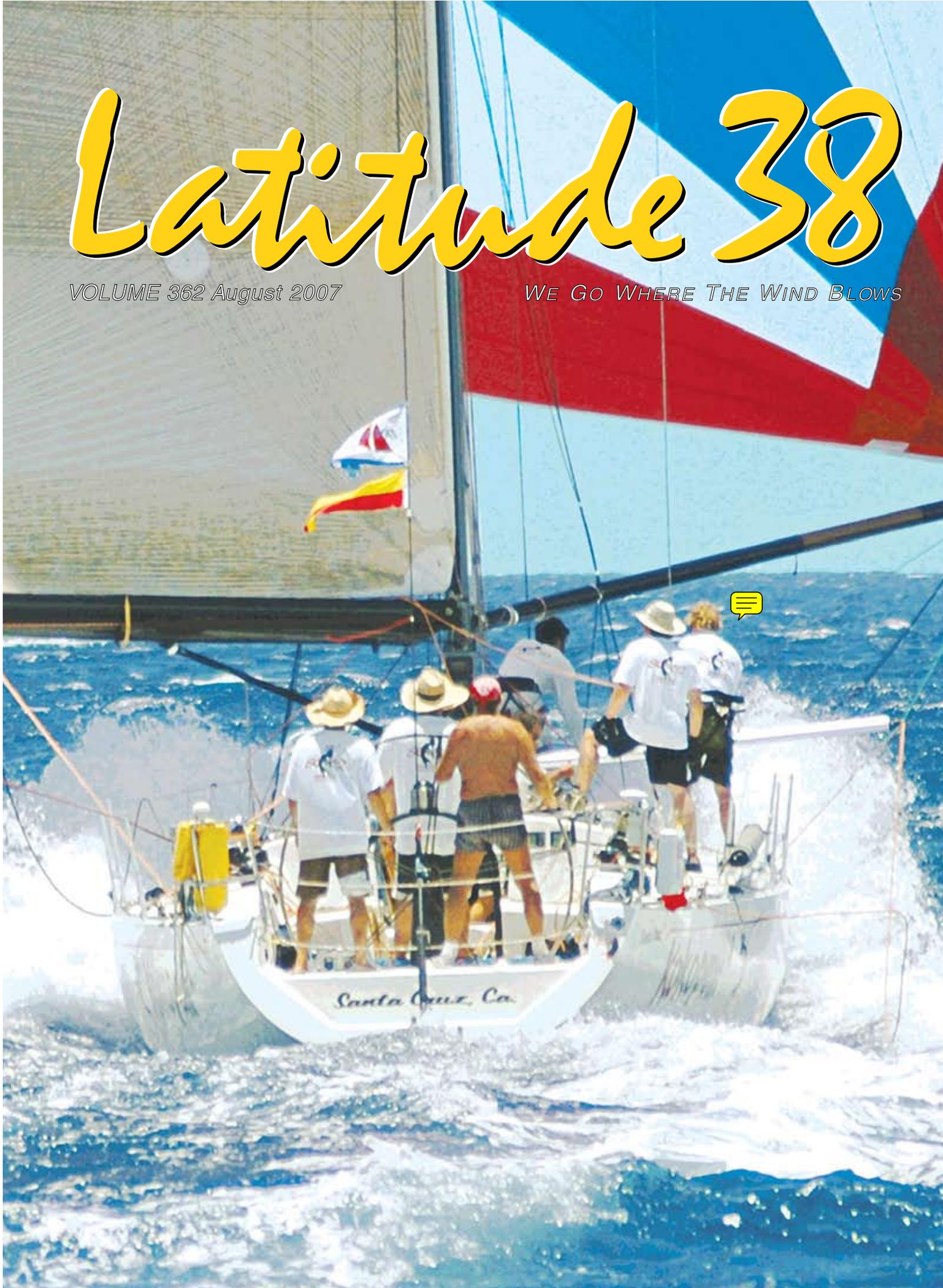


Latitude 38

VOLUME 362 August 2007

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Latitude 38

AUGUST 2007

VOLUME 362



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Won Upsmanship

When it was time for a new sail for his Wyliecat 30, *One Up*, Connecticut sailor Lincoln Schoenberger considered local sailmakers. “The logistics were appealing, but the memory of all the expertise, personal interest and time that Kame Richards of Pineapple Sails devoted to the design of the original sail ultimately brought me back to Pineapple.”

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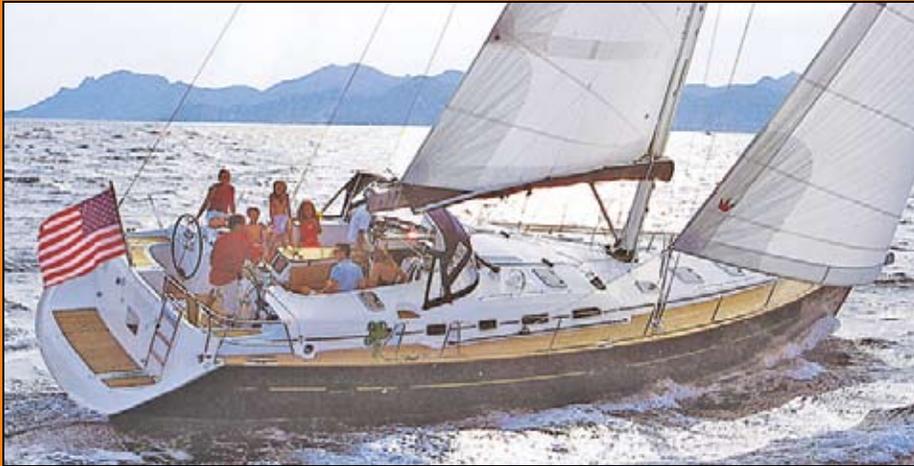
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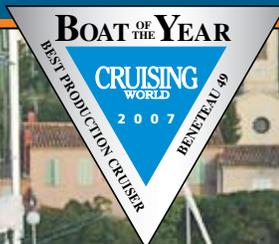
Remember Your First Time?...



BENETEAU 57 ■ 523



We recently decided to have our weekly office meeting out on the Bay instead of in our conference room. The day was perfect – the good breeze and nice boat had us all relaxed within 15 minutes of leaving the dock. While we discussed the items that needed our attention, we couldn't help but realize how fortunate we are. We get to earn our living by helping people get into the sailing lifestyle that we enjoy so much. We returned to the office refreshed, relaxed, and eager to help our clients experience the same sensation. The best part of the day was seeing the smile on the face of Tiffany, our book-keeper, as she steered a sailboat for the first time. **Our goal is to see that same smile on every client's face.**



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Cover: *Kokopelli*² finishes the TransPac in style.

Photo by: Latitude 38/Sutter

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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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BENETEAU 405
HUNTER 430
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ERICSON 30+
IRWIN 46 ISLANDER 37
COMPAC 25
NONSUCH 30 (2)
HUNTER 29.5 ERICSON 28
O'DAY 30 HUNTER 45 (2)
CATALINA 27 PEARSON 32
BENETEAU 42s7
FORMOSA 51 HUNTER 33
BENETEAU 390 CHB 34
HUNTER 37.5 NEWPORT 33
HUNTER 40 ISLANDER 30

35' SCHOCK, 1994



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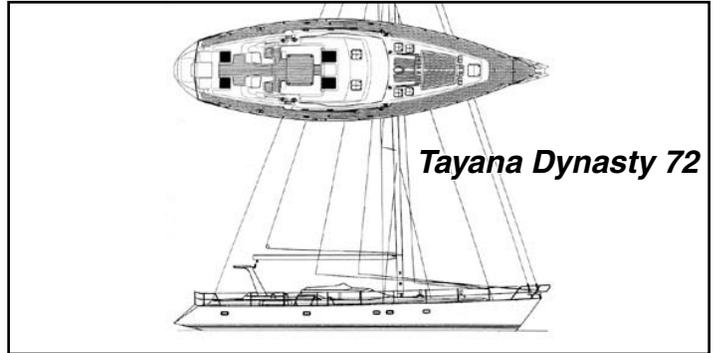
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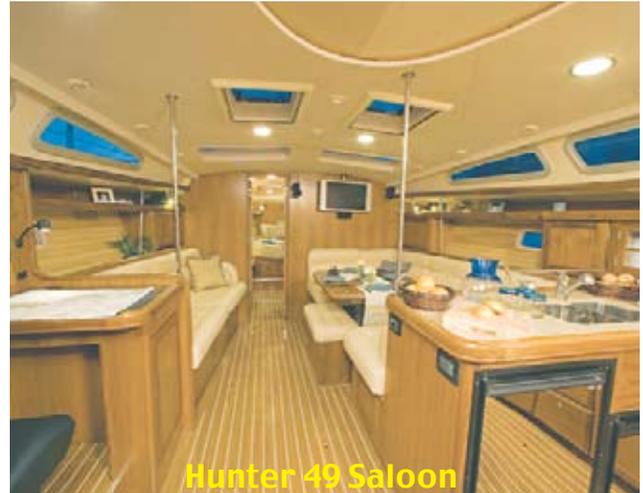
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Mikelson 50, 1988



Tayana 37, 1982



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Catalina 34, 1989



Truant 370, 1981



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Catalina 270, 2004

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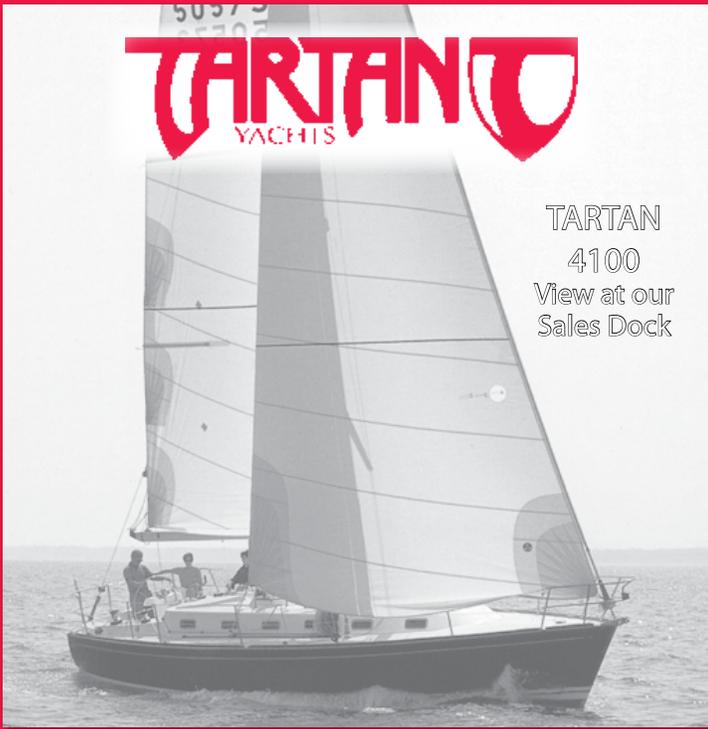
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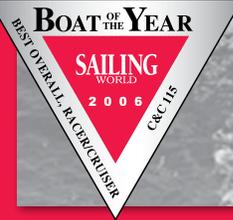
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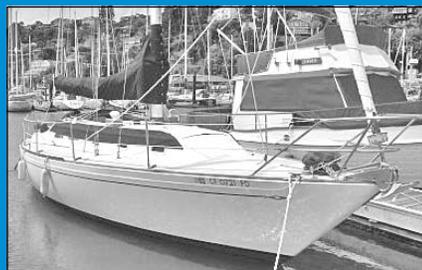
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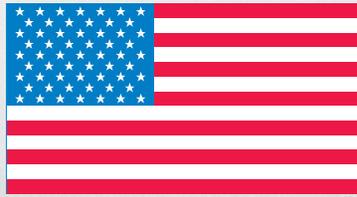


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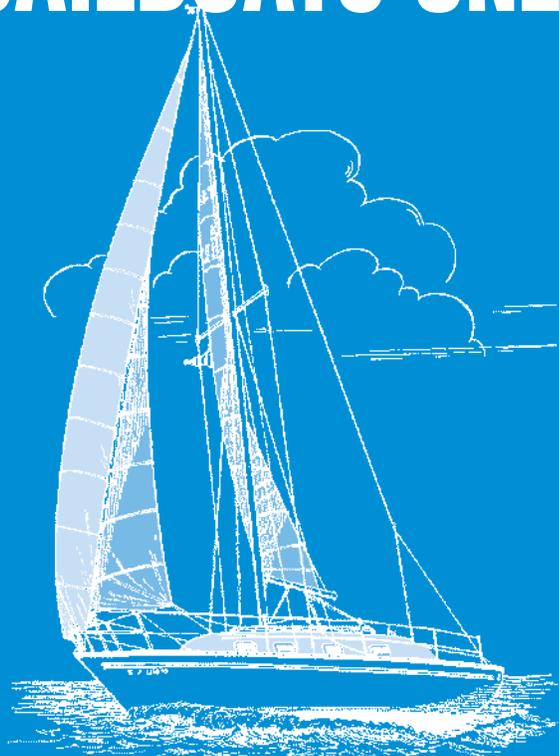
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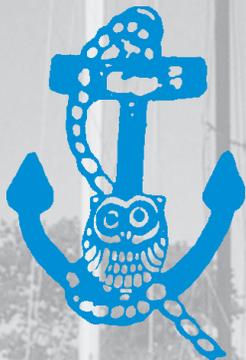
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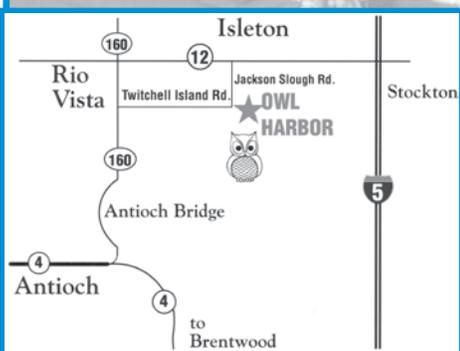
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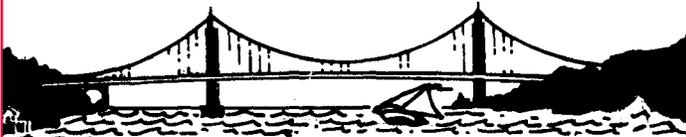
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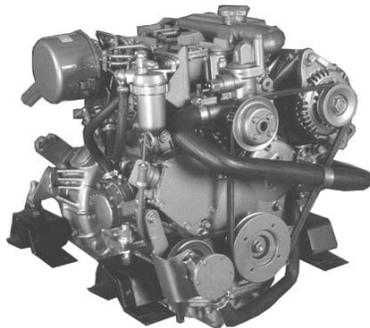
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CALENDAR

Non-Race

Aug. 1, 15 — Pt. Fermin Singles 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.

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. 4-5 — Victorian Days at Camp Reynolds on Angel Island, 11 a.m.-4 p.m. Info, www.angelisland.org.

Aug. 5-26 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

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 — 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.

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. 12, 26 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

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 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.

Aug. 28 — Full moon on Saturday night.

Sept. 3 — The unofficial end of the season: Labor Day.

Sept. 7-9 — Caltopia 2007, the Bay's annual Cal rendezvous at Encinal YC. Info, www.calboats.org.



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The first Caltopia last year was a rousing success.

Sept. 7-9 — 31st Annual Wooden Boat Festival in Port Townsend, WA "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 8 — Encinal YC's Nautical Swap Meet. Breakfast, lunch and beverages available. 6 a.m.-1 p.m. Info, (510) 522-3272 or www.encinal.org.

Sept. 8-16 — Northern California Fall Boat Show at Jack London Square in Oakland. Info, www.ncma.com.

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CALENDAR

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.

Sept. 12-16 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 15 — California Coastal Cleanup Day, 9 a.m.-Noon. Pre-register or show up at the nearest drop-in site to do your part to keep our beaches clean. Info, (800) COAST4U, coast4u@coastal.ca.gov or www.coastalcleanup.org.

Sept. 19 — International Talk Like a Pirate Day. Learn the five basic words (*Ahoy! Avast! Aye! Aye aye! Arrrr!*) and more at www.talklikeapirate.com.

Sept. 21-23 — All Islander Rendezvous and Fun Race, co-hosted by OYC and EYC in the Estuary. Info, www.islander36.org/allislanderdetails07.html.

Sept. 22 — California's Free Fishing Day.

Sept. 23 — Autumnal equinox, aka: the first day of fall.

Sept. 29 — Glen Cove Marina Swap Meet, 10 a.m.-4 p.m. Info, (707) 552-3236 or glencovemarina@gmail.com.

Oct. 3 — *Latitude 38* Mexico-Only Crew List and Baja Ha-Ha Party at Enincal YC, 6-9 p.m. For more info, check out www.baja-haha.com and www.latitude38.com.

Racing

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

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

August, 1977 — It Was Thirty Years Ago from a story titled *TransPac*:

Just two days into the 1977 *TransPac*, it was no longer a question of *if* but *who* would break *Windward Passage's* 1971 record of 9 days, 9 hours, 6 minutes. Many boats had been built or rerigged especially for a shot at the elapsed time record, and the early winds gave them the start they needed to break it. Normally, the boats slowly creep off the Southern California coast in light airs — not this year. The wind was blowing 12 to 18 knots from the Pt. Fermin start and the leaders ran at better than record pace all the way to Honolulu.

There were five boats expected to battle for the elapsed time record, and all five of them beat the old mark. Two of the five, the ultra-lights *Merlin* and *Drifter*, had been built specifically for a crack at the record, and *Merlin* smashed it by nearly 22 hours. *Drifter* came in second by 17 minutes. Two of the five were 'conventional' boats, the record holder *Windward Passage* (with new taller masts) and *Kialoa*, Jim Kilroy's modern 79-ft ketch — both also broke the old record by approximately 7 hours. The fifth boat was *Ragtime*, a two-time *TransPac* winner rigged with a new mast that came under this year's new 'ultra-light' classification. *Ragtime*, an 'old' ultra-light not benefitting from the latest technology is really neither fish nor fowl and finished right in the middle of the five boats, about 14 hours ahead of the old record.

Bill Lee's *Merlin* received tremendous pre-race publicity for months and was suffering from the burden of being the out and out favorite. Nobody had heard of *Drifter* until just before the race for the simple reason that she didn't exist until then. The similarities between *Drifter* and *Merlin* are remarkable: the lines and deck are nearly identical. *Merlin* displaces a little less, but *Drifter* has more sail area and is longer. Since *Merlin* was virtually complete before *Drifter* went into fevered construction, more than a few sailors are of the opinion that *Merlin* was being duplicated on a slightly larger scale.

As expected, the biggest boats, the 79-ft *Kialoa* and the

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CALENDAR

73-ft *Passage* took a quick lead on the beat past Catalina. But it didn't last as *Merlin* and *Drifter* soon took up the first two positions, averaging close to 10 knots. Bill Lee's *Merlin* held an early lead of a mile over *Drifter*, then increased it to about 28 miles by the next day. It began to appear as though the biggest proponent of ultra-light boats was going to run away with the race.

By the fourth day, *Drifter* had not only made up the gap, but was pulling into the lead, eventually breaking out into the margin of over 30 miles. Was the 'magician' Lee out-tricked by Southern Californian Harry Moloscho?

Because Lee courts a reputation as a fun-loving, flamboyant 'magician', and Moloscho was suspected of copying Lee's design, the duel began to take on greater proportions than a simple boat race. There began to be overtones of the race being a battle between hard-nosed business and free-spirited ingenuity. The diverse characters of the two owners added drama to the race as the leaders blasted on at far better than record speed.

After seven days of racing, *Merlin*, who had sailed farther to the north, began to make her move, closing to within 8 miles of *Drifter* with only 470 miles to go. *Merlin* turned in a run of 305 miles in 24 hours, averaging almost 13 knots, the fastest in the 29 runnings of the TransPac.

At the beginning of the eighth day, *Merlin* dropped down on *Drifter* from the north as the two converged on Diamond Head. Seven hours from the finish, the two leaders made visual contact with each other for the first time since off Catalina. *Merlin* had a lead of less than half a mile.

Merlin was first to report at the 25 miles-to-finish check-in point. She estimated her arrival at 9:30, and was reportedly hitting bursts of 20 knots. At TransPac HQ, they eagerly awaited the report from *Drifter*, who supposedly was just yards behind. She finally gave an ETA of 9:35, just five minutes after *Merlin*'s. *Drifter* beat her ETA by almost 20 minutes, but *Merlin* was already home, having beaten her estimate by over 25 minutes.

Merlin's elapsed time of 8 days, 11 hours, and 1 minute destroyed *Passage*'s old record by 22 hours and 5 minutes! *Drifter* finished 17 minutes later.

Lee was understandably jubilant as *Merlin* berthed at the packed Ala Wai yacht harbor. Resplendent in his blue and yellow-starred magician's garb, he was soon covered with leis and champagne looking like, well, like he'd just arrived from Mars. There had been no problems.

Harry Moloscho was naturally disappointed to finish only 17 minutes late after all his rushed efforts. He explained that it was *Drifter*'s first race and that many problems with the boat had to be ironed out — such as the forward compartment filling with water so a bucket brigade had to be started to keep the boat from sinking. "We must have lost an hour bailing," reported Moloscho. An hour, let's see, that would have put him home about 45 minutes ahead of *Merlin*, wouldn't it?

