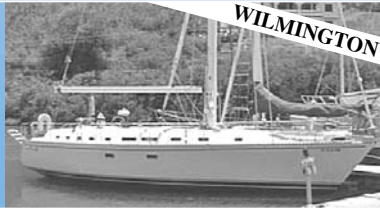
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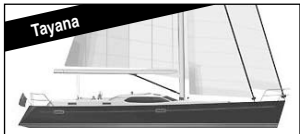
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36' C&C SLOOP, 1979

Very clean with much updated equipment, note especially professionally repowered with a Yanmar diesel. Also tastefully redone interior, updated electronics, recent running rigging/roller furler/sails, all brightwork is immaculate, much more. **\$57,000**



See at:
www.marottayachts.com

40 CHEOY LEE OFFSHORE 40, 1968

Ted Brewer said, "No one yacht is perfect, but this Philip Rhodes design comes very close." Always a California boat, this one is in very nice shape and lying in a transferable Sausalito slip – all in all a nice turn key package. **\$49,000**



NEW LISTING

See at:
www.marottayachts.com

35' PEARSON, 1981

Bill Shaw-designed classic in fine shape, just detailed and lying in a transferable Sausalito slip. New listing, full story online at www.marottayachts.com. **\$39,900**



See at:
www.marottayachts.com

30' HUNTER, 1990

For the price, it's hard to beat the Hunter 30: She has an attractive interior with a spacious aft cabin, combined with good sailing characteristics. It's difficult to find boats in this price range that offer these features, and this boat shows very well. **\$36,000**



REDUCED

See at:
www.marottayachts.com

29' COLUMBIA, 1967

This S&S classic has had only two owners since being built in California 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. **\$14,900**

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NORSEMAN 447 CENTER COCKPIT, 1984
Newer engine, low hours genset, newer rig and sail.
\$235,000

Also: **NORSEMAN 535, \$549,000**

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36' RIVAL, 1986
British made, many upgrades.
\$97,500



39' CAL, 1979
Fully equipped for cruising. Beautiful shape.
Monitor windvane, dodger, bimini. **\$79,000**



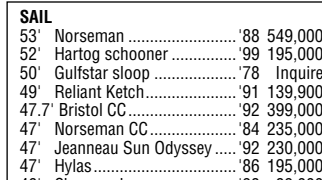
BALTIC DP 42, 1984
New sails, new rigging, beautiful interior,
Sausalito slip. **\$189,000**



47' JEANNEAU SUN ODYSSEY, 1992 3 state-rooms, master is Pullman, upgraded beautiful interior, RF main, 75hp Yanmar. Worth seeing! **\$230,000**



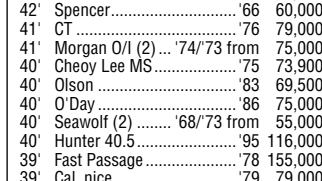
36' CATALINA, 1993
All newer sails, FB main, three headsails, epoxy barrier coat last year. Nice yacht. **\$90,000**



31' PACIFIC SEACRAFT, 1979, \$69,000
27' PACIFIC SEACRAFT, 1980, \$59,000



38' BENETEAU FIRST, 1985
Super clean, ready to cruise or race.
Made in France. **\$88,000**



36' SWEDEN, 1984
Swedish-made, performance plus, beautiful teak joinery below. 2 staterooms. **\$79,950**



PASSPORT 40/37, 1986
Robert Perry design, second owner, newer sails in 2003, Pullman berth, beautiful teak interior.
\$119,500

36' SWEDEN, 1984
Swedish-made, performance plus, beautiful teak joinery below. 2 staterooms. **\$79,950**



32' WESTSAIL, 40' HARDEN SEAWOLF, 38' HANS CHRISTIAN, 38' INGRID, 37' RAFIKI, 33' MASON



HANSE DEALER

Four sold last month in San Francisco Bay:
41, 37, 34 and 31.

On order are a new 54, a 37 and a 35.

Want to start a 37' fleet?

Two used 37's on the market and one new one.