The race clearly belonged to Bill Lee. From the very start, he said *Merlin* was built to go after the TransPac record, and she got it. *Merlin* had her good times, leading early in the race; and her bad times, losing the lead and trailing for 6 of the 8 days — but she got there first, and she had logged the best 24-hour run of the race. *Merlin* went farther to the north than most boats, and it was clearly a good strategy.

It was a long battle winning the TransPac and Lee enjoyed himself immensely. The next morning, *Merlin* disappeared from the harbor, having gone out to greet *Passage* and *Kialoa*. TransPac headquarters reported that *Merlin* "was going out to greet boats every ten minutes, packed with guests."

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CALENDAR

The preparations for this year's TransPac were some of the most intense in history, and the weather matched the efforts of the sailors. If you ask Bill Lee about the 1977 TransPac, he'd probably tell you it was magical.

Aug. 2-5 — FJ Worlds at TISC. For info, email Race Chair Neil van der Plas at neil@vanderplas.net.

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.stfyc.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. 6-9 — El Toro NAs on Pinecrest Lake. Info, www.eltoroyra.org or cccfred@hotmail.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. 11-12 — Summer Keelboat Act 1 (Melges 24, Etchells, Express 27, J/24). SFYC, (415) 789-5647 or www.sfyc.org.

Aug. 11-12 — Monterey Bay PHRF Championships. MPYC, www.mpyc.org.

Aug. 11-12 — El Toro Worlds on Pinecrest Lake. Info, www.eltoroyra.org or gilgillully@ezsg.com.

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. 12 — 16th Annual Day on the Monterey Bay Regatta to benefit Big Brothers Big Sisters. SCYC, www.scyc.org.

Aug. 15, 1925 — The 56-ft pilot cutter *Jolie Brise* set off to win the first Fastnet Race.

Aug. 17-19 — Moore 24 Nationals in the beautiful and windy Columbia River Gorge. Info, www.moore24.org.

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

Aug. 17-19 — 1D-35 Nationals. SFYC, www.sfyc.org.

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 Delta Ditch Run, 31 miles from Rio Vista to West Sac. LWSC, www.lwsailing.org.

Aug. 18 — PICYA Youth/CHISPA Regatta, hosted by TIYC. Info, www.picya.org.

Aug. 18-19 — Summer Keelboat Act 2 (J/120, Express 37, J/105, 1D-35). SFYC, (415) 789-5647 or www.sfyc.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.

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**Andrews 56, 1994
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56' Andrews 56, '84, <i>Charisma</i>	\$395,000	40' Elan, '04, <i>Tupelo Honey</i>	\$259,000	33' J/100, '04, Hull #9, <i>Brilliant</i> *.....	\$134,900
53' HC-50, <i>Break n' Wind</i>	\$530,000	38' Ericson 38-200**.....	\$95,000	32' Melges, <i>Emotional Rescue</i>	Reduced \$74,500
53' Andrews, '90, <i>Artemis</i> **.....	Reduced \$349,000	37' Pacific Seacraft Crealock 37, <i>Zest</i>	Reduced \$134,900	29' J/29, '81, <i>Macs</i> *.....	\$26,900
52' Santa Cruz, '00, <i>Natazak</i>	Reduced \$629,000	36' Islander, '73, <i>Hummer</i> **.....	SOLD	29' J/29, '84, <i>Jolly J</i> *.....	\$25,000
45' Hunter 450, '00, <i>Fall Asea</i>	\$229,000	35' J/35, '93, <i>Flashback</i> **.....	SOLD	29' J/29, '84, <i>Salsa</i> **.....	Reduced \$17,900
44' Miller, '80, <i>Wind Dreamer</i> **.....	SOLD	35' J/35, '90, <i>Unusual Attitude</i> **.....	Reduced \$59,900	26' J/80, '00, <i>Risky Business</i> **.....	\$34,900
40' J/120, '98, <i>Hot Tamale</i>	Reduced \$219,000	35' J/35, '84, <i>Courageous</i> **.....	\$42,000	24' J/24, '05, Hull #5453**.....	\$35,000
40' J/120, '98, <i>Adios Pantalones</i> *.....	SOLD	34' J/105, '00, #410, <i>Liberty</i>	Pending \$119,000	20' Clark, '05, <i>Tahoe 20</i> **.....	\$44,000
40' J/120, '95, <i>Attitude</i> **.....	\$199,000	34' J/105, '98, <i>Wianno</i>	\$91,500	19' Alerion Cat, '98, <i>Whiskers</i> **.....	\$25,000
40' Tripp, '92, <i>Snake Oil</i> **.....	\$89,900	34' J/34, '85, <i>The Zoo</i> **.....	\$32,900		

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CALENDAR

Aug. 24-26 — Moore 24 Weekend at the Gorge, on the spectacular Columbia River Gorge. Info, www.moore24.org.

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. 1-2 — BAYS #5/SF Bay Area Opti Championships. TYC, www.sfbayopti.org or www.tyc.org.

Sept. 1-8 — International Knarr Championship. SFYC, (415) 789-5647 or www.sfy.org.

Sept. 8 — YRA-HDA Knox/Bonita, CYC. Info, www.yra.org.

Sept. 8 — Interclub Race #6 in South Bay, BAMA. Info, C. Harvey, (925) 932-3794.

Sept. 8 — SSS East Bay/Estuary Race, another short-handed race. Info, www.sfbaysss.org.

Sept. 8 — Governor's Cup on Folsom Lake, www.flyc.org.

Sept. 8-9 — YRA-ODCA Season Closer I & II, CYC. Info, www.yra.org.

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

Sept. 8-9 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org or (415) 497-1112.

Sept. 9 — Joan Storer Regatta, TYC's women skippers race. Info, Susie at (415) 332-5970 or Susan at (415) 435-2068.

Sept. 13-16 — 43rd Rolex Big Boat Series, always the highlight of the local sailing season. StFYC, www.stfy.com.

Sept. 16-22 — International Regatta for Nordic Folkboats. SFYC, www.sfy.org.

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

Sept. 22 — YRA-OYRA Southern Cross, SRYC

Sept. 29 — The Leukemia Cup Regatta, PHRF and one design racing to benefit the Leukemia and Lymphoma Society. Hosted by SFYC. Info, www.leukemicup.org/SF.

Sept. 29 — YRA-WBRA #16 & 17, BYC. Info, www.yra.org.

Sept. 29 — YRA-HDA Richmond Long, RYC. Info, www.yra.org.

Summer Beer Can Regattas

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

BAY VIEW BOAT CLUB — Monday Night Madness Fall Series: 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 through 10/17. Mark Misura, (650) 347-1505.

ENCINAL YC — Summer Twilight Series, Friday nights: 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: 8/26, 9/9, 9/30. Roy, (408) 735-8765.

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

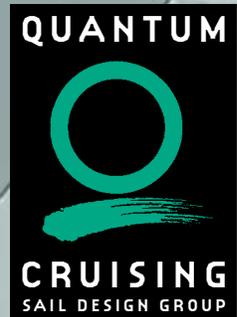
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CALENDAR

Reservoir. Every Wednesday night through 10/31. Dan Mills, (831) 420-3228 or www.hpsailingclub.org.

ISLAND YC — Summer Series, Friday nights: 8/3, 8/17, 9/7, 9/21. Joanne McFee, (510) 521-7442.

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

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

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, Wednesday nights through 9/12. Steve Shaffer, (510) 368-5427.

RICHMOND YC — Wednesday nights: 8/1, 8/8, 8/15, 8/22, 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: 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: 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 — Summer Series, every Weds. night through 8/29. Summer Laser Series, every Mon. night through 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 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.

August Weekend Currents

date/day	slack	max	slack	max
8/04Sat	0007	0258/2.9F	0604	0848/3.1E
	1159	1508/3.0F	1811	2121/4.1E
8/05Sun	0115	0404/2.7F	0721	0945/2.3E
	1247	1600/2.6F	1858	2218/4.2E
8/11Sat	0005	0335/5.0E	0730	1042/4.0F
	1351	1624/2.2E	1919	2213/2.9F
8/12Sun	0056	0420/5.0E	0812	1120/4.1F
	1428	1659/2.6E	2004	2257/3.1F
8/18Sat	0229/2.4F	0538	0813/2.5E	
	1132	1433/2.3F	1733	2039/3.3E
8/19Sun	0036	0322/2.1F	0638	0900/1.9E
	1206	1515/1.9F	1808	2127/3.2E
8/25Sat	0223/4.1E	0631	0942/3.2F	
	1254 2350	1506/1.8E	1816	2105/2.4F
8/26Sun	0311/4.6E	0710	1016/3.6F	
	1329	1548/2.3E	1859	2151/2.8F

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ALASKA EAGLE VOYAGE SCHEDULE

Auckland – Bay of Islands – Auckland

Feb 2 – 11 or Feb 14 – 23, 2008

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Auckland – Raivavae – Tahiti

May 15 – Jun 5, 2008

Predominately an upwind passage, heavy weather and an exotic landfall combine to make this a challenging voyage.

Tahiti – Raiatea

Jun 9 – Jun 18, 2008

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To request a color catalog or

specific info: 949-645-9412

Or write: Alaska Eagle Voyages, 1801 W. Coast Hwy, Newport Beach, CA 92663

Raiatea – Fanning – Hawaii

Jun 22 – Jul 12, 2008

Leaving the legendary island of Raiatea, this passage includes a stop at Fanning Island and an equator crossing officiated by King Neptune.

Hawaii – San Francisco

Jul 15 – Aug 1, 2008

Conditions range from upwind sailing and squalls to exquisite reaching conditions. Sailing under the Golden Gate Bridge brings a picture perfect ending to this trip.

San Francisco – Newport Beach

Aug 4 – Aug 8, 2008

For those wanting a taste of the voyaging life, this short coastal passage will include stops in San Miguel, Morro Bay or Catalina (conditions permitting).

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LETTERS

↑↓BYE-BYE BIG APPLE

I may be moving to San Francisco from the Big Apple, and am trying to get my hands around the sailing scene for San Francisco city dwellers. Currently, I keep my little Island Packet in Orient, New York, which is at the end of the North Fork of Long Island. This is a beautiful sailing area, as within a day's sailing distance — even for me — there are a number of wonderful islands and sailing grounds, including Block Island, Newport, Long Island Sound and the Atlantic out around Montauk.

I need some advice and comfort about sailing in the Bay Area, dockage in San Francisco or areas close by, and the overall differences from sailing on the East Coast. I'm sure this is a well-trodden issue, but I sure would appreciate a refresher as I'm a little nervous about how to get my sailing fix.

Pete Malloy
Quint, Island Packet 31
The Big Apple

Pete — There are major differences between sailing in the San Francisco area and the Eastern Tip of Long Island, Block Island, Newport area:

1) The Northeast sailing season is generally four months, which seems preposterous to those of us in California, where the sailing season is all year, and conditions are particularly pleasant from March to November. As you know, it can often rain and/or be hot and humid in the Northeast during the sailing season, neither of which are problems on the Bay during the summer. However, don't forget your cold weather gear, as you can freeze your ass off sailing in The Slot during the hottest days of a San Francisco summer.

2) The wind is much more consistent and reliable on the Bay than in the Northeast. From March to October, San Francisco sailors can almost always find at least 20 knots of wind if they

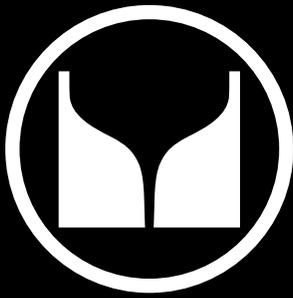


LATITUDE / LADONNA

One of the great things about San Francisco Bay is that you can be assured of great sailing between March and October . . .

go to the right places. As such, anyone who comes from the Northeast to San Francisco will no doubt need to invest in a much smaller headsail and brush up on reefing. Another of the charms of the Bay is that you can often pick the amount of wind and temperature you'd like. While it can be very windy and cold in the Central Bay, it can be blazing hot and nearly still just a half mile away in the lee of Angel Island. And if you're looking for something different, there's always the Gulf of the Farallones, just west of the Golden Gate Bridge. The unspoiled scenery there is fantastic and, depending on the day, it can either be lovely or challenging to even the best sailors and boats.

3) It's more convenient for sailors who live in The City to go sailing than for folks like you who have to drive 90 minutes or more to get from the Big Apple to your boat in places like Orient. From April to the end of September, it's common for San Franciscans to pop down to their boats after work for an evening sail or to participate in one of the scores of beer can series. And when it comes to spectacular urban/nature sailing



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LETTERS

venues, few can compare with San Francisco.

4) The wind in the Northeast can come from all directions of the compass. From March to October it only blows one way — west — on the Bay and northerly in the ocean.

5) There is no question that the Northeast has many more attractive weekend sailing destinations, facilities and places to gunkhole. It's not even close. The Bay has several islands and



WEBB LOGG

... while one of the great things about the Northeast is the number and quality of sailing destinations.

scenic anchorages, but with limited, if any, facilities. It would be nice, for example, if there were a couple of sail up restaurants and bars at Clipper Cove, but the Navy doesn't offer

those kinds of services to civilians. The most popular weekend destinations are up the Petaluma or Napa Rivers, the Delta, or down to Santa Cruz or Monterey. For longer summer sailing adventures, there's always Southern California.

Both the San Francisco Bay and the Northeast have their sailing charms. If you love the sailing part of sailing, and the opportunity to do it all the time, there's no place like San Francisco Bay. But if you primarily enjoy gunkholing and tying up to fine waterfront restaurants, you may find yourself pining for the Northeast.

The closer slips are to the Central Bay, the harder they are to come by. The best thing to do is get your boat out here, get a slip in an outer area marina, then start working toward the Central Bay.

↑↓ WHALES PLAYING 'GRAB ASS'?

A funny thing happened to me on the way to the Singlehanded Sailing Society's LongPac last month — my boat was struck by a humpback whale while about 10 miles outside the Gate. Before the whale huggers — of which I am one — get too excited, I want to report that he/she swam into my boat rather than my boat ramming into him/her. The reason I'm confident that the whale struck my boat is that it didn't come to an abrupt stop, lurch, and or rise at the bow. Any of those would have been expected if I'd hit a large object. My boat and the whale are both about 40 feet, but the whale weighs about four times as much — 80,000 pounds versus 18,000 pounds.

So rather than my boat coming to an abrupt stop and me being thrown on my backside, there was a loud bump on my boat's keel, followed almost instantly by the rudder slamming hard to one side. A heartbeat after the contact, I looked over the stern and saw a large, dark blue, flat thing the size of a large door about 10 feet down. Since I have blue bottom paint, I first thought that I'd lost my rudder. But as the whale rolled over to look at me, I saw the white of its ventral edges, and realized that it was a pectoral fin of a whale. I'm sure that he was wondering what I was doing in his 'breathing space', because I was wondering what the [expletive deleted] he was doing in my path. Fortunately, both the whale and my boat parted company, apparently neither of us the worse for wear from the 'friendly encounter'. I've not yet pulled my boat to check the rudder, but the steering was still as smooth as



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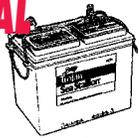
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LETTERS

before the collision, so I didn't drop out of the LongPac.

I don't think humpback whales bother to look where they are surfacing. Their eyes are on the side of their head for maximum lateral vision, which means they would have to roll on their side to look up. Besides, this whale was traveling with another whale about 50 yards away, and I suspect they were playing the whale version of 'grab ass'. If you think about it, it's only in the last 100 years or so that whales have needed to look up where they were surfacing. Before that, there probably were not enough seagoing sailing vessels to be of concern.

I'm confident that whales can hear motorized vessels and avoid them. Of the approximately one million breaths they take in their lifetime — four breaths per hour, 24 hours per day, 365 days times 40 years — I'm sure that they don't need to look 99.9999% of the time. So based on habit, they don't look up. After all, they have no natural predators from above.

Anyway, it's nice to know that all's whale that ends whale, (sorry about the pun) and that Doug Peterson designed a hull that is so hydrodynamically silent that she apparently can't be heard by a whale even when moving at six knots.

Rick Vulliet, Fleet Veterinarian
Paradesia, Peterson Islander 40
Davis / Berkeley YC

↑↓ PRICES GO UP IF YOU HEAD ACROSS THE PACIFIC

In the June issue, John Kelly of *Hawkeye* wrote, "The cost of cruising might be higher" than what most people think. I think his letter was right on — as was *Latitude's* editorial response. We buddyboated with John and Linda on *Hawkeye* from the Galapagos Islands to Tahiti, where we had to hurry on to Tonga to catch an airplane for a business meeting — it's amazing how much business you can carry on in the middle of the South Pacific — and they had to wait for parts. But we had a great time together on the passages and through the islands.

We found the cost of almost everything, including flights, to be very reasonable all the way through Mexico, Central



LATITUDE / ANDY

Food, one of the key ingredients in the cruising cost of living, is much less expensive before you head across the Pacific.

America and South America. However, once we left the mainland, the expenses went up almost exponentially. West Marine was fantastic in getting parts to French Polynesia, but the freight charges were ridiculously high. John didn't mention the injectors he had shipped to the Tuamotus. The lesson learned was that you can't carry enough spare parts, but you can get anything anywhere for a price, if you're willing to wait long enough. It's nice to be able to spend those waiting days dining with someone who cooks, but you can't always be that lucky.

It's been four years since we did the Ha-Ha, and *Esprit* is presently in New Zealand, getting a much deserved complete refit. John is correct, things are not cheap in New Zealand any longer. We will spend over \$100,000 Kiwi, about \$75,000

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USD, before we are done. New Zealand Customs has allowed *Esprit* to stay there for another year in order to get all this work done and, of course, contribute to their economy.

We enjoyed your articles on Commodore Tompkins and Barritt and Renee of *Serendipity* — the latter did the Ha-Ha with us. I bring these two articles up because *Esprit* is the last Kelly Peterson 46 (Hull #30) and, while talking to Commodore in Tonga, it became clear that he thought all Kelly Petersons were 'Cheaterasons', meaning knock-offs of the real things made by other yards in Taiwan. Based on the number of 44s and 46s that were built, 200 and 30 respectively, we see a very large percentage of these boats still out cruising.

Every day we're out cruising, we thank you for giving us the Ha-Ha deadline to make us get going — and go now! After almost 16,000 miles of cruising, we look back and thank God that we signed up for the Ha-Ha in '03. We're also thankful that we had to turn back after our first Puddle Jump attempt, and joined the Southbounders to Ecuador instead of jumping across the Pacific right away. Central and South America were such wonderful experiences — and a great way to gain much-needed experience prior to crossing the Pacific. In fact, I would recommend it to everyone contemplating the Puddle Jump. We want to thank *Latitude's* Andy Turpin for the suggestion.

Chay, Katie & Jamie McWilliam
Esprit, Kelly-Peterson 46
San Diego / New Zealand

⇕ AMERICA'S CUP MATCH RACING ON THE BAY?

I heard a rumor that there was going to be another Moët Cup-type America's Cup match race on San Francisco Bay this fall, like the one four years ago between *Oracle* and *Alinghi*. Have you heard anything about it?

Michael Rosauer
Planet Earth

Michael — We not only heard about it, we reported that it was being planned, and that as many as eight America's Cup syndicates were expected to participate. Then, after BMW Oracle was eliminated with surprising dispatch by the Italians in the Louis Vuitton Quarter Finals, the event was called off.

Lest you think that Larry Ellison and Oracle — as opposed to BMW Oracle — have abandoned Ellison's America's Cup aspirations, you'll read elsewhere in this issue that Oracle is



LATTITUDE / JR

A 2007 version of the Moët Cup was planned for this fall — until 'BMW Oracle' was ousted early.

attempting to legally force Alinghi to accept their challenge to compete for the Cup: 1) Next July! and 2) In boats that will be 90 feet long, 90 feet wide, and, except for the daggerboards, no more than three feet deep. For those who have trouble reading between the sailing lines, that means near maxi-size trimarans! Oracle apparently has the support of all the other challengers except for Spain, which is being described as Alinghi's 'poodle' of a Challenger of Record. Many people believe the 90-ft trimaran threat is a ruse by Oracle to get Alinghi to come to the negotiating table — but wouldn't it be great if things turned out so they had to race in multihull monsters? And by the way, if

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LETTERS

big multihulls do become the weapons for the 33rd America's Cup, we're taking the credit, having been the only ones to have consistently pushed for just that.

CLIPPER COVE CLUTTER REMAINS

A while back you ran some letters on vessels being abandoned on the hook in Clipper Cove. As I recall, some were hauled off, but it's clear that others remain. The cove is one of the few protected anchorages on the Bay, and it would be a shame if it became cluttered. Who has responsibility?

Russ Cooper
 Liberty, C&C 37
 San Francisco

Russ — As we reported in the March issue, the anchorage at Clipper Cove is technically still a restricted area controlled by the U.S. Navy. As such, "No person and no vessel or other craft, except vessels owned and operated by the Commanding Officer,



Naval Station, Treasure Island, shall enter the restricted area." As you've probably noticed, nobody pays any attention to that regulation. Nonetheless, on March 19, the Coast Guard and the

In 'Latitude's opinion, Clipper Cove should not be allowed to become a derelict boat storage area.

San Francisco Marine Patrol descended on Clipper Cove and issued citations to boats that appeared to have been there for a long time. The citation was for discharging waste, a misdemeanor under Section 780 (a) of the California Harbors and Navigation Code. Let's hope the Coast Guard and Marine Patrol are little bit more consistent in their law enforcement.

ICOM RADIOS ARE DESIGNED PROPERLY

There was a letter in the last issue that explained that the Uniden UM525 VHF, which happens to be the radio I bought in September in preparation for the Ha-Ha and cruising, won't work in Mexico as long as anybody in the area is using Channel 70. So I promptly took the Uniden radio and remote mic back to the West Marine where I'd bought it, and got full credit. While researching a replacement unit, I noticed that Icom VHF units also use Channel 70 for DSC, so I sent them a query to find out if their radios can be used in Mexico and other countries. This was the response from Rick Waedekin of Icom Technical Support:

"None of the Icom radios will be affected in this way, as they are designed properly, and the DSC operates independent of the main comm. What happens with the other brand VHF is that their main comm audio is tied to the DSC audio, so when the DSC sees traffic on Channel 70, it cuts off the main audio. When any model Icom sees traffic on Channel 70, all that happens is that it won't allow you to send a DSC message until the signal on 70 drops. When that happens, the DSC message will be sent. All other functions, including RX audio, operate normally."

Glenn Twitchell
 Beach Access, Lagoon 380
 Newport Harbor

Readers — To make sure everyone understands what DSC

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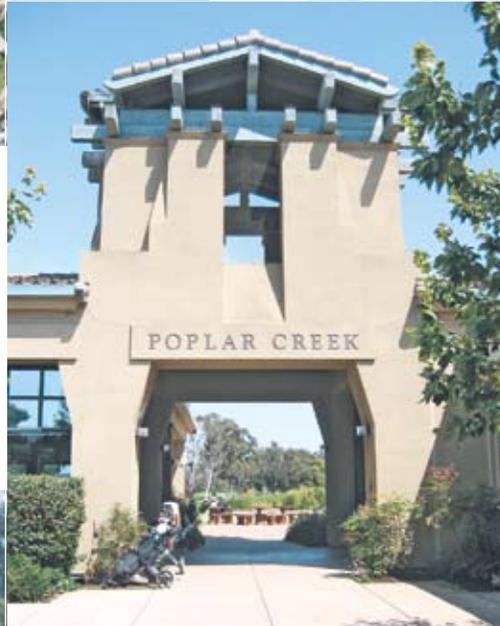


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is, we're reprinting excerpts of an explanation by Chuck Husick of Boat US:

"With the press of a button, all DSC-equipped VHF radios can send a distress call in digital form on Channel 70. The call, sent in much less than one second, includes your unique identification number (MMSI) and, if the radio is connected to a GPS or Loran C, the precise location of your boat. The distress call will continue to be sent until it is answered by another station. The station hearing the call will likely call your radio on Channel 16 or, in the case of the Coast Guard, on 22A, and begin the process of bringing you the help you need. Having a highly automatic way of making your need for assistance known has obvious advantages.

"With widespread use, the VHF/DSC system will gradually eliminate the need to monitor the often busy and noisy Channel 16 for incoming calls or, as required by regulation, for distress calls. At some time in the future, monitoring of Channel 16 will no longer be common practice for most boaters and will no longer be a legal requirement for vessels on the high seas."

But for those who bought Uniden VHF's, the next letter suggests that there is a low-cost solution.

↑↓**WAIT, THE UNIDEN VHF FIX SEEMS TO BE IN!**

We've got an update on the problems — and a solution — to the problem with Uniden VHF radios that don't work when somebody is using Channel 70. We purchased our Uniden 525 from San Diego's Offshore Outfitters in the summer of '05, and had it installed on our Perry 43 cat, which we live on and cruise all the time. We almost immediately noted occasional clipping, independent of all other boat functions, while it was in the receive mode. And it seemed location dependent.

Shea Weston, who installed our radio, was unable to find the cause. When we called Uniden Tech Support, they denied there was any such problem, and told us to send our radio in to be checked out. Given that we were constantly traveling in Mexico, sending the radio back to Uniden wasn't a viable option. We finally ended up in certain places — such as Zihautanejo — where the radio was all but unusable.

During a short trip back to California, Weston made arrangements to replace our radio. Alas, it seemed to work even worse than the original! When we came back to California in the summer of '07, Weston promised to try to come up with a solution. He worked with Jim Corenman and Uniden to try to find out what was wrong, and was good enough to keep us in the loop via email. When we arrived back in San Diego, they'd come up with an explanation and a fix. It seems that the Uniden 525 and 625 VHF radios don't have a dedicated circuit for reception of DSC (Channel 70) signals, so when there is anything on that channel, whether real or just interference, it cuts out all the other channels. For us, the effect was like 'packet errors' one can get when talking on a digital cell phone in a fringe reception area.

Anyway, Uniden fessed up to the problem and is offering a fix, but the radios have to be sent to their Texas service center for hardware and firmware fixes. They do it for free, but you have to pay to ship your radio to them. We sent ours out on Monday — the same day we sent our Icom 802 SSB back to Icom to eliminate the well-publicized clipping problem. Uniden radios should be sent to: Uniden America Corp, Attn: Kent Newman, 4700 Amon Carter Blvd, Fort Worth, TX 76155. Their number is (817) 858-3300. We were promised a 2-3 week turnaround. We weren't required to get a return authorization, but anyone planning to do this might check with Uniden or their supplier for details.

Holly and I are taking a brief sabbatical from our sabbatical

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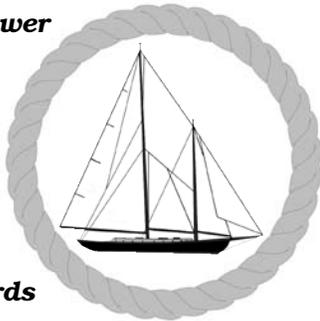
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check the tides, and leave a route plan
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LETTERS

before heading further south, but will be on the move again in November. Having owned a cat for awhile now, we think that at some point in *Latitude's* reports on them, you should touch on one of the dark sides of catamaran ownership. Prior to our return to the U.S. for the summer, we spent a couple of months banging away at phone calls and emails trying to find a spot for our cat in a marina between San Francisco and San Diego. We ended up at Ventura Isle Marina, the only place that could accommodate us.

Getting a slip hadn't been an issue until then because we'd been traveling constantly. Nonetheless, when we now describe all the virtues of catamarans to our friends, we're forced to add the very serious warning that they had best find a slip before signing on the dotted line! Dreamy eyes, enthusiasm and



COURTESY TANGO

Holly had no trouble empathizing with these elephant seals, who were also unable to find slips.

persistence won't create berthing where it doesn't exist. An even darker note has to do with the reaction we got from all but a couple of the marinas we talked to

in San Diego. For instance, one marina that we won't name actually had plenty of space, but wouldn't accommodate us because, as full-time cruisers, we were planning to live on our boat. The problem was they'd already exceeded their quota of 10% liveaboards. Arrggghhh!

Denis Michaud
Tango, Perry 43 cat
Ventura Isle Marina

Denis — We're also one of the many folks who bought a Uniden 525, so thanks for the news of a factory fix. It's still hard to imagine how they made such a blunder.

Your caution about the lack of slips for cats is also well taken and, looking back, we've probably been negligent in that regard. But here are a couple of thoughts on the subject. First, in the prime areas it's hard to get almost any kind of slip, monohull or multihull — although it's clear that multihull slips are the rarest of the rare. Second, calling a marina and asking for a slip almost never works. You've got to show up in person, so the marina staff can see what shining examples of non-trouble you would be, and what a credit your fine boat would be to their marina. It's all about relationships, because no matter what anybody says, most harbor masters have a lot of leeway. And if you're likeable, and a slip just happens to become available, who is the harbor master going to want give a slip to, a nice couple he's met and likes, or some complete strangers who might have a derelict? Third, in Northern California, forget the Central Bay and look to the marinas in the South Bay or up in the Delta. Between their many trips to Mexico and the South Pacific, Blair Grinols would always haul his boat out at Napa Valley Marina. Lastly, the proper response to the question "Do you live aboard?" is always, "Of course not! We live in the mountains and just like to come down to our boat from time to time for a change of pace."

THE D.A. ACTED CORRECTLY

I have read the comments dealing with the terrible boating

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LETTERS

accident involving a member of the Lake County Sheriff's Department motor vessel and a civilian sailing vessel. Allow me to bring forth a couple of points. I have 25+ years experience in the investigation of both vehicle and boating accidents, both of the nonfatal and fatal variety. I have 30+ years of experience as a Sworn Law Enforcement Officer, involved in all facets of the Law Enforcement art.

First, when it comes down to the final cause of a boat accident, the thing that most directly caused the accident is what's used to find fault. There can be many contributing factors, but there is only one 'primary cause'. In the case of the Clear Lake accident, if you have presented all the pertinent information, the District Attorney acted correctly by charging the man at the helm of the sailboat and not the Deputy Sheriff. The incorrectly lighted sailing vessel became, for the lack of a better phrase, invisible. The person actually in control of any vessel is required to insure the vessel he controls is operating legally and safely.

Was there a contributing factor? For instance, the deputy going too fast for the conditions? Maybe, but how fast is too fast to see something that is invisible?

Can the speed of the motor vessel be proved, "beyond a reasonable doubt?" Maybe, depending on which 'expert witness' is hired to prove the point. The problem with expert witnesses is that they are paid by one side and/or the other to give their opinion favorable to the side that hired them.

Since my retirement from active law enforcement to the private sector, I've actually become somewhat ambivalent towards law enforcement and the district attorney's offices in general. I am not actually defending either position, I'm just pointing out that, in law enforcement's defense, they must work within what is provable and falls under the law.

Finally, remember that unless we were there, directly involved in the investigation of the accident, a witness to the accident, or involved in the accident itself, then all any of us has said or will say is simple conjecture. None of us has any firsthand information on the incident, and if we did, then we would be witnesses, require interviewing, and shouldn't be talking about what we know until interviewed.

Anything we say here, in any other media, or even person-to-person in specific locations, could have a direct influence on the trial(s) by prejudicing a potential juror's mind even without that juror knowing it is happening. At the end of the day, what we all want is justice for the victims and proper prosecution of the guilty. This case is for the courts to decide, not us.

Michael Gregory
Planet Earth

Michael — We've got a lot of problems with your perspective:

1) How are the courts/juries to decide whether Deputy Sheriff Russell Perdock is guilty of manslaughter if the District Attorney won't charge him?

2) How could it be impossible to prove "beyond a reasonable doubt" how fast Perdock was going when he testified that he was doing 40 to 45 mph based on the engine's rpm? Furthermore, how could you have investigated car and boat accidents for so many years and not know that it's easy to determine approximate speed by the damage to the vehicles/vessels involved?

3) Was the sailboat really "invisible?" Even on a dark night, a 28-ft boat with a 40-ft mast and both main and jib up is hardly invisible. Particularly since the sailboat's main saloon light was on.



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2006	40'	Delphia, 2007	Base price \$203,206
1998	40'	J/120, <i>Scamp</i>	\$220,000

1998	40'	J/120, <i>Shenanigans</i>	\$195,000
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2006	37'	Delphia	Base price \$152,127
2004	35'	J/109, <i>High Flyer</i>	SOLD
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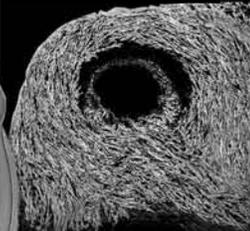
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LETTERS

4) Indeed, wouldn't you agree that it would be much more accurate to say that Perdock was "blind" rather than the boat "invisible?" The next time you drive your car at night, get it up to 40 to 55 mph, stick your head out the window, and tell us how good your night vision is — assuming that you can see through your tears at all. There's a reason that many California lakes don't allow powered vessels on the water after dark, and where there is a speed limit, it's 5 mph.

5) Perdock's lack of boating knowledge also blinded him both literally and figuratively. In his official testimony — not conjecture — he foolishly testified that he aimed his boat at the lights on shore in order to help him "see" any unlit boats that might be on the lake. As one who has investigated boating accidents, you surely know that Coast Guard navigation rules direct boat operators to do just the opposite for the obvious reason that background lights blind operators to the existence of navigation and other lights as well as other potential hazards.

6) What do you call it when somebody is aware of a potential danger but ignores it? Perdock testified that he was aware that unlit boats were on the lake at night, having seen them himself. Despite that knowledge, and even after a woman was killed as a result of his boat slamming into her, he still insisted that 45 mph in the blackness was a safe speed and, in fact, was something he did all the time! If that's not gross negligence, what would you call it?

Please don't ask us to shut up and let the investigator, the D.A. and the courts do their job, because it's not going to happen. Elsewhere in this Letters section, you'll read that eye-witnesses to the accident have been told that their testimony wasn't needed! If a member of your family had been killed in an unnecessary accident, wouldn't you like to know what all the eye-witnesses saw? Unless things change, Perdock isn't even going to be charged. Legal experts, however, tell us that when it comes to the civil cases, it won't even go to trial, as Perdock's insurer will pay to their limits, and that Thornton's estate will go after whatever other assets Perdock might have. We're not saying that Perdock got divorced after the tragedy in order to put as many of his assets as possible into his wife's name, but lawyers tell us that's a common tactic for people who believe they are going to have big legal judgements go against them.

We've always known that American tort law is basically government sanctioned extortion, but perhaps naïvely thought the law enforcement and district attorneys were, at least in California, relatively clean. It's with deep regret that we have to admit that the current status of the Lake County case has made us very cynical about California law enforcement and the criminal legal system.

IT PUTS A HOLE IN MY HEART TO SEE HER NOTES

Lynn Thornton's stepdaughter sent me all of what *Latitude* has written about the boating accident on Clear Lake that killed Lynn. I'm so happy that someone other than the Lake County Sheriff is following up on this.

I worked with Lynn for more than 10 years. She was my boss, then partner and, of course, my very best friend. I think about her everyday. We both worked for the State of California, and I still have some of the cases that I took over from her after she was killed. It puts a hole in my heart every time I see her signature, her notes and other effects. Lynn was the best person I ever knew. She always looked out for me in every way. She always protected me, but not just how a partner does in law enforcement, but rather like a big sister. Every time I needed advice professionally or personally, she was there to give it. Everyday, I miss working with her, I miss laughing with her, I miss crying with her. There was one time

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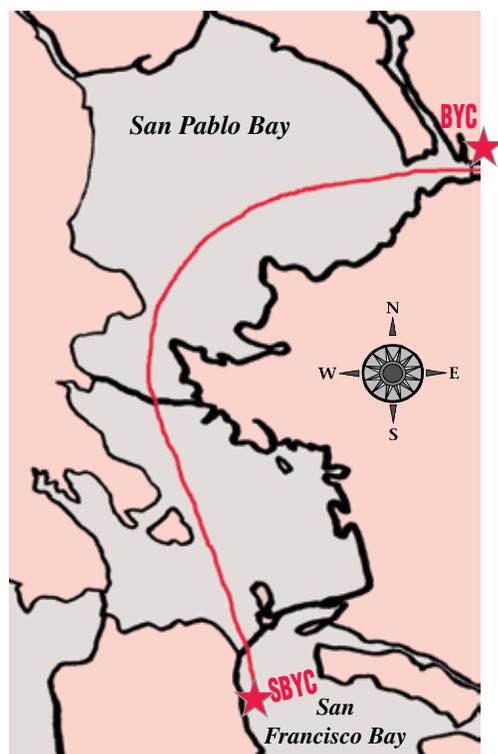
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in particular that she stood by me. I've always respected her for it, and knew from that day forward that she would be a wonderful friend and partner. I always said that I would do the same for her some day, but I never got the chance.

I guess I'm having an especially hard time because Lynn told me something two days before her death that I haven't told anyone before now because I didn't want to cause more pain for her dear family, but I want to tell you. Lynn and I spoke on the phone frequently while we were driving up Highway 80 or 680 working cases. The second to last time we spoke, she and I talked about her son. Shortly after hanging up, she called me back and said that she really wanted to work on her Sacramento house that weekend to get it ready to sell, and didn't really want to do the race on Clear Lake. I told her just to tell Mark Weber that she didn't want to go that weekend. But Lynn being Lynn, she decided that she would go so Mark wouldn't feel bad. I told her to call me when she got back from the race on Sunday.

The phone call I got after church on Sunday wasn't from Lynn, but from Karyn, another friend and co-worker, one who normally didn't call on weekends. When I answered my cell, Karyn told me that Lynn and Mark had been in a boating accident, and that Lynn was at the U.C. Davis Hospital. I remember telling Karyn that I was going to give Lynn heck for going when she really hadn't wanted to, and that I was going to go to Davis right then and see her. Karyn was silent for a moment, then said, "No, Nancy, you can't talk to Lynn because she isn't going to make it. She's on life support." I remember my heart beating and felt like I was going to faint.

How did this happen? How could the deputy whose boat killed Lynn not be charged with manslaughter?

Nancy Butler
Northern California

Nancy — There is no doubt in our minds that Lynn Thornton is dead because speed kills, and because Deputy Perdock, who of all people should have known better, operated his boat in a reckless and negligent manner. Based on Perdock's own words — that he knew unlit boats were on the lake at night; that he thought 40 to 45 mph was a safe speed in the pitch black; that he often operated his boat at high speed in the dark — we're convinced that he should have been charged with manslaughter by the Lake County District Attorney Jon Hopkins. Why Hopkins has refused to charge Perdock is a mystery to many — unless, of course, they theorize, he's simply covering up for a member of the local law enforcement community. In any event, we think it's an outrage.

We suggest that you call Hopkins at (707) 263-2251, explain who you are, your relationship with Thornton, and the kind of person Lynn was. Then ask him why he refuses to charge Perdock. Better yet, maybe this is the chance you always wanted to pay Lynn back for all she did for you. Why not go see Lake County D.A. Hopkins in person, and make him look you in the eye when he tells you why he thinks Perdock shouldn't be charged.

If anyone else feels compelled to file formal complaints, send an email to California Attorney General Jerry Brown through his website at http://ag.ca.gov/contact/complaint_form.php?cmplt=PL, where you'll find a form. Snail mail, which is often more persuasive, should be sent to Public Inquiry Unit, Office of the Attorney General, Box 944255, Sacramento, CA 92424-2550. Letters can also be sent to District 1 Assemblywoman Patty Berg at State Capitol, P.O. Box 942849, Sacramento, CA 94249-0001 or online at <http://democrats.assembly.ca.gov/members/a01/>.

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Tamara Kennedy

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Michael Price

Michael has been boating for almost 50 years and has owned a total of 23 vessels (both sail and power), 11 of which he built from the keel up. Before his current 20 year stint with West Marine, Michael was a partner in Anchorage Marine in Sausalito for 10 years. When it comes to maintenance, electrical, plumbing and power, Michael is the “go-to” source for his large following of loyal customers.

Jeff Zarwell

Jeff has been racing on San Francisco Bay for over 25 years and now manages over 90 days of racing each year around the country as a “Certified National Race Officer”, Jeff’s certification by the United States Sailing Association qualifies him to be the Principal Race Officer of virtually any regatta in the world. In addition to racing, Jeff has also cruised the West Coast and the Caribbean. Jeff has expert knowledge of running rigging for racing and cruising, anchoring, navigation, foul weather gear and electronics.

Alameda — Dan Niessen

730 Buena Vista Av. (510) 521-4865

Dan Niessen comes to West Marine with over 25 years of sailing experience. After competing in the Pac-10 college sailing circuit, he moved up to racing J-Boats, 505s and FDs in the San Francisco Bay Area. Dan currently owns 2 boats and is an avid long distance cruiser and a certified sailing instructor.

Long Beach — Holly Scott

251 Marina Dr. (562) 598-9400

Holly’s love of boats and sailing began at the age of nine, when she found a fully rigged Sabot in the living room. By the age of 15 she was skippering her parent’s Cal 36 to Catalina and up and down the California coast and bought her very own cruising sailboat at the age of 24. Today Captain Holly has a 100-ton Masters License and charters all over the world. Holly loves to share her knowledge, experience and boating humor.

San Diego — Mark Wilcox

1250 Rosecrans (619) 225-8844

Mark’s experience ranges from helping USN Submarines to first-time sailors. As operations manager at West Marine’s San Diego Superstore, he has one of the largest rigging shops in the world on the premises. Mark introduced his family to sailing after restoring a 27 foot sailboat and outfitted his 40 foot Beneteau for world cruising. His daily contact with cruisers provides practical insights to help customers outfit their boats for wherever they are sailing.



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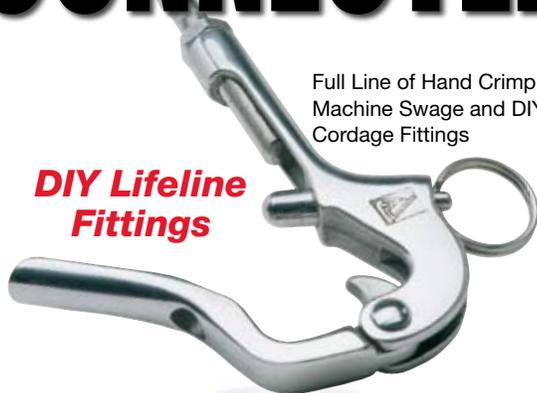
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LETTERS

↑↓THEY DIDN'T NEED ANY EYE-WITNESS REPORTS

I'm the one who towed Mark Weber's O'Day 27 sailboat back to shore after the tragic incident on Clear Lake. According to the state of California, the safe boating speed limit at night requires that you be able to stop in half the length of your visibility. This means that Perdock, who never backed off his throttle before hitting the sailboat, was in violation of the law. If you can't see a 27-ft sailboat with her sails up, even at night, then you're going too fast.