SAIL		POWER	
53' Norseman	88 549,000	31' Hanse 311	'02 SOLD
52' Hartog schooner	99 195,000	31' Pacific Seacraft Mariah	79 69,000
50' Gulfstar sloop	78 Inquire	30' WylieCat	07 126,000
49' Reliant Ketch	91 139,900	30' Catalina, new engine	75 18,750
47.7' Bristol CC	92 399,000	30' Islander	79 18,000
47' Norseman CC	84 235,000	30' Islander	75 15,000
47' Jeanneau Sun Odyssey	92 230,000	30' Lancer	80 36,000
47' Hylas	86 195,000	30' Hunter	90 36,000
46' Chesapeake	98 89,000	28' Newport	79 9,500
44' Hylas	86 185,000	28' Pearson Triton	61 11,000
43' Swan	86 215,000	27' Pacific Seacraft	80 59,500
43' Hans Christian	82 179,000	14' Whitehall, sail/rod	02 11,000
42' Baltic DP	84 189,000	12' Beetle Cat, wood	9,975
42' Spencer	66 60,000		
41' CT	76 79,000	67' Stephens Alum	80 895,000
41' Morgan O/I (2) ... '74/'73 from	75,000	65' Pacemaker, cert	71 299,000
40' Cheoy Lee MS	75 73,900	65' Elco Classic MY	26 450,000
40' Olson	83 69,500	61' Stephens	66 250,000
40' O'Day	86 75,000	58' Hatteras TCMY	73 330,000
40' Seawolf (2) ... '68/'73 from	55,000	58' Hatteras MY	73 244,000
40' Hunter 40.5	95 116,000	57' Chris Craft	65 119,000
39' Fast Passage	78 155,000	53' Hatteras MY, new engine	76 259,000
39' Cal, nice	79 79,000	50' Stephens	65 135,000
39' Freya	81 109,500	47' Chris Craft, Sausalito slip	67 50,000
38' Hans Christian	80 107,000	45' Chris Craft	73 149,000
38' Catalina	84 43,900	44' HiStar	88 215,000
37' Alberg, equipped	72 90,000	42' Grand Banks Europa	80 189,000
37' Hanse	06 SOLD	40' Bluewater	79 45,000
37' Rafiki, new engine '07	77 67,000	35' Cooper Prowler	86 78,000
37' Endeavour	77 38,500	34' Sea Ray Sundancer	01 169,000
37' Irwin	79 40,000	33' Bayliner Montego	78 19,950
37' Hunter	78 36,500	32' Uniflite, nice	77 42,500
36' Sweden	84 79,950	32' Bayliner	78 45,000
36' Catalina	93 90,000	32' Silverton F.B., 370 hrs	98 59,000
36' Islander	'77, '76, '73 from 29,900	31' Mako	94 35,000
36' CS Cutter	81 52,500	31' Sea Ray 310 S.D.	98 69,500
36' Rival	86 97,500	30' Sea Ray 305 DB	88 59,900
35' Baba	79 73,000	30' Wellcraft Scarab w/trlr	87 39,000
35' Fantasia	78 69,500	29' Sea Ray Amberjack	99 71,000
35' Ericson, nice	79 36,000	29' Regal Commodore	89 87,900
34' Victoria sloop	87 98,000	28' Sea Ray	91 37,900
34' C&C	80 47,500	27' Sea Ray 270	88 26,900
34' Sabre	83 49,000	26' Osprey long cabin	03 85,000
34' Hanse	04 SOLD	26' Osprey	02 98,000
33.5 Hunter	93 60,000	24' Chaparral, trailer	94 19,000
33' Mason	87 114,500	24' Orca, inboard	99 59,950
33' Newport	84 34,500	24' Bayliner	98 15,900
32' Westsail	77 52,500	24' Regal 242 w/trailer	98 37,000
32' Contessa	76 41,000	23' Chaparral, trailer	87 6,000
		22' Grady White 222 w/trlr	02 59,000



35' FANTASIA, 1978
Isuzu, new Ratheon radar, AP, hard dodger.
Two boat owner. **\$69,000**



32' WESTSAIL, 40' HARDEN SEAWOLF, 38' HANS CHRISTIAN, 38' INGRID, 37' RAFIKI, 33' MASON



43' HANS CHRISTIAN KETCH, 1982
New engine.
\$179,000
Also: **38T CUTTER, 1980, \$107,000**

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REDUCED



30' S-2 CENTER COCKPIT. Aft stateroom sloop. Diesel, roller furling, wheel steering, autopilot, self-tailing winches, shower w/hub, enclosed marine head, galley & more!...Great buy! **Asking only \$14,900**



32' FUJI KETCH. Diesel, roller furling, enclosed marine head w/shower, galley w/oven, full cruising keel w/cutaway forefoot. Looks to be in excellent and well-maintained condition. **Asking \$34,500**



31' SEA RAY 310 SUNDANCER Express. 1998 twin mercruiser 350 MPI Magnums. Twin shafts, props & rudders - not out drives. Very strong, clean & desirable. Comfort performance & seaworthiness. Priced right... **Asking \$54,900**



50' ADMIRALTY MOTORSAILER KETCH by the famous American Marine Yard. Robust TEAK construction, economical twin Ford-Lehman diesels, radar, GPS, etc. Shower, comfort, seaworthiness, genset, full galley & a lot more. **Asking \$119,900**



ENGLISH ELEGANCE

66' THORNYCROFT CUTTER-RIGGED KETCH Classic 1923 design, well maintained. She's like a beautiful & comfortable private British club down below. Must be seen. Teak decks, diesel, genset, radar and more. Extremely charming and a great performer. **Asking \$199,000**



30' CATALINA Sloop. One of the all time most popular designs EVER! And this is a nice one! RF, extra nice dodger, galley, fuel, marine head, wheel, Avon inflatable & more! **Asking only \$24,950**