One of the witnesses to the accident, a retired boat patrol officer, did not have his statement taken. He says he called 911 many times, but each time he was told they had things under control and didn't need any witnesses. By the way, none of the other witnesses listed in the Sheriff's report have been interviewed either.

Latitude should look into the time at which Perdock's blood was tested. I heard a rumor that it wasn't until 10 hours after the accident.

Peter Erickson
Lake County

Peter — It wouldn't surprise us if it's true that eye-witnesses to the accident haven't been interviewed. We read the investigation of the case that was done by a Sacramento Deputy Sheriff who, by the way, drove all the way to Lake County to interview Perdock in his office. To our thinking, the investigation was incomplete at best.

According to Perdock, he told officers that he wanted his blood drawn immediately, which sounds a little staged. For whatever reason, the blood wasn't taken for another 90 minutes or two hours. Some have suggested that such a delay gave fellow law enforcement officers the opportunity to do something with the evidence. We have no reason to believe that is true — other than that there seems to be so much other injustice with the case.

↑↓YOU CAN'T BE SERIOUS

I was once headed home from Annapolis around midnight at about 30 knots. I was sober and not exceeding any posted speed limit. I nearly hit a Cal 25 that was showing no lights. Would you seriously suggest this would have been my fault?

Joe Della Barba
Annapolis

Joe — Are you familiar with Rule Six, Safe Speed, of the Navigation Rules? "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. In determining safe speed, the following factors shall be among those taken into account: 1) The state of visibility; 2) At night, the presence of background light, such as from shore lights or from backscatter of her own lights."

So the answer to your question would be, 'Perhaps not entirely, but to a very large extent.' After all, would you charge through a thick fog at 30 knots? You wouldn't because of the reduced visibility. But if fog reduces visibility, the black of night reduces it many times more. Just because there aren't posted speed limits on the oceans, bays and rivers doesn't mean you can go as fast as you want.

↑↓DEPUTY DAWG NEEDS TO BE HELD ACCOUNTABLE

It does sound like the music for the film *Deliverance* is playing in the background up in Lake County, as D.A. Hopkins

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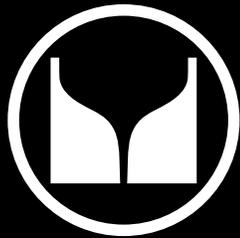
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moves forward with his gross miscarriage of justice. Suppose that all the occupants of the sailboat had been asleep and their boat adrift, what harm would there have been if Deputy Dawg and his gas-guzzling powerboat had not come along? It's the deputy's hopped up need for speed that killed Lynn Thornton, and any person with at least two marbles can see that plain as day.

What a shock! The men and women of law enforcement screw up as much as the rest of us! The exception being that the good ol' boys cover each other's anatomy like a fraternity.

P.S. As a former member of Uncle Sam's Confused Group, aka the U.S. Coast Guard, I'm wondering why they haven't offered an opinion on the case.

J.H. Captain 9 Fingers
California

Capt 9 Fingers — Asleep and adrift doesn't cut it when you're on a boat anymore than it does when driving. There is no question that the sailboat should have had her running lights on, even if it's unlikely Perdock would have been able to see them at the speed he was traveling. As such, if we were assigning responsibility for the accident based on what we know, it would be 80% to Perdock for blindly operating his boat at grossly excessive speed for the conditions, 19% to the sailboat's owner Mark Weber for not having the running lights on and being under the influence, and 1% to Dinius Bismarck for being at the helm under the influence and not making sure the running lights were on. But to charge Bismarck with manslaughter, rather than Perdock and Weber is, in our opinion, a mockery of common sense and the law.

According to folks who use power and sailboats on Clear Lake, and who have also shared lunches with the Lake County deputies, they are a great bunch of guys, many of whom are retired cops from big cities. Alas, even great guys make mistakes. And if they are bad enough mistakes at the wrong time and place, people die, and they need to be held accountable.

The Coast Guard, if we're not mistaken, doesn't have jurisdiction on inland bodies of water that don't front more than one state.

↑↓ I'M SHOCKED THERE'S NO SPEED LIMIT

My wife and I did the Konocti Cup on Clear Lake the day that Lynn Thornton was killed. We'd left the after race party earlier than those who were later involved in the accident. I remember that the night was very clear and calm, and that the lake was as flat as a mirror. We didn't learn about the accident until the following morning. Right away people reported that the deputy was saying that the sailboat wasn't operating with running lights. But having seen the lake that night being as flat as a mirror, and with all the lights from the houses and other stuff around the lake, I doubt that running lights would have made any difference. A small stern light would have been difficult, if not impossible, to spot at the speed with which the deputy said he was operating his boat.

What's more, an off-duty law enforcement officer should have been aware of the risks he was taking by traveling so fast in the dark. I see the accident as the result of a number of unrelated things, involving both the sailboat and powerboat, that came together at just the wrong time and place for the tragedy to occur. Nonetheless, the deputy's operation of the boat was just dumb. He could have just as easily hit a log and badly injured his passengers.

I'm shocked that a 5 mph speed limit is not in effect on Clear Lake after dark. I grew up water-skiing on Lake Ber-



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LETTERS

ryessa, and not only was the 5 mph limit the law of the lake after dark, it was enforced with no ifs, ands or buts about it. In fact, my dad was stopped by the sheriff once and given a big lecture.

During this year's race on Clear Lake, we had a bass boat going full tilt weave between us and another sailboat in the race. They came so close — and they came out of nowhere so fast — that they scared the crap out of my wife and me, as well as the folks on the boat near us. The guy had the whole lake open to him, but he decided to thread his way between our two boats, with five people on them, while doing 50 mph.

Trent W.
Clear Lake

Trent — In our opinion, Deputy Perdock should have more than known that he was taking risks, he should have known that he was breaking the law.

Three things to remember about his visibility issues: 1) While the sailboat's stern light may not have been on, her main salon light, which often casts a bigger light, was. 2) As if the darkness wasn't bad enough to limit Perdock's visibility, imagine what the wind blowing into his eyes at 45 mph did to it. 3) Contrary to good navigation practice as taught by the Coast Guard, Perdock headed toward, rather than away, from background lights. We can't think of anything more — short of splashing lye in his eyes — that Perdock could have done to further limit his ability to see potential hazards.

↑↓SIMPLICITY AND SAFETY

Having read of many boat accidents and sinkings in *Latitude*, we might ask how we can make sailing safer. I suggest looking into electric drives as alternatives to gas and diesel propulsion systems. Electric drives take up less space, and the space saved could be used to install flotation to prevent boats from sinking. Another benefit for those with gas engines is not having to worry about potentially explosive fumes collecting in the bilge. I worried about that, particularly after I read a Coast Guard book that said fires on boats can burn down to the waterline.

So why not replace gas and diesel propulsion systems? Foster City has about 100 electric drive boats. Submarines were all driven by battery powered electric drives 50 years ago. General Motors made electric cars that only failed because there was no easy means to recharge the batteries. But most Bay Area marinas come with shore power, which can recharge batteries in about six hours.

I switched to electric drives six years ago, primarily to reduce the time and cost of maintenance on my gas engine. I rarely found time to sail because I had to remove and clean the carburetor 13 times, replace fuel pumps and fuel filters three times, and replace the coolant pump, thermostat, and engine zincs. I also had to change the oil monthly and redesign and replace the muffler to prevent seawater from backing into the engine cylinders.

In contrast, the only required maintenance for my electric drives is to wash them down with water.

It seems strange, but the initial cost of installing the two electric motors, six deep-cycle marine batteries, and additional flotation, came to less than one-third the cost of installing a rebuilt gas engine.

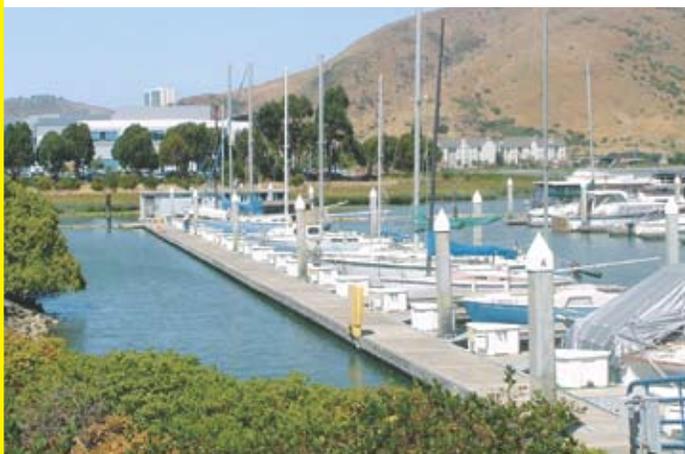
By switching to less complicated electric drives, sailors can afford more time to enjoy the pleasure of sailing.

Sam Fogleman
Mystic, Ericson 27
Foster City



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LETTERS

Sam — *Electric drives are becoming more popular. In fact, we're planning to do a story on Glacier Bay, the Union City company that produces the OSSA electric power system for yachts. However, it would have been helpful to our readers if you provided more details. What kind of gas engine did you have, how old was it, and in what kind of boat? While electric motors are ideal for some boat applications, we still think there are plenty of instances where a diesel engine is by far the most efficient solution.*

↕ **A CHEESEHEAD FOR THE HA-HA**

I was crew in the '99 Ha-Ha and would like to do it again. What's the best way to try to get a crew slot this year?

Al Lankford
Green Bay, Wisconsin

Al — *You might be the only person in Green Bay willing to pass up the Packer's Monday Night Football game with Denver for the Ha-Ha, but we think it shows that you've got your priorities in order. Because we're such techno pioneers, we're finally getting around to putting our Mexico Crew List — and all our other Crew Lists — on our website. See this month's Sightings for details, then expect to see the first of the listings posted relatively early in August.*

↕ **THE HAPPIEST DAY OF OUR (AND THEIR) LIVES**

Last month I wrote about how I'd been cruising in Mexico for five months when a friend brought by a copy of a *Latitude* with a *Classy Classified* for an Iroquois 32 MKII cat. Even though the Iroquois were built in England back in the '70s, it's always been my favorite cat — in part because they have just 15 inches of draft. So I cut my cruising short and rushed up to Port Sonoma Marina to make an offer. It was accepted and she surveyed perfectly, so I purchased her from David and Susan Hafleigh, who were her original owners. Lucky me! And thanks to *Latitude*, my 10-year search is over.

What a boat! She looks fast just sitting at the dock, and has almost 14-ft beam. The cockpit is huge and has wraparound



Although the Iroquois is one of the earlier production cats, jubilant new owner Jim Barden thinks she looks fast just sitting at the dock.

seating. The aft deck can house an inflatable dinghy, kayak or other water toys, and it's nice to lie on when underway. She has a solid teak interior that's in factory condition — even the original cushions look new

— and sleeps six in two doubles and two singles. She's also got a propane stove with oven, pressure water, a stereo, a spinnaker and a 28-hp Johnson outboard. All for an asking price of \$27,900.

Pretty nice, huh? I think so. And remember, this cat is known more for speed than comfort, so her interior and exterior are just extras.

I plan to have a custom trailer made for use in Mexico, so I can haul her out of the water when there is bad weather and for storage on land. I'm also going to invest in an electric winch system aft, so I can haul her back into the water after I've beached her on soft sand. In the future, I'm planning to

COURTESY NO ME QUITTO PAS



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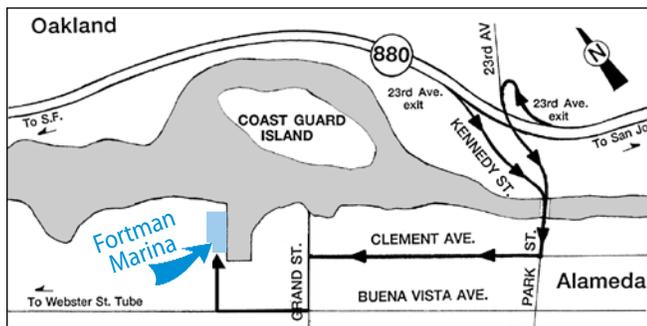
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LETTERS

build a radar arch with eight solar panels. I'm also going to install a silent, lightweight, electric motor that's more environ-

COURTESY NO ME QUITTO PAS



Original owners David and Susan Hafleigh didn't seem too upset to let their cat go after 30+ years.

mentally correct than the heavy, costly, dangerous, noisy, smelly and vibrating outboard she has now.

They say "The two happiest days in a boat-owner's life are when he purchases his boat and when he sells his boat." Based on the smile on the face of the proud new owner, me, and the faces of her original

owners, David and Susan Hafleigh, I'd say that's true.

Jim Barden
*No Me Quitto Pas, Iroquois 32 MK II
Northern California*

Jim — Having gazed into our just-cleaned crystal ball, we see that you're going to have a great time in Mexico with your very economical, new-to-you cruising cat. Congratulations.

↑↓NOT EVERYONE LIVES FOR BOOZE AND BOOBS

Thanks for your July *Sightings* titled *The Rainbow Circumnavigation*. I wish that it wasn't important to bring it up, but when you least expect it, you can still occasionally encounter hostility for being gay. So it's great when I can be reminded that the challenge of long-range cruising does not necessarily include the additional burden of personal hostility when making new acquaintances and landfalls outside one's normal sphere of friends, society and comfort. The sailing community is certainly subject to stereotyping, and I would suggest that one of those stereotypes is of manly masculine men doing manly masculine things — to loosely quote a sea-themed *Saturday Night Live* skit from many years ago. Booze and boobs may loom large in the lives of some sailors, but your reporting helps remind all of us who love sailing that we are part of a large and varied community, full of people just like us who have gotten out there and done it. So, no excuses!

Steve Ripple
*Deva, J/100
San Francisco*

Steve — While we believe the sailing community is pretty open-minded, that wouldn't necessarily be true of all the places that circumnavigators go. Same-sex behavior that doesn't raise an eyebrow here would be anything but overlooked in the public areas of many Latin and Middle Eastern countries.

↑↓HOW MANY MEN DOES IT TAKE TO ASK A STUPID QUESTION?

In July's issue, after reporting that several gay couples have circumnavigated, you posed the question, "Have any lesbians gone around the world?" Was your inquiry geographical in nature?

Jerry Metheany
*Rosita, Hunter 46
Mazatlan, Mexico*

Jerry — With comments like that, there's no telling how many women are driven to lady love by men. Just because we don't always have the time to be as precise with our writing

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Sailing Schedule 2007

VOYAGES FROM THE MEDITERRANEAN

MEDITERRANEAN TO EAST COAST USA

Marmaris	08/07	→	Port Everglades	09/07
Genoa	09/07	→	Port Everglades	09/07
Genoa	09/07	→	Port Everglades	10/07
Genoa	10/07	→	Port Everglades	11/07
Genoa	12/07	→	Port Everglades	12/07
Palma de Mallorca	10/07	→	Newport	11/07
Palma de Mallorca	09/07	→	Port Everglades	09/07
Palma de Mallorca	10/07	→	Port Everglades	10/07

MEDITERRANEAN TO CARIBBEAN

Genoa	12/07	→	Martinique	12/07
Palma de Mallorca	11/07	→	Martinique	12/07
Toulon	10/07	→	Martinique	10/07

MEDITERRANEAN TO SOUTH PACIFIC

Genoa	12/07	→	Auckland	02/08
Genoa	12/07	→	Brisbane	01/08

MEDITERRANEAN

Marmaris	08/07	→	Palma de Mallorca	09/07
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VOYAGES FROM NORTHERN EUROPE

NORTHERN EUROPE TO CARIBBEAN

La Rochelle	12/07	→	Martinique	01/08
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VOYAGES FROM THE EAST COAST USA

EAST COAST USA TO MEDITERRANEAN

Port Everglades	10/07	→	Genoa	10/07
Port Everglades	11/07	→	Genoa	11/07
Port Everglades	09/07	→	Palma de Mallorca	10/07
Port Everglades	09/07	→	Toulon	10/07

EAST COAST USA TO CARIBBEAN

Newport	11/07	→	Freeport	11/07
Newport	11/07	→	St. Thomas	11/07
Port Everglades	10/07	→	St. Thomas	10/07
Port Everglades	11/07	→	St. Thomas	11/07

EAST COAST USA TO PACIFIC WEST COAST

Newport	11/07	→	Ensenada	12/07
Newport	11/07	→	Golfito	11/07
Newport	11/07	→	La Paz	12/07
Newport	11/07	→	Vancouver	12/07
Port Everglades	11/07	→	Ensenada	12/07
Port Everglades	11/07	→	Golfito	11/07
Port Everglades	08/07	→	La Paz	08/07
Port Everglades	11/07	→	La Paz	12/07
Port Everglades	08/07	→	Vancouver	09/07
Port Everglades	11/07	→	Vancouver	12/07

VOYAGES FROM THE CARIBBEAN

CARIBBEAN TO EAST COAST USA

Martinique	12/07	→	Port Everglades	12/07
St. Thomas	10/07	→	Newport	10/07
St. Thomas	11/07	→	Port Everglades	11/07
St. Thomas	11/07	→	Port Everglades	11/07

CARIBBEAN TO MEDITERRANEAN

Martinique	11/07	→	Palma de Mallorca	11/07
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CARIBBEAN TO NORTHERN EUROPE

Martinique	12/07	→	La Rochelle	12/07
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CARIBBEAN TO PACIFIC WEST COAST

St. Thomas	11/07	→	Ensenada	12/07
St. Thomas	11/07	→	Golfito	11/07
St. Thomas	11/07	→	La Paz	12/07
St. Thomas	11/07	→	Vancouver	12/07

CARIBBEAN TO SOUTH PACIFIC

Martinique	12/07	→	Auckland	02/08
Martinique	12/07	→	Brisbane	01/08

VOYAGES FROM PACIFIC WEST COAST

PACIFIC WEST COAST

Ensenada	12/07	→	Vancouver	12/07
Golfito	12/07	→	Ensenada	12/07
Golfito	12/07	→	La Paz	12/07
Golfito	12/07	→	Vancouver	12/07
La Paz	09/07	→	Golfito	10/07
La Paz	08/07	→	Vancouver	09/07
La Paz	12/07	→	Vancouver	12/07
Vancouver	09/07	→	Golfito	10/07
Vancouver	09/07	→	La Paz	09/07
Vancouver	12/07	→	La Paz	01/08

PACIFIC WEST COAST TO EAST COAST USA

Golfito	10/07	→	Port Everglades	10/07
La Paz	09/07	→	Newport	10/07
La Paz	09/07	→	Port Everglades	10/07
Vancouver	09/07	→	Newport	10/07
Vancouver	09/07	→	Port Everglades	10/07
Vancouver	12/07	→	Port Everglades	01/08

PACIFIC WEST COAST TO CARIBBEAN

La Paz	09/07	→	St. Thomas	10/07
Vancouver	09/07	→	St. Thomas	10/07

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LETTERS

as possible — it should have read, "Have any lesbian couples circumnavigated? — doesn't mean you have to start channeling Beavis and Butthead. That kind of comment reminds us of the guy who overheard two women discussing *Roe vs Wade*, butted in, and asked if they needed help crossing a river.

↑↓ GET REAL

In the July 9 *Lectronic*, you wrote ". . . the bad news for the boats in the first TransPac starts, which leave Pt. Fermin today at 1 p.m., is that there's going to be very little wind for the first week. In fact, the Pacific High is so poorly formed that it won't even get its act together for the second start, and that winds for the third start on Sunday, while forecast to be considerably better, aren't going to be giving any helmspersons white knuckles . . ."

"Helmspersons"? Get real.

Robert Zimmerman
Zim, H36
Southern California

Robert — We are real. With this photo of Cirrus skipper



LECTRONIC / RICHARD

Lindsey Austin accompanying the text for that *Lectronic* item, would you have wanted us to use the term 'helmsman'? We know what helmsmen look like, and the lovely Lindsey is no helmsman. We salute the whole generation of women sailors and therefore, when appropriate, are happy to use

terms such as helmsperson or helmswoman to acknowledge them.

↑↓ THEY SEEMED MORE LIKE PIRATES THAN NAVY

We've been having a great time sailing south on the schooner *Coco Kai*, but wonder if *Latitude* readers have heard about some of the things that have been happening in Nicaragua. We don't want to scare anyone away, but two days after we headed south from Puesta del Sol, Nicaragua, with six other cruising boats, our friends John and Mary on the Nordhavn 46 *Navigator* followed in our wake. At about 9:30 p.m., while about 14 miles offshore and about halfway between Puesta del Sol and Santa Elena, Costa Rica, they noticed on their radar that two pangas were headed straight toward them. When they got closer, they could see six men in one and four in the other. Neither panga had official markings or running lights. The panga with the six men pulled up close and demanded to be allowed to board, while the other hung back just beyond the range of *Navigator's* searchlight. Four of the six men in the closer panga were wearing matching shirts, had lifejackets on, and were carrying automatic rifles. The other two were in civilian clothing. All six yelled "*Policia! Policia! Policia!*" and demanded that they be allowed to board.

John and Mary were suspicious because the panga had no markings, no running lights and no radio, and it seemed as though no one person was in charge. Other than the matching blue shirts that four of them wore, there was nothing to make them believe they were the police, nor did they have any identification to that effect. Besides, what would the police,

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LETTERS

as opposed to the Navy, be doing boarding vessels at sea? Furthermore, *Navigator* had had contact with the Nicaraguan Navy at a prior port, and their vessels were grey and had official markings.

John finally told the guys in the panga that he would follow them into port. They didn't like that. By this time, John and Mary had come to believe that they were pirates. The yelling back and forth went on for about an hour. During this time, *Navigator* sent out several maydays on Channel 16 and pressed the DSC button on their SSB radio. Neither brought a response.

Finally, John shot a flare into the air. The men in the panga responded by sending two volleys of bullets across their bow and firing a volley of bullets into the water. Mary later told us she thought she was as good as dead. After the gunfire, John gave up trying to communicate with them. The couple barricaded themselves inside their boat and headed for the open sea. Their hope was that the pangas didn't have enough fuel to follow. Before too long, and much to their relief, the pangas did head back to shore.

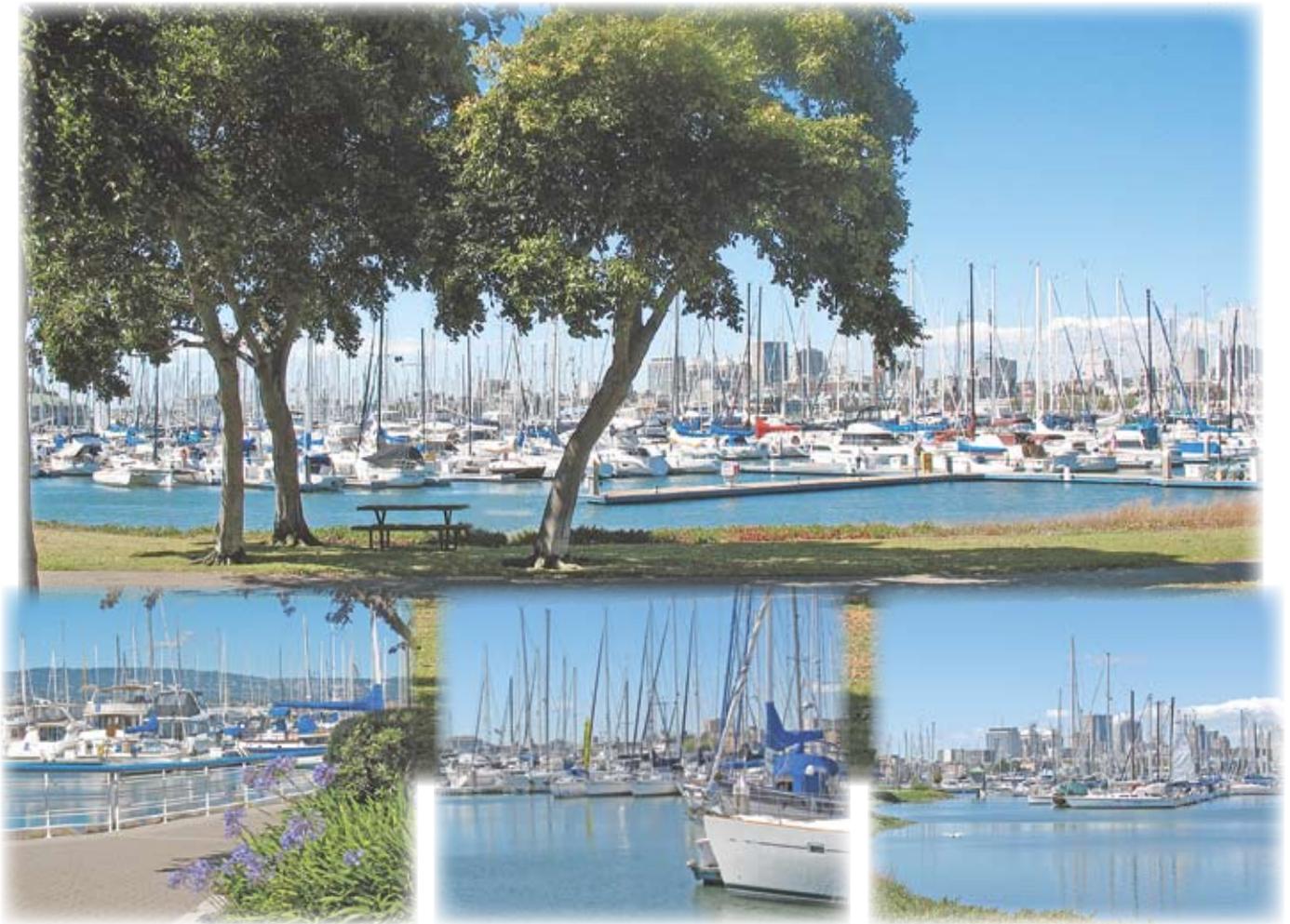
When John and Mary told us the story aboard their boat in Bahia de Santa Elena the next morning, they were still shaking from the encounter. All of us gathered around became convinced that they had been attacked by pirates masquerading as officials, and were lucky to be alive. Jamie and Brandon of *Gaviota*, one of the boats in our little caravan, reported that they had also been approached at high speed by two pangas at sunrise. Brandon was so unnerved that he woke up Jamie and told her to grab his machete and speargun. The pangas ended up veering away at the last minute, but it seemed as though they might have been part of the same group. For what it's worth, the lovely *Gaviota* is an older DownEast 32, not nearly as inviting a target as a swanky Nordhavn would be.

But the story gets more interesting. When John downloaded his SailMail later in the day, he found several emails from family and friends saying they had been contacted by the Coast Guard in response to their distress signal, and wanted to know if they were alright. There was also an email from the Coast Guard saying that they had contacted the U.S. Embassy in Nicaragua, that the Embassy had spoken with the Nicaraguan Navy, and the Nicaraguan Navy said that *Navigator* had been in restricted waters, the men in the pangas were indeed from their Navy, and the tracer shots were fired after they were denied boarding. The Coast Guard wanted to know John's version of the events.

It still seemed suspicious to us. Why would the Navy be using the *policia* in dilapidated pangas to board boats 14 miles offshore? Why didn't they have any official insignias on their persons or boat? They had no bullhorn, no radio, no paperwork and nobody appeared to be in charge. And what was this about "restricted waters?" After some discussion, we all agreed that the best course of action is to stay farther offshore — 20 miles or so — and out of panga range. We will probably never know what the real story was, but we believe that if their boat had been boarded, it would not have been a typical boarding.

A couple of other comments about Nicaraguan officials. The marina paid for the hour-long taxi ride to bring out the Immigration and Custom officials, and served them lunch. This seemed to increase the number of required visits. For example, we wanted to leave very early on Monday morning in order to reach Costa Rica by daylight. Greg tried to check out on Saturday when the officials were there for an arriving boat, but they said they couldn't do it, and they would have to

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LETTERS

come back on Sunday for us to leave on Monday. Then different guys showed up on Sunday, and they said they couldn't check us out on Sunday because they needed to see us leave the dock! The officials wanted a little extra from the cruisers for their efforts as well. From not having change for the fees — ever — to telling one friend, who speaks fluent Spanish, a sob story about being robbed on the bus right before, the officials clearly wanted money. The cruiser got the message, and gave them \$10 and toys for his kids, plus a couple of beers each. Alas, sometimes less Spanish is more.

We enjoyed our time in Nicaragua, but the poverty is still a big issue, and it can breed bad behavior. I don't know that we would warn people from visiting Nicaragua entirely, as we felt safe at Marina Puesta del Sol, but just want people to be careful.

Jennifer & Coco Sanders & Greg King
Coco Kai, 64-ft staysail schooner
Long Beach

Folks — There are four reasons we're confident that the men in those pangas were not pirates: 1) Nicaragua has no history of piracy. 2) If they really were pirates, they would have shot a hundred holes in Navigator, killed John and Mary, taken all their possessions, then scuttled their boat. After all, if that was their goal, John's little flare gun wasn't going to stop them. 3) The simple explanation for all your suspicions about no markings, no uniforms, no hailer, and no radio is that Nicaragua is astonishingly poor. It's true that Mexico has lots of poverty, but its per capita income is approximately eight times that of Nicaragua, where the average person only makes \$66 a month! It hasn't helped that Nicaraguan President Ortega has sworn allegiance with Iran and Venezuela, two countries that have horrible poverty and cratering economies — even though they are swimming in oil. The kicker is that the Nicaraguan government confirmed that the pangas and men in them were part of their navy. What more would it take to convince you they weren't pirates?

"Restricted waters?" According to the United Nations Convention of Law of the Sea, a country can claim waters to 12 miles out as their Territorial Sea, waters to 24 miles out as their Contiguous Zone, and to 200 miles out as their Exclusive Economic Zone. With each of these zones come certain rights, such as fishing. Take a Nordhavn with paravanes, and you have something that very closely resembles a commercial fishing vessel. No wonder they were investigating. By the way, can you imagine what would happen if the skipper of a foreign vessel told the U.S. Coast Guard they couldn't board? Yes, there would be shots across the bow and volleys into the water. But the U.S. Coast Guard wouldn't let it go at that.

For as long as we can remember, Nicaragua's offshore law enforcement has been a poorly equipped and ragtag group. Back in the '80s, for example, our friend Three-and-a-half-fingers Max took his Sausalito-based Bounty II Maverick to Nicaragua with his wife Vera. We can't remember the details, but the Navy/police wanted to board their boat while she was anchored in some very rough conditions. Max refused to allow them to board, not because he was afraid, but because he thought it was unsafe for the men and his boat. The Nicaraguans were hopping mad. As soon as the boarding party headed back to their mothership, Max and Vera took off. Later, while in Managua, they came across a newspaper article with the story of how a member of the boarding party had drowned trying to get back on the mothership. Max and Vera left for Panama as quickly as possible.

The other very interesting bit of information to come from



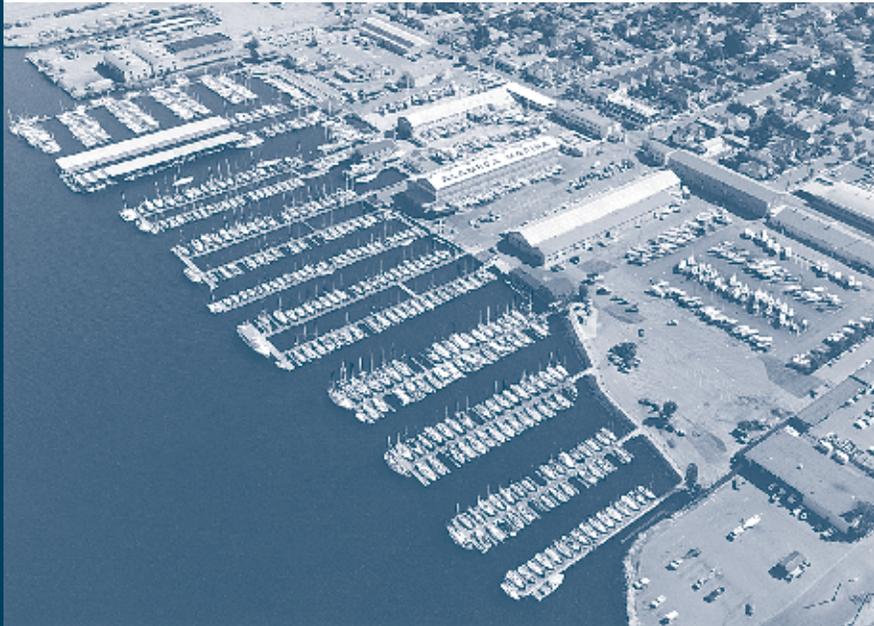
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LETTERS

this story is the rapid response — cough, cough — as a result of pressing the DSC button on the SSB. A lot of good it would have done them had they come under attack or had been sinking. It's a powerful argument for carrying an Iridium satphone, wouldn't you say?

↑↓ WE NEED A 'TWEEN PFD

Do you have any recommendations for PFDs for pre-teens? Our daughter will be 10 when we head to Mexico this fall. She's 4'8" and weighs 93 lbs, so she has just outgrown her Youth-sized vest. I spoke with a woman at the California Dept of Boating and Waterways, who recommended an Adult Small (as opposed to Adult Universal) vest, and mentioned both Mustang Survival and Stearns brands. It would be great to have an auto-inflate size vest for smaller people, but auto-inflates are only approved for ages 16+, per the manufacturers' recommendation.

I imagine lots of the folks heading down on the Ha-Ha are faced with a similar situation. Have you found something safe and Coast Guard-approved, with minimal bulk and inconvenience? Our daughter is still on the smaller/younger side, but I'm also wondering what people do if, for instance, they have a 14-year-old.

Susan Detweiler
Planet Earth

Susan — Here's what Chuck Hawley, West Marine's 'Tech Guy', had to say:

I have exactly the same problem with my daughters, although I am lucky in that they tend to inherit their sisters' PFDs so I am not constantly buying new ones!

As you point out, the Youth size range is from 50-90 lbs, and that has worked well for my daughters up to the age of about 9-10. Very few vests are intended for kids in the upper end of the range, and have a size range for 70-90 lbs, like Extrasport's Ute Vest. I recently moved my 10-year-old, Sasha, into an Adult Small, which fits her well. There's a lot of selection in the \$30 to \$60 price range from popular vendors like Stearns, West Marine, Mustang, Extrasport, and Stohlquist.

When possible, I like to select single-sized vests (S, M, L) or dual-sized (S-M, L-XL), so that the vests are more tailored for a particular person. While we sell a lot of Universal-sized vests, these are designed to fit a very wide range of chest sizes so they are not as form-fitting, and the excess strap length looks cluttered when worn by a smaller person.

There are also some great vests intended to fit women better than conventional unisex vests. Stohlquist, in particular, has tailoring that works well with women's figures, and they tend to be offered in colors that women prefer.

The challenge, unfortunately, is buying vests that have very high in-water performance for those under 16 years or 80 lbs. I am not aware of a wearable (that is, compact and flexible) high buoyancy PFD for kids other than the old hybrid vests that were made by SOSpenders about five years ago. West Marine has encouraged other vendors to bring children's hybrids to the market, but none have. These vests offered up to 22 lbs of buoyancy yet were compact like Type IIIs.

The critical issue, of course, is getting everyone on board to wear PFDs religiously. As much as I favor high-buoyancy inflatables for offshore sailing, it's far more important to wear



COURTESY STEARNS

SOSpenders hybrid kids' PFDs are no longer available.

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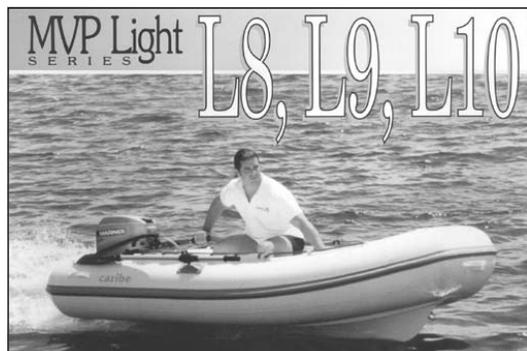


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LETTERS

something than to fret over the incremental safety of a Type III compared to a Type I vest. And virtually no one will want to wear a classic Type I when boating.

MY TUNA WAS TOO SMALL FOR THE COASTAL CUP

File this year's Coastal Cup under our 'lessons learned' category.

We — Kevin Clark, Tom Rankin and Michael Andrew — raced the Santana 22 *Bonita* hard in the Coastal Cup from the start on Thursday until 8:20 p.m. on Friday, when, about nine miles offshore between Arguello and Conception, we stopped racing and began sailing simply to finish with the boat intact and crew safe.



LATITUDE / SUTTER

During this year's Coastal Cup, the crew of the Santana 22 *Bonita* came to appreciate the limitations of a small boat.

tempted to continue trying to carry a kite. Instead, we put up the class jib — a 120% sail — and continued on with it winged-out opposite the main until 8:20 p.m., when we found ourselves in a lull and began plain sail reaching. First we headed further out to sea to find more breeze to help us manage with the large seas, and then towards the Santa Barbara Channel. Once around Conception, we sailed into the protection of the coastal mountains, and rode a light onshore breeze to the finish.

I have mixed feelings about our doing relatively well — 5th overall — in the race. Although the wind was never more than the boat or we were capable of handling, the seas generated by gale force winds were beyond what a 22-ft boat can be sailed in with a reasonable margin of safety. Kevin, Tom and I will never sail down the coast again in such a small boat. All of my friends who cautioned me that sailing a Santana 22 in the Coastal Cup was not a good idea were right. My mixed feelings about doing well stem from my desire to not inspire anyone else to sail a similar-sized boat in a race down the coast. Given the opportunity, I would vigorously try to dissuade anyone from doing so.

Michael Andrew
Bonita, Santana 22

Readers — For the record, Andrews, Clark and Rankin aren't sailing slouches. They often race Clark's *Melges 24 Smokin'*, and have extensive inshore and coastal experience on a variety of boats. The trio expanded their repertoire beyond sportboats when Andrews purchased his brand new *Tuna* several years ago. From their first discussion last year about racing *Bonita* down the coast, they worked hard to prepare the boat and themselves, with an eye toward taking overall honors. However, with the big winds and big seas of this year's race, it's an understatement to say the race was more than they bargained for.

For what it's worth, there is quite a history of small boats — such as *Cal 20s*, *Coronado 25s*, *Moore 24s*, *Santa Cruz 27s* and so forth — racing from San Francisco to Southern California and even *Ensenada* in the '70s and early '80s. As we recall, nobody was ever killed but, thanks to several races with winds

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LETTERS

up to 55 knots, many of the sailors saw God — even those who weren't taking any of the hallucinogens that were so popular at the time.

↑↓ THE COASTAL CUP DOESN'T DESERVE FOUR STARS

Wind Dancer recently completed her seventh pilgrimage to San Francisco for the Encinal YC's Coastal Cup, which is unquestionably the West Coast's toughest test of heavy weather seamanship. That being said, it still requires light air skills because the wind usually disappears southeast of Point Conception during the night, which is when most of the boats are on final approach to Santa Barbara.

This year was the first time we were able to sail beneath the Golden Gate under full main and light #1, as in the past we always had to use the #3. As predicted, as we pressed on past Half Moon Bay, the wind filled in at 25 knots true. The rest of the way to Point Conception saw sustained winds of 35 to 45 knots, with occasional gusts to 50 knots, and seas that progressively built to 16 feet. Many boats spent considerable time under either just the main or jib. For six hours we sailed with just the #2, and for another four hours averaged over 10 knots with a full main and the #2 swung out on a spinnaker pole.

For safety, we kept our hatchboards in from Pidgeon Point to the west end of the Santa Barbara Channel, and the crew wore PFD's, harnesses and tethers from the start until we ran out of wind southeast of Conception. We got pooped twice, and had one long round-down off Conception after going over the falls at 15 knots while running wing-and-wing. Despite those white-knuckle incidents, no water got below. Good crew work limited our damage to five popped mainsail slides and an associated seven-inch vertical tear in the main alongside the luff tape. Other boats were not so fortunate. One was dismasted, two broke booms, and two spinnaker poles were broken. One boat was pinned down for 25 minutes.

Despite the Four Star rating that *Latitude* gives the event, concerns are emerging about its future, as it has continued to see a decline in participation. When we first did the race in '97, there were 50 boats. That was a good fleet, but even that represented a decline from the previous high of 89. This year only 24 boats accepted the challenge, and one has to wonder why. I'd like to suggest two possible reasons, the relative impact of each varying according to one's bias.

The first of these is the fact that the Coastal Cup is a dangerous race, and requires experience, preparation, and com-



The 7th Coastal Cup proved to be not so lucky for 'Wind Dancer'.

mitment that most skippers don't have. This substantially reduces the pool of potential participants. That pool is further reduced by the actual history of the race, which validates how tough it can be and the risks involved.

Secondly, with a fleet of only 24 boats and no established handicap limits, it is impossible for race management to form classes that are remotely competitive. One class had a PHRF handicap spread of 276 seconds per mile and, when the Pacific Cup modifications were applied, it increased to 345 spm. The



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'other' class got a better deal with a Pacific Cup spread of 'only' 181 spm. The rationale for one class having a handicap spread of almost twice that of the other escapes me, and is certainly worthy of an explanation. One thing is certain — it will be a very long time before I support an event that requires me to give another boat 135 spm. It's not fair to either boat.

Paul Edwards, M.D.
Wind Dancer, Catalina 42
Ventura

Paul — We agree that the Coastal Cup has the potential to be more dangerous than most races on the West Coast, and that it's not for everyone. However, some years it's been a medium or even light air affair, and during years when the winds are particularly heavy, the skipper always has the option to not start or retire at any time. And make no mistake, we think there are times when it's foolish to start or continue a race. We entered Profligate in a particularly windy Heineken Regatta three years ago, and made the decision not to start one of the four races because we thought the conditions presented an unnecessarily high risk to our crew and the boat. The fact that 5 of the 19 multihulls were dismantled, incurring great expense and knocking them out of action for who knows how many months, suggested that it wasn't the worst decision we've ever made.

As for the large gaps within the classes, that's obviously undesirable, and we're sure the Encinal YC will try to remedy it in the future.

↑↓TROUBLE WHEN GOING TO THE MATTRESSES

Do you know of anyone who has had problems with the Tempur-Pedic mattress on their boat? Problems such as mildew, mold, making the body sweat, and slumping where the body lies? I'd love to hear from anyone with solutions.

Gordon Cornett
Planet Earth

Gordon — We don't, but we don't spend much time talking about boat mattresses, so that may not mean much. Mildew is mold that grows in fabric when the relative humidity gets above 60%. The best way to control the growth of mold in the California coastal climate is by limiting the moisture — which can be hard, because humidity causes condensation on cold surfaces, such as sometimes can be found beneath mattresses. Lots of air circulation is important. On Profligate we have HyperVent beneath the mattresses to keep them from ever coming in contact with the fiberglass surface they sit on. So far we haven't had any mildew problems.