38' INGRID ketch by Wm. Aikin. GREAT cruising double-ender. Extra stout & robust fiberglass construction. Low hrs, dsl, vane, furling, radar, cruise ready & more! Cruise the world in seaworthy comfort. **\$60,950/offers.**



35' SCHOCK SLOOP, 1985. Diesel, jib, genoa, main and spinnaker. Rod rigging, inverter, full galley, new cushions and upholstery, autopilot and more! Nice clean boat in SoCal. **Asking \$34,500**



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**



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**



30' RINKER 300 Fiesta Vee Express, '94 w/near zero hrs on full inside/out remanufacture/refit incl. her twin engines. Aft cabin, quality, comfort, condition & performance. **\$39,500**

SAIL

- 44' MAGELLAN Ktch by Grand Banks. Dsl, dodger & great charm..... Ask 38,900
- 42' SPARKMAN & STEPHENS steel custom cutter by Olin Stephens. Cent. cockpit, aft cabin, dsl & more... Asking 60,950
- 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' 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
- 37' CUSTOM COLD MOLDED cruising cutter by Villenave. Dsl, radar, loaded incl. spare engine. Must see..... Ask 47,950
- 36' ISLANDER Sloop. Major upgrades, dsl, dodger, furling & more..... Ask 44,950
- 36' STEEL HARTOG ketch, double-endered cruiser, great potential & value. 19,500
- 36' NIELSEN classic 1918 Danish aux. sloop. Nice condition..... Asking 15,000
- 35' PEARSON-ALBERG Slp. Dsl, wheel, vane, doger +++..... Ask 18,950
- 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

- 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
- 43' MATTHEWS, '65, diesel. A gem! Loaded..... Ask 69,450
- 40' CHRIS CRAFT, Aft S/R, Bargain!..... Try 4,995

- 40' OWENS, '65 Tahitian. Great for cruise/live, NICE!..... Ask 34,950
- 36' UNIFLUTE. 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
- 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
- 30' WILLARD Trawler, dsl ++ .. Ask 34,950

- 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! 151,950
- 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 Volvos, radar, etc..... Asking 27,950
- 25' FARALLON FISHERMAN, 6 cyl. dsl, duo-prop, H/T & more..... Ask 17,950
- 24' SEA RAY V8. Full Delta canvas, tit, o/d, nice!..... Ask 12,000
- 20' GRADY WHITE center, 175 hp Johnson, radar, GPS, plot, super clean & nice w/ attractive price! These are outstanding boats! Ready for fun!..... Ask 11,950

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



42' GRAND BANKS CLASSIC TRAWLER. Aft cabin, dual helms, flybridge, twin diesels, radar & loaded. Excellent condition. Interior truly outstanding. Covered Delta berth. **Asking \$121,000**



65' CLASSIC, '31 MOTORYACHT BY WHEELER. 16' beam, recent 40k hull refurb. 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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Thomas Point 30

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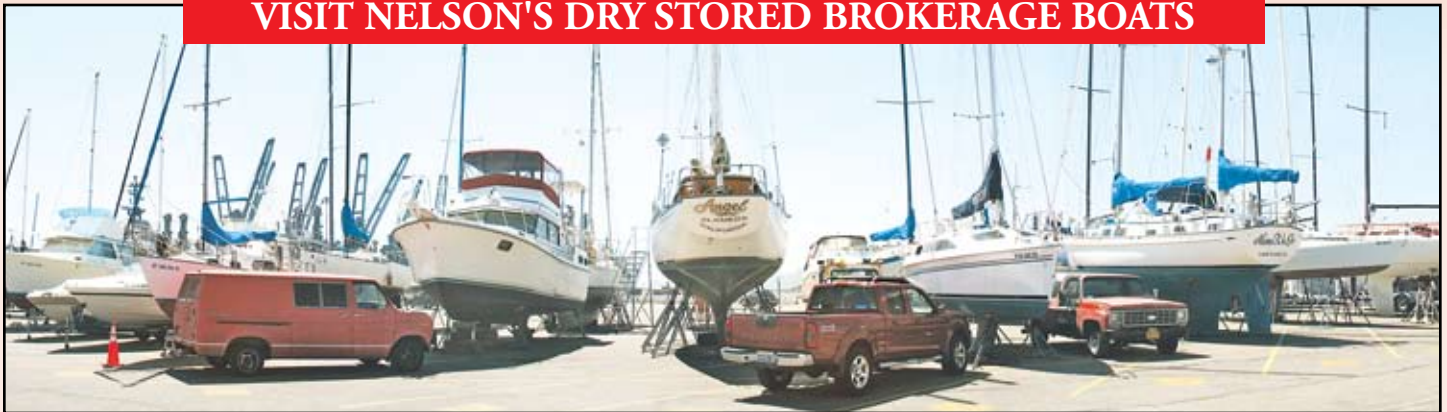


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