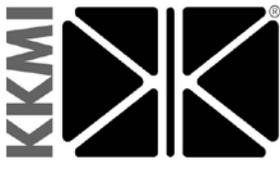
As for the mattress "slumping," that's outside of our area of expertise, so you should consult whomever sold you the mattress.

↑↓I KNOW ALL THE PLAYERS

I enjoyed your July 11 'Lectronic about the Pyewacket controversy in the TransPac. While I have no first-hand knowledge of the facts of the matter, I personally know all the players that you mentioned. If only the rest of the media in the country wrote stories that were as even-handed as the one you wrote. My compliments.

Doug Deaver
Santa Barbara

Doug — Thanks. We tried to be as fair as we could, but if the truth be known, there are so many large gray areas and nuances that a medium-sized book — that only 11 people would be interested in reading — could be written about the subject. Our belief is that all the people involved are good and



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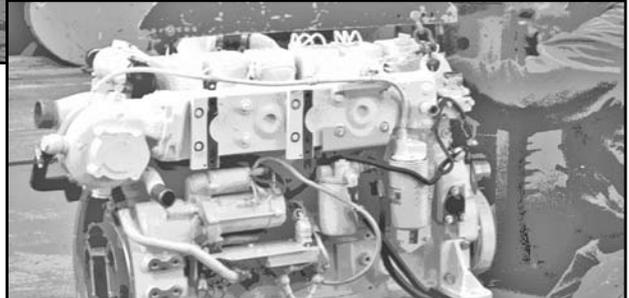
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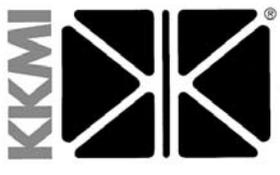
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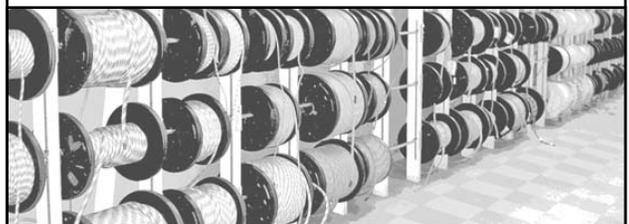
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LETTERS

honorable, but there are any number of inherent conflicts of varying degrees, some of which can never be eliminated.

↑↓THE BIG BOYS ARE IN A DIFFERENT RACE

Controversy is nothing new to TransPac. Charles Ullman's *Legend* corrected out first in fleet in '57, and thereafter was banned for being too light. Then all through the '70s there was controversy over the Ultra Light Displacement Boats (ULDBs) and loud complaints about the penalties they were given for being so light. Many considered the Cal 40s, the most famous design ever in the TransPac, to be dangerous because of their "radical" spade rudders.

Let's face it, racing is expensive, and the people who want to win — especially the big boat people, who have money to spend — have a tendency to want to push the envelope.

One reason why the TransPac fleets have been so small in recent years was the cost of adapting to rule changes and the speed differences between cruising capable boats and the sleds. When I went in '81, we still had one fleet and one start. The numbers for the Cal 40s are down in this year's TransPac, and that's disappointing, but maybe we'll get a bigger fleet in '09. We wanted to do it this year, but couldn't get it together in time. But if you can get a big enough group, class racing is still the best racing of all.

In my opinion, Disney deserves the Barn Door Trophy for all he's done. Besides, those guys are in a different race from the rest of us anyway.

Mike Kennedy
Conquest, Cal 40 #96
Audacious, '81 TransPac

Mike — *It seems to us that the most anybody can hope for is a stable rule, one that's at least reasonably fair. Of course, "reasonably fair" is always going to be subjective and the result of the success of various special interests. For example, it's easy*



For all intents and purposes, boats like 'Pyewacket' are in a different TransPac than everyone else.

for a race committee to skew the results by doing things like adjusting the rated distance of the course to favor some kinds of boats/over the others. We're told that's why big boats generally correct out well in the TransPac,

which likes to be seen as a glamour event, while smaller boats tend to correct out well in the Pacific Cup, which likes to be seen as more of an 'everyman's' race.

Two other thoughts. We've repeatedly asked TransPac officials why they thought there was a big dip in entries a few years back, and why the last two TransPacs have had near-record entries. Nobody has a clue. As for Disney "deserving" the Barn Door Trophy for "all he's done," that's not right at all. The Barn Door Trophy should be awarded based on a boat finishing first, nothing else. By the way, as we write this at the Letters deadline, Pyewacket is two days into the race, and her speed of 1 knot indicates that she is having some serious problem. A new course record and the Barn Door Trophy seem,

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LETTERS

at this point in time, to be in jeopardy.

↑↓ POWERED KEELS BUT NOT POWERED WINCHES?

I read with interest all your 'Lectronics, including the one about the controversy regarding *Pyewacket's* entry in the TransPac. Of course, I come strongly down on the side of Disney in the dispute.

But why, I wonder, do the rules prohibit powered winches, such as are found on the 30-meter boats, and was one of the reasons they weren't allowed to race, while boats, *Pyewacket* included, are allowed to have 100-hp engines run continuously in order to swing their canting keels? This seems beyond ridiculous to me. Wouldn't it be a question worth debating?

Tom Perkins
Maltese Falcon
Belvedere

Tom — According to *Pyewacket* navigator Stan Honey, the only time MaxZ86s, 30-meter boats and others run their en-



COURTESY TOM PERKINS

Fun Photo: Tom Perkins dresses up as the Dark Lord of 'Maltese Falcon' to confirm the 'New York Post's' image of him.

gines continuously to swing their canting keels is during around-the-buoys racing when they constantly 'trim' their keels. Because of the generally stable off-the-wind conditions in a TransPac, the keel doesn't need to be trimmed often, and therefore it can be done using battery power. How is using battery power to adjust the keel any

different than using battery power to drive the winches that adjust the sails? It isn't.

Some knowledgeable observers, notably Matthew Sheehan of *Yachting World*, have long been troubled by the double standard. But if all the owners of the glamour boats agree that that is the rule they want to play by, what are race committees to do? It's our understanding that 30-meter boats will be allowed to use power winches in the next Bermuda Race.

↑↓ I FEEL THAT I'M BEING TAXED UNFAIRLY

I just received a tax bill for my rented boat slip in the Martinez Marina. I called the Contra Costa County Assessor's Office to find out what was going on. From what I understand, there is a law, possibly fairly new, that allows the county to tax us slip renters for the portion of the marina property that we are using! Apparently, they can do this because they can't tax the city of Martinez. I'm not a resident of Martinez, but even residents of that city who have boats in the marina have to pay it. The tax monies don't go to the city of Martinez, but rather Contra Costa County. The Assessor's Office told me that there is a similar tax on berths in the Pittsburg Marina and Alameda County's Berkeley Marina.

I feel that I'm being taxed unfairly, as I already pay property tax on my house and boat, which I own. Why should I have to pay tax on a slip that I rent? The owner of the marina should have to pay it. To my thinking, this is robbery, double-dipping, and abuse of the power we give our counties to tax us.

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LETTERS

Public property can't and shouldn't be taxed.

Mark Johnson
Tanglefoot, Balboa 26
Martinez Marina

Mark — We didn't realize they could institute such a tax, but the reality is that every level of government is going to tax as much as they can at every opportunity they can. If they didn't, how would they be able to provide 'we the people' with all the wonderfully efficient and effective programs they do? And please, don't give us any smart-ass comments about things like the 30 prison guards who made over \$100,000 in overtime alone last year.

↑↓ **BEER CAN KUDOS**

This is a copy of a letter I sent to Gary Salvo, because I think more people should know what's going on at the Golden Gate YC:

"I just wanted to let you know how much all of us participants appreciate all that the Golden Gate YC does to put on the Friday Night Beer Can series. Nine races for just \$90, plus trophies after every race — what a bargain! And dinner is avail-



LATITUDE / SUTTER

Buoy oh buoy, aren't all those beer can series sailing bargains?!

able, too. Of course, it would be nice if more boats showed up. Perhaps next year the races should be strictly non-spinnaker to encourage more participants. We did the first race with a chute, but since not many other boats used them, didn't for the second race. But then the 1D35 showed up with a chute, so we had to defend ourselves — particularly since one of our crew is friends with a young lady on the 1D35. But to tell the truth, we have more yuks racing without the chute.

Chris Boome
One Trick Pony, J/105
San Francisco

Readers — We think all the clubs hosting beer can series do a great job, offering some of the most fun and perhaps the biggest bang for the sailing buck. We salute them all!

↑↓ **YAWL DOING PRETTY GOOD**

As a long-time racer who has just scaled down to a small



MEL MORRISON

There's a race series for almost every size and kind of boat — how about one for split rigs?

yawl, I was wondering if the Bay sailors with split-rig boats — yawls, ketches, schooners — had any interest in creating an informal class similar to the SF30 group. We could use existing PHRF ratings, but try to get our own class for starts and scoring at the more popular events. Other activities could be developed if there was enough interest. Hopefully, this would encourage more people with traditional rigs to get out there and race in

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Todd Craig
Vixen, Custom Island Packet Yawl
Richmond

↑↓ A RETURN TO THE DOMINANCE OF THE DESIGNERS

It's fascinating that *Alinghi*, having just won the 32nd America's Cup, has already mounted their first defensive tactic of the 33rd Cup by announcing it will be sailed in new 90-footers, the parameters of which they won't release for many months.

The Cup has gone through many of these cycles, as Defenders have found creative ways to try to hold on to the Cup. But this year, the sailing world was blessed with a most extraordinary show of the Cup at its best, as it was a test of sailors rather than technology, and the results were memorable. But it looks like we'll now return to the dominance of the designers, as the players fine tune yet another 'rule', much as they did when the 12s were retired. It could be a great opportunity for the likes of a Bill Koch to once again gather a killer design team. You might recall that Dennis Conner taunted him by saying, "My grandmother could win with that [your] boat!" while approaching an upwind mark against *Kaanza*.

John McNeill
Yankee
San Francisco

John — It might have seemed like it was a sailor's Cup, but Alinghi's Brad Butterworth insists that it was a "designer's Cup" this time around.

We were thrilled at the announcement that there will be new America's Cup boats because, as exciting as this Cup was, a lot of it had to do with — as was frequently pointed out by commentator Peter Isler — the surprising number of tactical and other mistakes made by both teams. It seems to us there was nothing about the boats themselves that was particularly exciting, at least in a Pirates-of-the-Caribbean-flying-along-at-35-knots-in-the-Volvo-Race kind of way. However, if Alinghi dictates the right kind of design parameters, and the Cup is moved to Cascais, Portugal, where it regularly blows in the high 20s and low 30s, the America's Cup could see some unprecedented excitement. If that were to happen, not only would the crews wet their pants, but all the spectators would, too.

Update: The above response was written before Larry Ellison and Oracle challenged the Spanish Challenge, and are seeking to force the 33rd America's Cup to be held next July in 90-ft by 90-ft trimarans.

↑↓ FOUR BILLION? REALLY?

In your review of the America's Cup, you said that four billion of the world's six-and-a-half billion people watched the America's Cup on television. Are we sure that four billion people even have access to a television, much less interest in the America's Cup? Despite my nit-picking, your 'Lectronic review of the event was great.

Edward Killeen
Planet Earth

Edward — According to America's Cup officials, "the 32nd America's Cup has been the largest, most open and widely accessible America's Cup in 156 years of history. Over six million people have visited its venues, and its television footage has reached four billion viewers." We don't know exactly what "has reached" means, but there was television coverage in 150 coun-

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↑↓ **HE THRASHED THE OTHER ANTIPODEANS**

During the winter here in Australia, it's always great to read about what's going on in the United States. *Latitude's* coverage of the recent America's Cup has been great, but being an Aussie, I noticed one small error in your always-interesting and appreciated publication. You mentioned that Dennis Conner beat the Kiwis to reclaim the Cup in '87. Actually, it was us, the Aussies, that he and his crew thrashed.

Brian Hansen
Australia

Brian — Thanks for the correction.

↑↓ **THE COVER THAT WOULDN'T DIE**

Regarding the cover of the May issue of *Latitude* that I referred to in a letter you published and commented on, I admit that it was a clumsy attempt to use a bit of silly humor to get you to see the cover as I saw it — unnecessarily suggestive and, on the skipper's part, disgracefully negligent.

Latitude frequently uses titillating imagery. For example, see the expression on the face of the woman holding the electronic devices in the *Sightings* photo in the June issue.

And, in the *Letters* section, the picture of the three women who are naked from the waist up with their backs to the camera. I think stuff like that is in bad taste. Even worse, it's counterproductive from the viewpoint of mature women who might otherwise read your magazine. Why can't you — with sensitivity and intelligence — promote the joy of activities on the water that includes the interests of all ages of women? And while you're at it, show male skippers, who make life on a small boat an extension of their immature egos, how to behave so as to include women in the enjoyment.

But the most serious problem with the May cover was that it displayed recklessness on the part of the skipper, as he allowed a woman to pose in a dangerous position on a sailboat underway. The model was barefoot, standing on a sailbag and a safety line, holding on with just one hand, and not wearing a safety harness or PFD. The message, to me, a member of the older generation, is that you, as the boat's skipper, were much more interested in a sexy picture than in prudent, seamanlike behavior. Hence, my silly suggestion that, once again, I regret.

Based on your editorial remarks, it seems to me that *Latitude* prefers not to be associated with readers and contributors of the '50s era and earlier. Well, copy that. Unless I hear from you that this is another of my misperceptions, I wish



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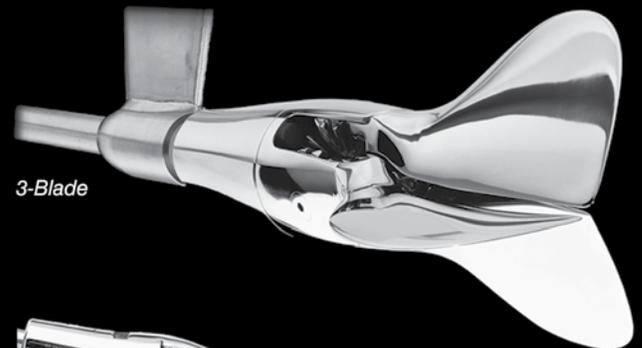
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LETTERS

you good luck and goodbye.

Lyn Reynolds
San Jose

Lyn — Titillation is obviously in the eye of the beholder, because we have no idea what kind of problem you could possibly have with the expression on Olivia's face when she was holding up the various phones for the June Sightings photo. It's just a smile for, god's sake! By the way, we'd never met Olivia before she joined Profligate for the last Ha-Ha, and she turned out to be terrific crew both for us and the family she joined after the Ha-Ha. Having grown up in the Bay Area but now living in Manhattan, Olivia is an educated, sophisticated adventurer who was happy to pose, and picked out the photo you so object to. If someone tried hard enough, we suppose they could be titillated by the expressions of the faces of the underwear models in a Sears catalog, but we think that would be an individual problem.

Latitude is about sailing, not men's sailing or women's sailing. We can't remember the last time we ran a gender specific article, and don't see any reason to start now. After all, what role on a boat is limited to one gender? On Profligate, we do all the cooking, often seen as a woman's job, while Doña de Mallorca is in charge of the engines, watermaker and other systems, often seen as a man's job. Gender specific roles on boats are rubbish. And even though we cook, don't ever expect to see any recipes in Latitude.

The worst thing one can do in any endeavour is try to please everyone, so we just produce the best sailing magazine we can, and let the chips fall where they may. If "mature women" don't like Latitude — something we know to generally be untrue — there are many other sailing publications and websites they can choose from. Good for them and the magazines they prefer. If, on the other hand, some "mature women" pass over certain items in Latitude they don't particularly care for — similar to the way some non-racers often pass over racing articles — good for them and us, too. It's called freedom of choice, and it's a very good thing.

Were we trying to get a semi-sexy photo for the cover? Of course! Were we being reckless in doing so? Absolutely not. Indeed, we'll bet you a quarter that Lisa and the dozen or so other people who were on the boat at the time would howl at the intimation that we were doing anything dangerous.

⇓ **SAN LEANDRO MARINA MAY BE CLOSING**

It appears that the city of San Leandro is very seriously considering closing the San Leandro Marina. The key issue is dredging expenses, as the city bears the entire cost of dredging most of the harbor as well as the cost of disposing the spoils from the federal dredging of the channel. At present, it appears that the only privatization proposal they've figured in is a 2004 proposal from Pacific Marina, which would have left the dredging responsibility to the city.

My gut reaction is that San Leandro has carefully destroyed support for the marina by not keeping up with dredging recently, which has pushed the occupancy down to about 50%. The city says they have no current plans to dredge and, while dredging isn't easy, they make it sound harder than it is. Although there is a long entrance channel to the San Leandro Marina, it's still one of the largest marinas in the Bay and, in my humble opinion, is a valuable resource for South Bay Boating.

For those interested, there's a lot of detail at <http://www.ci.san-leandro.ca.us/slcommmarina.html>. Included are links to several PDF files, notably including a June 12 presentation



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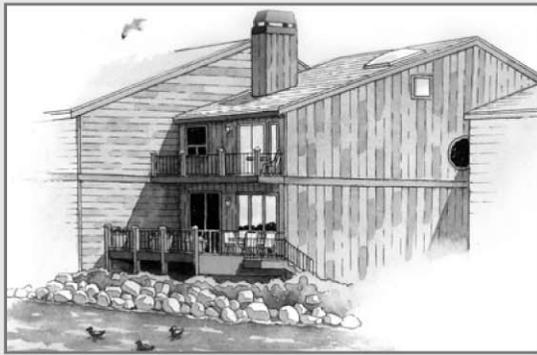
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LETTERS

with significant detail on financial and occupancy issues, a couple of May 22 reports with dredging details, and — the kicker — a March 20 report which resurrects a 1993 plan to seal the harbor mouth and use the resulting lagoon for row-



WALTER SIEGMUND

About half of San Leandro Marina's 455 slips are already inaccessible to keelboats or larger powerboats.

ing, dinghy sailing and houseboats.

The bottom line appears to be that the city believes the annualized dredging cost to be about \$1 million going forward. (They are, of course, ignoring the fact that closing it would still leave them with around \$600,000 in annual debt expense for the outstanding harbor loans, as well as \$325,000 in otherwise unexplained "intrafund charges" [612RPT2, slide 28].) They also project another \$600,000 or so per year for facilities replacement, including new restroom/shower facilities, new marina office and fuel dock upgrades. It did not appear to me that they considered the financial impacts of increased occupancy, were they able to support it, in their calculations.

Eric Artman
Tiburon

↑↓ **WE WERE THE LAST BOAT TO FINISH THE HA-HA**

Thanks for the update in the June issue regarding *Fantasia* and the Swedberg family (especially Krista) from Santa Cruz. They were a BIG part of what kept us looking on the bright side after our electrical meltdown the night after the start of last year's Ha-Ha. They were coming through Ensenada just as we were 're-starting' the leg to Turtle Bay, so we buddy-boated on the way south. Thanks in great part to them we



COURTESY ESPIRITU

Carole enjoyed a great birthday on 'Fantasia'.

enjoyed a fantastic one-week lay-over while we all waited for the last hurricane of the season to decide which way it was going to go. We were really bummed out we couldn't stay with the Ha-Ha, and Carole was especially disappointed at not being in PV with the other boats from Sacramento in time to celebrate her birthday. Krista to the rescue! Krista baked a cake and the Swedberg kids invited several other cruising kids over to their boat for a birthday party. We celebrated Carole's birthday with *Arctic Willow* and *Sassona* from Canada, *Croque* from French Polynesia, as well as *Fantasia*. In fact that was just the beginning of Krista's baking. Our families had Thanksgiving together just before we continued

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LETTERS

south, and Krista and her sister Julie made pies from scratch for the occasion.

We kept in contact with them through Christmas, Easter and even as they were starting to head back up the coast, but then we got too far into the Sea of Cortez, where it's hard to hear people checking in on the morning net.

I remember how hard it was to say goodbye to them when we first parted after Bahia Santa Maria but it wasn't long before we found them anchored off La Cruz. What a great experience it is to greet friends again — just like our cruising friends had told us.

So many friendships form, and truly wonder-filled experiences happen, when you least expect it. Everybody who is out cruising, whether for one season or indefinitely, can tell you an endless litany of stories like this.

Just a year ago we were selling the house and getting



COURTESY ESPIRITU

ready to move onto *Espiritu*. We ended up doing our shakedown cruise on the way south. Since that time, we have run the gamut of extreme joy to "Let's get rid of this damn thing."

Espiritu is now on

the hard in San Carlos, and we are already talking about what to take down in a couple months for our second season.

If there's one message I'd pass on to anyone who is thinking about taking off but isn't sure, it'd be this: If your health is good, but you just haven't got all the 'bugs' worked out of the boat yet, GO ANYWAY. You can work out the 'bugs' along the way. What you'll learn if you stay home is just more of what you already know. If you go, doors you didn't even know existed will open to amazing people and experiences, and you too will wonder why you took so long to cast off the lines.

I have included a photo of *Espiritu* at anchor in Turtle Bay, with only a dozen boats in the whole bay. Please note our Baja Ha-Ha flag is flying. While we were there, a few boats came through on their way north after the rally. We logged in with the harbormaster in Cabo as the last boat to finish.

Richard, a special thanks to you, your 'rag' and the Ha-Ha crew for all you have done to make cruising so accessible, safe and fun! Also a big thanks to all those who helped us along the way! If we can take a turn at helping somebody else, we'd be happy to.

Pat & Carole McIntosh
Espiritu, Hunter 430
Sacramento

Readers — Just to make sure everyone understands, this letter, like all the other letters that say favorable things about the Ha-Ha, was unsolicited.

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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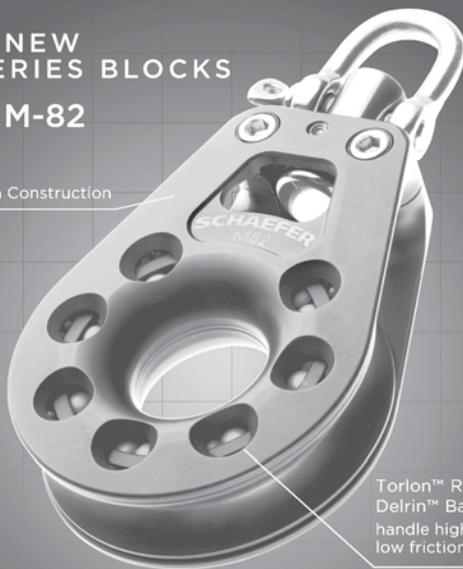


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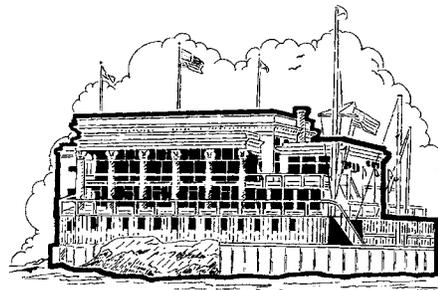
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LOOSE LIPS

Eight bells.

We are sorry to note the passing of Jim Warfield, who succumbed to lung cancer on June 28. He was 70.

'Jimmy' Warfield grew up in Alameda and started sailing El Toros at age 11 at the Encinal YC. He moved up to Snipes as a teenager, returning to the class after a four-year stint on submarines in the Navy. Warfield had moved over to the Lake Merritt Sailing Club by then, where he met a young kid named Vicki, who started crewing for him. She eventually grew up, got married and became Vicki Gilmour. But back then she was just a happy 12-year-old kid. Her father, a physician who had delivered Don Trask's children, called Trask to see if this 22-year-old Warfield character was okay. Trask put his mind at ease: "Jim Warfield is nothing but a gentleman and a moral coward."

But he *was* fun. Vicki remembers driving home after one regatta — in Warfield's bug-eye Triumph Sprite with the Snipe on the back — and passing beer bottles back and forth between passing cars. Jim had bought a case after the race and Vicki was opening the bottles and handing them to other racers heading home. "We were the only ones with a can opener," Vicki says by way of explanation.

In the late '60s, Warfield switched from Snipes to 505s, traveling far and wide with Vicki and her new husband, John. They attended three Worlds — in France, Denmark and South Africa. The latter venue was the first time South Africa had hosted any large sports championship, so it was quite a big deal. Jim and John never won the big cheese, but they did win a race here and there, and usually wound up in the top five or ten.

Jim always picked . . . interesting . . . names for his boats. His orange 505 was *Orangegasm*, his other one was *Charging Wino*, and the one they took to the Worlds was painted pink and named *Pitty Tink*.

Warfield moved to Stockton about 20 years ago, took up residence in a houseboat, bought a Columbia 5.5 named *Chaos* and started making sails at a small loft in Isleton. He also started sailing almost exclusively out of the Stockton Sailing Club. In later years, the only forays he made down to the Bay were for the Bullship Regatta, which he won four times. No matter what else was happening in his life, Warfield never stopped sailing "Toros. And he never stopped inspiring other sailors.

"I recall a 5.5 regatta years ago where, at the last minute, the host club changed the rules to eliminate spinnakers," recalls SSC's Mike Stefani. "Apparently, someone at the club thought this would be to their advantage. Jim's crew were so disappointed they felt like dropping out. He responded by telling them they were so good that a spinnaker would be superfluous, and he was positive they could win without one. And they did."

HF weather broadcasts and weatherfaxes to end?

The Coast Guard is soliciting public comment on the need to continue providing high frequency (HF) radio broadcasts of weather forecasts and warnings. Currently, the Coasties broadcast NOAA and National Weather Service forecasts and warnings using 24 HF radio transmitters located at seven Coast Guard communications stations in the United States and Guam. There are three types of HF radio broadcasts currently provided:

- Voice broadcasts that transmit a synthesized voice to announce the forecasts;
- Radiofacsimile, also known as "radiofax" or "HF Fax" broadcasts, that transmit weather maps over HF radio;
- Simplex Teletype Over Radio (SITOR) broadcasts, also known as Narrow Band Direct Printing (NBDP).

Because of their age, the transmitters are not providing the reliability the Coast Guard expects from its equipment. These particular transmitters are no longer manufactured, which

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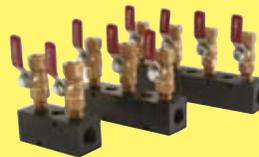
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means replacement parts generally are not available, making repair and upkeep difficult. If the HF weather broadcasts are to continue, the transmitters must be replaced with more modern equipment and infrastructure — at significant cost.

Before seeking funds, the Coast Guard needs to gather information on how frequently, and under what circumstances, the maritime community uses these various types of HF radio weather broadcasts, as well as future needs. Comments may be submitted electronically at <http://dms.dot.gov/submit/> (press 'Continue' when the page loads; the 'document number' requested there is USCG-2007-27656). For more on this issue, and what specific questions the Coast Guard needs answered, go to www.nhc.noaa.gov/feedback_radiofax.shtml.

Mercury Rising.

Last month, the State Water Resources Control Board unanimously approved a 'strong framework' to clean up mercury in San Francisco Bay. The Bay has become so contaminated with mercury that the State was required to create the clean-up plan under an emergency provision of the federal Clean Water Act. As you may know, mercury is a toxic, heavy metal that is liquid at room temperature. (Its symbol in the periodic chart, Hg, comes from a latin word meaning 'watery silver'.) It accumulates in the muscle tissue of fish, marine mammals and birds, as well as in the animals and humans who eat them. In sufficient quantities, it's a potent neurotoxin that can damage the brains of children and developing fetuses, and is linked to heart disease, vision problems, emotional disorders and other maladies in adults.

The local mercury problem is deemed so acute that it is currently against the law to make or sell those old-style mercury thermometers in the city or county of San Francisco.

Under the Bay clean-up plan, all sources of mercury — including oil refineries and waste water treatment plants — will be compelled to reduce their mercury discharges.

Until the mercury is cleaned up, people who eat fish caught in the Bay are at especially high risk for severe exposure. Current guidelines suggest people should not eat more than two meals a month of sportfish caught in the Bay, or just one meal if you are a pregnant woman.

Armed invasion.

Next time you note a price jump on fish sticks, you might blame Humboldt squid. The big predators, first spotted by underwater cameras deep in Monterey Bay in 1997, are back, more numerous and hungry than ever. As if fishermen don't have a hard enough life as it is, one of the squid's favorite foods is hake — whose flesh is commonly used for fish sticks.

Up until a few years ago, Humboldt squid populations were mainly confined to the Eastern Pacific, and the west coast of Central America. Now they can be found all along the California coast and even up into Alaskan waters. No one quite knows why, although the elimination of predators — swordfish, giant tuna and sharks — is suspected of causing a squid 'baby boom', and the animals just have to go farther afield to find food.

(Just FYI, some articles have referred to these animals as 'giant' squid, which is a bit misleading. Giant squid are really big, like the one Captain Nemo fought in *20,000 Leagues Under the Sea*. Humboldt squid top out at about 7 feet long, weigh a bit over 100 pounds and are generally shy animals.)

Fishermen in Monterey are getting a measure of revenge. Some charter boats now make trips specifically targeted at squid (said to be 'gamey' compared to traditional calamari — but you do get a lot more of it), and Humboldt squid now appears on the menus at several Monterey-area restaurants.

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SIGHTINGS

the fleet is in

The Bay had some very special visitors last month when two Navy 44s quietly sailed under the Golden Gate Bridge on July 4, just hours before the fireworks went off. Aboard the stout McCurdy & Rhodes sloops were midshipmen from the US Naval Academy in Annapolis finishing up their mandatory two-week sail training before starting their second year of school.

The Academy has quite an impressive sail training and racing program, boasting over 100 sailboats in their fleet, but with the acquisition of several newly redesigned (thanks to Pedrick Yacht Designs) 44s, they needed to find a home for two of the 23-year-old workhorses.

continued on outside column of next sightings page

coutts joins

BMW Oracle Racing team owner Larry Ellison announced on July 24 that three-time America's Cup winner Russell Coutts will lead his Golden Gate YC-based team at the 33rd America's Cup. Coutts takes the place of longtime *BMW Oracle Racing* skipper Chris Dickson, who was fired after the team's loss to Italy's *Luna Rossa* syndicate in the semi-final round of the recent Challenger trials.

"Taking up this new challenge gives



bmw oracle

me a leadership role with an outstanding team," said Coutts, who helmed two past Team New Zealand efforts to victory, as well as *Alinghi* in 2003. "I share Larry's vision for close and exciting racing with neutral event management."

For a complete wrap up on the 32nd — and arguably the most thrilling — running of the America's Cup, check out the AmCup article later in this issue.

— jr



navy 44s — cont'd

After careful consideration, The Powers That Be decided to transfer NA10 *Lively* and NA12 *Vigilant* to the very active Naval ROTC at the University of Washington in Seattle. Still considered Academy assets, the boats will be available for training by both U of W students as well



LATTITUDE / LADONNA

Midshipmen from the US Naval Academy in Annapolis, above, spent two weeks sailing in and around the Bay, spread, as part of their formal education. Rough!

as USNA midshipmen.

When deciding how to get the boats to Seattle, Lt. Joe McGettigan, Maintenance Officer for the Academy, had a brainstorm. Why not truck them to San Diego, instead of directly to Seattle, and use the boats for sail training while delivering them up the coast? No midshipmen had ever received their offshore training on the West Coast — they normally sail back and forth between Annapolis and Newport — so McGettigan argued that it would be a unique learning opportunity, not only for the mids but for the skippers as well. The Academy agreed.

Lively and *Vigilant* were trucked to San Diego in March, after which several students gave up their spring breaks to fly out and recommission the boats. The first batch of midshipmen arrived in mid-May, and they've been rotating in and out every two weeks since then.

When we found the 15 men and 5 women that made up the crews, they were tied up at St. Francis YC's guest dock, prepping their boats for a match race that was conceived just two nights before at a YC dinner. "We were having a great time getting to know these kids," recalls St. Francis member Pat Nolan, "when someone said 'Too bad we couldn't get them out with performance sailors.' Joe (McGettigan) asked if it could be arranged and we all said 'Sure!'" True to their word, six veteran racers — Nolan, Norman Davant and Mark Heer on *Lively*; John Perkins, John Collins and John Craig on *Vigilant* — showed up on the scheduled day, ready to rock and roll.

The wind had kicked up by the time they left the dock so the students really got a taste of what Bay sailing is all about. "We made them do it all," Nolan said. "They were amazed at how well the boats performed — and at how sore they were at the end of the day!" But who won? "You can tell by which boat was parked first," claimed Nolan with obvious pride.

One thing that isn't in dispute is that these young people are truly special. Barstow native Stuart Murphy, 18, insists that spending several weeks aboard a Navy ship in Australia and the two-week sail training on the Bay was better than any 'real' summer vacation he could've had.

For 23-year-old Valencia native Ryan Marko, this trip was a real eye opener. "I thought it'd be boring," he admitted, "but I've been having

continued on outside column of next sightings page

SIGHTINGS

navy 44s — cont'd

a great time.” No more than he deserves — he served as a Marine for four years in such delightful locales as Kuwait and Iraq.

Their stories go on but their time here had to end. The group we met flew out on July 21, the same day the next group flew in. They were slated to leave the Bay shortly afterward on the last training leg to Bodega Bay. Once there, Academy volunteers will deliver the boats the rest of the way to Seattle.

Everyone hopes the West Coast sail training program can continue, though whether the boats will make it this far south again remains to be seen. Judging by the enthusiastic welcome they received, we have little doubt that St. Francis YC will leave the light on for them.

— *ladonna*

collision at sea

Despite advances in technology to prevent them, collisions between ships and small craft still occur. The latest, on Friday, July 13, resulted in the death of fisherman Paul Wade of Capitola.

Wade, 55, was alone aboard his 28.5-ft salmon boat *Buona Madre* when the accident occurred. Details of exactly what happened were sketchy at presstime, since it is Coast Guard policy not to release much information until their investigation is complete. But here's what we were able to confirm.

Sea conditions that Friday the 13th were mild, but fog along the coast was thick. At 5:17 p.m., the 291-ft freighter *Eva Danielson*, northbound from Richmond to Portland, Oregon, called the Coast Guard to report they thought they might have hit another vessel. Their suspicion was reportedly based on losing radar contact with a vessel that had been operating in the vicinity. At the time, the *Danielson* was in the northbound shipping lanes about 7 miles offshore of Point Reyes. The ship also reported they had stopped and turned around to search for possible debris or survivors.

The Coast Guard responded with a 'pan' alert for all vessels in the area to be on the lookout for the same thing. They also launched a rescue boat from Station Bodega Bay, and diverted a cutter which had been on patrol outside the Golden Gate.

About 30 minutes after first reporting the incident, the *Eva Danielson* called the Coast Guard back to report that it had found no signs of a collision or any vessel in distress. It also reported that it had checked by radio with all vessels in the immediate vicinity and that all reported "all's well." It also reported no other radar contacts in the area. Based on this and other information, the Coast Guard evaluated the situation as a false alert and recalled its units. They also released the *Eva Danielson* to resume her northbound passage.

At about 9 a.m. the next morning, another fishing boat working off Point Reyes found Wade's body, still clad in a lifejacket. In clearing weather, a renewed search by the Coast Guard and other fishing boats revealed plenty of debris, including the capsized *Buona Madre* itself. The Coast Guard immediately launched a full-scale investigation, which is ongoing at this writing.

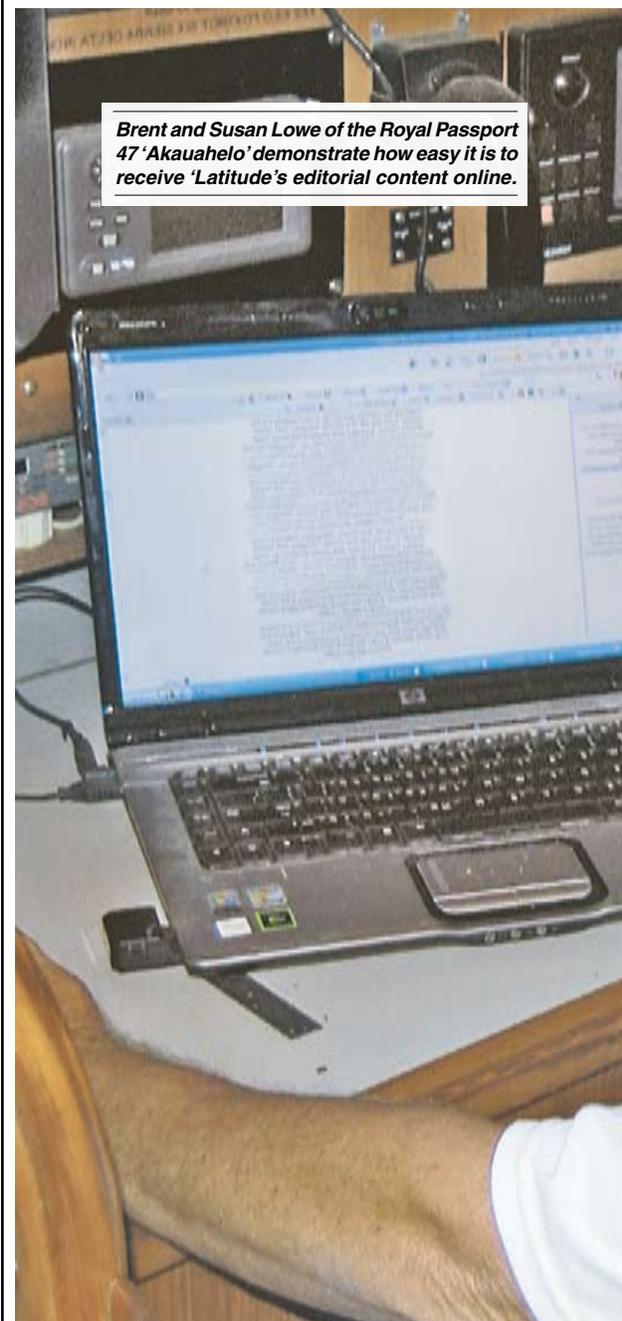
Wade was a longtime sailor who, four years ago, sold his Redwood City-based Gulfstar 37 *Sea Dragon* in order to afford the *Buona Madre*. That Monterey-style fishing boat, built in 1935, was reportedly the oldest of its type based in Monterey. According to his wife Lori, Wade always worked the boat alone — going for salmon during the season and crab at other times of the year. The boat was berthed in Santa Cruz until about two months ago, but had been operating out of Bodega Bay for the last couple of months.

We will let you know the results of the Coast Guard investigation when it's completed.

— *jr*

'lectronic is

We're excited to announce that there are now three ways to get *Latitude* editorial content online: download the current issue's eBook, surf over to *'Lectronic Latitude*, or have *'Lectronic* sent to you via email. Thanks to Steve and Susan Chamberlin, who planted the seed, and SailMail's Jim Corenman, who provided technical assistance, *'Lectronic* is available for download via SailDocs, a service of SailMail (although you don't need to be a SailMail user to get it).



everywhere

To try it out, send an email to query@saildocs.com with the following line in the message: <http://www.latitude38.com/LectronicLat/latest.html>. Within minutes you will get the latest edition of *Lectronic*, converted to plain text. You won't get any of the cool color photos that HTML users see on the Internet, and some longer issues will be truncated due to the 10K limit on file sizes, but as the song says, "A little bit is better than nada."

— sutter

andrew's adventure

Never let it be said that Andrew Urbanczyk doesn't follow through on his commitments. Last year, the irrepressible Polish-born sailor/adventurer, now 71, completed a round-trip voyage across the Baltic Sea from Poland to Sweden — on a raft made of fir logs. The trip was a 50th-anniversary re-enactment of a similar voyage he made in 1957. Through it, Andrew met and enjoyed a lifelong friendship with Norwegian explorer Thor Heyerdahl, whose rafting expedition aboard *Kon Tiki* 10 years before had gained him international fame.

Urbanczyk has done a lot of voyaging in the intervening years, too. In 1979, he singlehanded *Nord III*, an Ericson 27, from San Francisco to Japan and back. In the early '80s, accompanied only by his cat,

continued on outside column of next sightings page



ELECTRONIC / RICHARD

SIGHTINGS

andrew — cont'd

Cardinal Virtue, he sailed the Ericson 30 *Nord IV* around the world, along the way writing a popular series of articles for a fledgling publication called *Latitude 38*. More recently, in 2002, the Montara-based resident built a 40-ft, two-masted raft of seven giant sequoia logs, and sailed it with one crewman from Half Moon Bay to the Mariana Islands. Andrew dedicated the destination to his old friend Heyerdahl, who had suggested it, but died just before Urbanczyk departed.

After the completion of that voyage, Andrew's wife Krystina — who has enthusiastically supported all his projects — got him a gift. It was a 20-year-old lifeboat from a ship that had been decommissioned. She thought it would make a fun project. As usual, Andrew had grander visions. He set to work on the 35-ft fiberglass craft, modifying it for yet another ocean crossing with, among other things, two masts. Why cross an ocean in a lifeboat if you don't have to? "I always admired lifeboats," says Andrew, "and some of the most dramatic adventures of the sea involve lifeboats."

continued on outside column of next sightings page

short

SAN LEANDRO — The City of San Leandro may be closing the San Leandro Marina due to the excessive costs associated with dredging the long entrance channel and harbor. Even if the city doesn't officially close the marina, their refusal to dredge will do so naturally — about half the slips are already silted in. For more info, go to www.ci.san-leandro.ca.us/slcommmarina.html.

HAWAII — The 2007-8 Clipper Round the World Yacht Race, created by Sir Robin Knox-Johnston in '95 to give "ordinary" folks the chance to race around the world, announced the first West Coast stop in the history of the event: Hawaii. There are rumblings that there may be at



LATITUDE / SUTTER



LATITUDE / SUTTER



sightings

least one more West Coast pitstop on the schedule — we'd bet on The Bay.

LES SABLE D'OLONNE, FRANCE

— French fishermen rigged a cable across the harbor's entrance in protest of a ban on anchovy fishing, effectively trapping several cruising boats. The Aussie and Kiwi crews of two boats, who weren't about to let a bunch of Frenchmen tell them when they could leave, broke through the line and escaped, cheered on by the crew on a Finnish yacht.irate fishermen later attacked the Finns, sending one to the hospital. As of this writing, several yachts in three South Brittany ports were trapped.

— *ladonna*

andrew — cont'd

When your muse has always beckoned from beyond the horizon, those are all the reasons you need.

This particular adventure didn't go as well as the others. Along with two European crewmen, *Nord VII* departed Half Moon Bay in early September, 2005. Ten days and about 700 miles into the voyage, Andrew's crew had had enough of salt spray and seasickness in the mostly-open craft. When the crew stated they felt their lives were in danger, Urbanczyk had no choice but to call for help. The Coast Guard diverted a container ship, which took the three men aboard and brought them back to Long Beach. *Nord VII* was left to drift. Andrew informed the Coast Guard of the last known position of the boat and tried for a while to track it by drift analysis and ship sightings, but eventually it was given up for lost.

It wasn't lost for long. More than five months later, in late February '06, *Nord VII* completed the voyage to Hawaii by herself, landing on the rocky beach at Waihee, a small town on Maui's northwest coast.

continued on outside column of next sightings page



Splish splash — clockwise from below: 'Bahama Mama' muscles through a ferry wake; 'Foote Loose' and fancy free; tri-ing to keep up with 'Emma'; feeling friendly on 'Friar Tuck'; 'Brigid's crew isn't looking forward to a shower; 4th of July fun on 'Esprit Du Nord'; rocking past The Rock.



ALL PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED

SIGHTINGS

andrew — cont'd

Then came the equally rocky issue of what to do with the boat.

Andrew flew to the Islands, but was unable to arrange salvage of the boat where she ended up, nor could he interest anyone in buying

her. He eventually flew back home, and *Nord VII* was chainsawed into pieces and disposed of.

The interesting end to this tale is that many adrift boats land on this stretch of Hawaii — about a dozen a year, according to Miles Lopes, the local agent for the State Division of Boating and Ocean Recreation. And

the state sends the cleanup or salvage bill to the owner. But of the scores of boats removed, nobody has ever paid . . . until now.

"It was great, a real surprise," said Lopes of the \$3,120 reimbursement check sent by Andrew. "I've been here 15 years, and it's a first for me."

To Urbanczyk, there was never a question. It was the right thing to do, both morally and emotionally, so he did it. "It was," he says, "like paying for the funeral of a relative."

— jr

crabills' 16-year circumnavigation

Ken Crabill never has been a big fan of golf. So when he was looking ahead to the end of his real estate and banking career two decades ago, he told his wife Margaret that he'd like to spend his retirement years doing something out of the norm — like sailing around the world, rather than whacking little white balls down manicured fairways. Although a bit shocked at first, Margaret, a former school teacher, soon said she was game.

At the time they'd both already done a lot of recreational sailing, and Ken had a number of offshore races under his belt. But with their new goal defined, Margaret dove into classes to augment her skills, they sold their house and began preparing their 1980 Acapulco 40 cutter *Tomorrow* for the big cruise. In 1991 they set off from San Diego on what they anticipated would be a five-year lap around the planet. It would be 16 years, however, before they actually crossed their tracks south of San Diego.

Margaret laughs now when she remembers how they'd mapped out a highly defined week-by-week itinerary of their entire route around the world. "We actually stuck to it pretty closely for the first year or so," she recalls. But as with most cruisers, the promise of new adventures awaiting at every landfall led them to ditch the itinerary and follow their instincts.

After island-hopping across the South Pacific to New Zealand and Australia, they ventured into less-traveled waters. Al-

though the formerly Portuguese territory of East Timor was plagued by guerilla attacks on its Indonesian government during the early '90s, the Crabills took the opportunity to sail *Tomorrow* into the capital, Dili, when they realized their visa covered that now-independent nation.

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life on

When Steve Ware plunked June's *Latitude* — strategically opened to an article on the Lynx Education Foundation's summer sailing program — on his 16-year-old daughter Becky's desk, he hoped for the best but half-expected the typical teenage reaction to parental suggestions: a yawn. To his surprise, Becky devoured the article and immediately shot off an email to the foundation, asking if there was still space for the trip from San Francisco to Hawaii. It was her turn to be surprised — there was indeed a berth left. Now she just needed to figure out if she wanted

COURTESY ANDREW URBANCZYK



Andrew had to abandon the converted lifeboat 'Nord VII' halfway to Hawaii.

COURTESY TOMORROW



The Crabills in Ensenada.



No, this sensational image is not the result of our latest experiment with photo manipulation. It's an unaltered shot of charter boats racing outside a reef break while photographer Christian Durocher was covering the recent Tahiti Pearl Regatta. See a report on that event in this month's World of Chartering section, plus our feature article on the rendezvous of SoPac cruisers at the Tahiti Tourisme Cup.

the lynx

to go, and she had to do it quickly, as the *Lynx* was scheduled to leave the next week.

Seeing a chance to further his baby girl's life experience, Ware gently suggested they take an evening sail on *Lynx* to check it out. "I was amazed," Ware recalled. "After sailing hard all evening, and swabbing the decks with the rest of the crew, Becky told me she wanted to go."

On June 19, *Lynx* slipped under the Golden Gate Bridge for a 2,300-mile, two-week passage to Hilo with eight crew

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crabills — cont'd

"When we arrived we were boarded by the Navy," recalls Margaret, "but once they realized we had permission to be there, they were actually very nice. The commander even did some shopping for us at the Navy commissary!"

Another experience that sets the *Crabills* cruise apart from that of other circumnavigators is their visit to Myanmar (Burma). "We were probably the first pleasure boat to call there in 25 years," says Margaret. Although traveling there was a little spooky, as the local people are completely isolated from Western influences by a harsh military dictatorship, the *Crabills* say they never felt threatened. After sailing upriver to Rangoon (Yangon), it took them three days to get processed through Immigration. But afterwards they met many friendly people, some of whom helped them organize a trip far inland to Mandalay.

continued on outside column of next sightings page



CHRISTIAN DUROCHER / GIE TAHITI TOURISME

SIGHTINGS

crabills — cont'd

"In terms of 'getting away from it all'," says Ken, "the nine weeks we spent at Solomon Atoll in the Chagos Archipelago were a real highlight. There are no permanent residents, so you have to bring all your own supplies. But it's a very beautiful place."

After making stops at Tanzania and Kenya, they sailed north into the Red Sea (pre-9/11), holding true to their pre-departure rule: "We don't do capes!" They spent four wonderful years exploring the Med, then crossed the pond to the Caribbean, skirted the north coast of South America and eventually made their way up the Baja peninsula earlier this year.

Ken and Margaret, now 75 and 67 respectively, will soon celebrate 45 years of marriage — having spent a third of that time traveling the

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lynx

and five students between the ages of 14 and 18. "In addition to normal crew duties — mostly cleaning and polishing — we learned celestial navigation, charting and maritime history," Becky said. "And Krunch, the cook, never let us go hungry!"

To ensure a memorable voyage, skipper Christopher Trandel ordered up some fine weather for the trip. "Just a few sprinkles," according to Becky. But we suspect the weather had less impact on fond memories than did the strong



LATITUDE / JR

— cont'd

bonds formed between the teens. "I was sad to leave the ship and my new friends behind," Becky admitted, "but I had a blast!"

Lynx, a 122-ft replica of a privateer tall ship, has several more sail training cruises planned for the summer and fall, including passages from Kaneohe Bay to Astoria (August 13-September 5) and Astoria to Sausalito (October 1-5). For more information, check out their website at www.privateerlynx.com.

— ladonna



COURTESY BECKY WARE

Becky Ware, 16, expected her first ocean crossing, aboard 'Lynx' (spread), to be a life-changing experience. She wasn't disappointed.



crabills — cont'd

world under sail. They both share equal enthusiasm for the cruising life with all the new friendships and cultural encounters that it offers. Ken explains that an additional attraction has been the challenge of "being left up to our own devices and having to find solutions to problems on our own."

Temporarily calling Ensenada home, the Crabills are wisely taking their time before re-entering the American mainstream. "We're going to have a little adjusting to do!" says Ken knowingly.

— andy

a happy ending for lealea

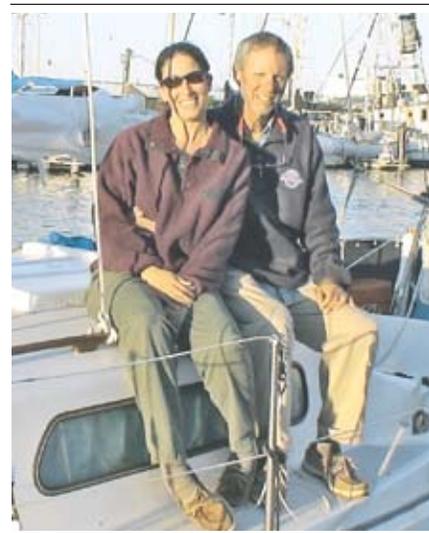
When Chuck and Laura Rose sailed out of Honolulu on May 26 aboard their Albin Vega 27 *Lealea*, they were expecting the trip to Puget Sound to take about four weeks, giving them ample time to make their way to the annual VEGAtarian Rendezvous on Lopez Island the last weekend of June. By the first week of July, there still had been no word from the Roses, so the Coast Guard issued an overdue notice for the boat.

For nearly three weeks, US and Canadian Coast Guard VHF broadcasts admonished mariners to keep a sharp eye out for the white-hulled, blue-transomed *Lealea*. Then on July 19, commercial fishermen out of Neah Bay, WA, spotted the tiny little sloop making its way toward Cape Flattery. "Mahalo nui loa to Capt. Roland Gagnon of the trawler *Norn*," the Roses wrote in an email to *Latitude*, "who guided us through dense fog to a berth in Neah Bay's commercial harbor."

It seems that, after experiencing "uncooperative" wind and seas on the first part of their voyage, the Roses, along with their cat Bree, were pummeled by gales just after making the turn east. They were 1,200 miles from Cape Flattery when their forestay started to unravel. "We didn't think it would be wise to hoist a jib for fear that either the stay would break or we wouldn't be able to get the sail down when we needed to," they explained. Under reduced canvas, *Lealea* made less than 50 miles a day. What should have been a four-week crossing took nearly two months.

The Roses (and Bree) are enjoying some much-needed rest in Port Angeles, where they'll make repairs to *Lealea* before taking time to cruise Puget Sound. "After our late arrival, we're not sure we'll make the Baja Ha-Ha this year," they report, "but next year for sure!"

— ladonna



COURTESY LEALEA

'Lealea' safely, if slowly, took Chuck and Laura Rose to Port Angeles.

granddaddy of circumnavigators

World cruisers tend to meet a lot of interesting characters 'out there', but one who stands out in the minds of many is singlehander Harry Heckel. Not only is he a warm and friendly fellow with a rosy attitude toward life, but he has completed two solo circumnavigations aboard his Dreadnaught 32 *Idle Queen* — crossing his tracks the second time at age 87.

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SIGHTINGS

granddaddy — cont'd

Although Harry thus became the oldest person ever to complete a solo lap around the planet, the Guinness Book of World Records opted not to enter his feat, reasoning that they did not want to encourage such behavior!

The folks at the Joshua Slocum Society, however, take a different stance. They honored Harry, now 91, in a special ceremony held on June 23, where Harry was presented with the prestigious Golden Circle Award.

"There are few, if any, in my opinion, who are more deserving," said circumnavigator Kirk McGeorge, now of the St. Thomas, USVI-based *Gallivanter*, who flew up from the islands with his wife Cathy to attend the ceremony. "The last time Cath and I had seen Harry was when he handed me our last dockline in Borneo, seven years ago." Past contributors to *Latitude 38*, the McGeorges presented an additional award from the magazine proclaiming Harry the "Granddaddy of Circumnavigators."

Although Harry's bluewater sailing career has since been shelved, he still plans to sail occasionally in East Coast waters with family members and friends.

— andy

from feeding tube to cruising the med

As has often been noted, one of the great things about sailing is the wonderful people you meet and the great stories they have to tell. Last month, for instance, we had weighed anchor at Harbor Reef at Catalina to go sailing with some riff-raff friends, when we were approached by a couple in a dinghy asking if our cat was *Profligate*. We said it was and, partly because the woman was wearing what appeared to be a brand new *Latitude* T-shirt, we suggested that they join us for an afternoon sail. They were all over it.

The couple turned out to be Richard and Sharon Drechsler. During the course of the sail, Richard told his story to Shannon Green. We hadn't heard it, but when the sail was over, Shannon said, "I'd had a hard week and was feeling kind of sorry for myself, but then I heard Richard's story. It was incredibly inspiring and made me realize how much I have to be grateful for."

Some of the older sailors might remember Drechsler as the guy who sailed his Catalina 38 *Irish Mist* out of Richmond for about 10 years. In '92, he and Sharon moved to Long Beach, which has been their homeport ever since. They were enjoying life just fine until '05, when Drechsler was diagnosed with a more-complicated-than-normal case of throat cancer. The then-59-year-old Drechsler had quit smoking at age 30, and although the doctors can't be sure, they believe the cancer was caused by a long history of acid reflux problems weakening his immune system in his tonsils, where the cancer started. Drechsler claims he's always been a positive guy, but it must have been tough to maintain that attitude after chemo and radiation, for it all but closed his throat. The blockage fortunately wasn't in an area that affected his breathing, but the only way he could take sustenance was through a feeding tube.

Naturally, he looked everywhere for some kind of procedure that would allow him to take nourishment via his throat once again. But the folks at Scottsdale Health Care, the Mayo Clinic, UCLA, and Stony Brook in New York all said there was nothing they could do for him. Even after being told repeatedly there was no hope, he kept his positive attitude — which he says is "50% of the battle when it comes to

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so long

It's with an odd mix of sadness and joy that we bid a fond farewell to *Latitude's* Race Editor Sutter Schumacher. Sutter joined our motley crew last November, after spending a year in New Zealand, and though she's been here less than a year, she wasted no time in carving out her place in our editorial department. In fact, during her tenure, Racing Sheet has seen expanded coverage of events that otherwise might have fallen through the

LATITUDE / ANDY



Harry Heckel.



sutter

cracks.

So why is Sutter leaving us? While in New Zealand, she fell for a charming Kiwi sailor who recently popped the question. They'll be moving back in September, which will leave us lacking a Race Editor yet again. If you're plugged into the local racing scene and are interested in the position, send your resume to richard@latitude38.com. No phone calls, please!

— *ladonna*

cruising the med — cont'd

cancer" — and visited the M.D. Henderson Cancer Center in Houston. The doctors there told him they had developed a procedure they'd used just five times, in which two surgeons working simultaneously attacked the blockage, one up the feeding canal and the other down the esophagus. Meeting in the middle, like miners boring a tunnel from both sides, they were able to slide a tiny wire through his throat, and later expand it — similar to an angioplasty procedure. "Even though the opening in my throat is now only the diameter of a pencil, the operation was a success. I can't tell you how wonderful it felt for me to be able to take a sip of water for the first time in a year!"

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"Please don't leave us!" — Nothing 'Latitude's editorial staff did could dissuade Race Editor Sutter Schumacher from moving to New Zealand.



SIGHTINGS

cruising the med — cont'd

The opening is still so narrow that Drechsler won't ever be able to eat solid food again — which has had a good side. "I've gone from 250 pounds to my current fighting weight of 190 pounds." He gets all his sustenance from Nestlé Carnation's Very High Calorie Instant

Breakfast drinks, which are only available from medical supply houses. His entire diet consists of four of these 560-calorie liquid meals a day, to which he adds flavors or Gatorade for variety. "I missed eating food for the longest time," he says, "but if you put a steak in front of me today, I wouldn't want to eat it."

During the cancer and recovery, Drechsler and Sharon started a website (www.voyagesoflastresort.com), and had his oncologist look at it. Word soon got around and, much to Drechsler's delight, the site has gotten 12,000 hits. "People have told me that it's been a great inspiration to them, which has made me very happy."

Cancer free, last November Richard and Sharon took delivery of *Last Resort*, a brand new Catalina 470. They love the boat — and even more so since they

replaced the in-mast furling set-up with a Leisure Furl in-boom furling system. "We love the Leisure Furl because the boat is no longer top-heavy and now we never wait too long to reef."

Although *Last Resort* was well-equipped for cruising when she came from the factory, Richard and Sharon continue to add things — soon a water tank is to be replaced by another fuel tank — because they have big cruising plans. "In February of next year we'll cruise north, going all the way to Alaska for the summer. We'll then spend another year in Southern California, joining the Ha-Ha in the fall of '09. After that, we'll cruise Mexico and Central America to Panama, and take our time in the Caribbean. Lastly, we'll have Dockwise deliver the boat to Europe, where we plan to cruise for as long as we can. My goal is to go directly from *Last Resort* to assisted living," laughs Drechsler.

While the healthcare system in the United States is far from perfect, it worked well for Drechsler. For one thing, you have to wonder if there was anywhere else in the world that would have done the innovative surgery at M.D. Anderson, and secondly, the United Health Care insurance associated with Sharon's small public relations firm picked up \$247,600 of the \$250,000 in medical bills.

Where did Sharon's brand new-looking *Latitude 38* T-shirt come from? When Queen Elizabeth visited San Francisco in '82 aboard the now destroyed Royal Yacht *Brittania*, Drechsler wrote a short article for *Latitude* complaining that the big yacht hadn't flown a courtesy flag. Even though it turns out that royal yachts aren't required to fly courtesy flags, we rewarded him with a Roving Reporter T-shirt.

It turned out to be a great day of sailing for everyone on *Profligate*. Despite the light winds and the fact that we were only carrying a chicken screecher, the ladies hit the big numbers. Sharon Drechsler's 12.6 was top — until she was bested by Caren Edward's 12.7.

— richard

mexico-only crew list

The first difference you're liable to notice between this Crew List and every one that has gone before is — where the heck are the forms? Well, if all goes as hoped, you won't find them on these pages anymore.

continued on outside column of next sightings page

a call

BoatUS sent out a mass emailing late last month to all their members reporting on a recent court ruling requiring the Environmental Protection Agency to implement a national discharge permit system for every single vessel in the country (yes, your boat too) by September 30, 2008.

The lawsuit that led to the sweeping ruling was meant to reduce the introduction of invasive species, such as zebra mussels and mitten crabs, to bays and lakes from big ship ballast water, but had the inadvertent side effect of potentially costing recreational boaters millions of dollars. The EPA estimates that the permit, which would only be valid for 1-5



SHARON DRECHSLER

Richard Drechsler believes his happy outlook saved his life.



to arms!

years, might cost mariners nearly \$300 for every boat they own.

In response to this ridiculous new requirement, two US Congressmen have introduced the Recreational Boating Act of 2007 (H.R. 2550), which would exempt recreational boats from the permit process. BoatUS is urging every boater to ask their Congressmen and Senators to support the legislation. If passed, it would permanently protect rec boats from laws meant for commercial shipping.

For all the details on the issue, and how to contact your legislators, go to www.boatus.com/gov/Fed_Alert.asp.

— *ladonna*

crew list — cont'd

We've finally decided to join the 21st century so, from now on, the forms for all of our crew lists will only be available online. There are many advantages to doing it this way. But more on that later.

First, welcome to the 2007 Mexico-Only Crew List — the vehicle by which you can arrange to crew on a boat going to Mexico (and possibly beyond) or, if you're an owner, arrange to get crew for your Mexico-bound boat.

Here's how it works: Go to www.latitude38.com and click on Crew List. Follow the links and read the instructions. Then fill out the appropriate form, agree to the disclaimer and hit 'submit'. That's all there is to it. Your information will immediately go online as part of our Mexico-Only Crew List. Your name will also appear in print — along with every other 'Lister — in the October issue of *Latitude 38*. The immediacy of the online aspect is one of the advantages we were talking about. Others: we'll be able to get more information in

continued on outside column of next sightings page

Beer? Good. Racing? Very good. Hawaii? Great. Beer can racing IN Hawaii? Priceless!



SIGHTINGS

crew list — cont'd

each listing; the listings will be much more complete and up to date; and there are no stamps or fees involved. In the new online version, the Crew List is as free as the wind.

(If for some reason you *want* to do it the old way, send a self-addressed, stamped envelope to us, and we'll send you a form. Make sure you mention which one you want — 'Want Crew' or 'Want To Crew'. Address requests to *Latitude 38* Crew List, 15 Locust Ave., Mill Valley, CA 94941.)

Really, folks, it's never been easier to take part in any Crew List since we started doing this back in the early '80s. In fact, it's so easy, you can even do something that we have always recommended *not*

continued on outside column of next sightings page

santa cruz island dvd

To those familiar with the varied attractions of Santa Cruz Island in the Channel Islands chain, it's a mystery why more sailors who transit the coast don't linger there for a stint of exploration and relaxation. Perhaps that's why longtime sailors Marc and Monica Hersh recently created a new DVD, *Around Santa Cruz Island*, which gives an overview of the 21-mile-long island's geography, history and shoreside attractions, plus detailed



COURTESY GREG FOSTER

discount for ha-ha'ers

info on 15 prime anchorages.

It uses a weeklong cruise aboard the Hersh's J/42 sloop as a cinematic vehicle, allowing them and their crew (which includes Capt. Jo Rodgers) to give tips on the planning, preparation and execution of a successful island cruise. Strategies for bow and stern anchoring, crossing shipping lanes and exploring sea caves are discussed, as are the various seasonal

continued in middle column of next sightings page



Crew List success story — Greg Foster used last year's Mexico Crew List party to find a ride south. He then thumbed his way to Mexico, Costa Rica, and the Galapagos, and is now trying to decide between offers coming in from the Med and Oz.

crew list — cont'd

doing in the past — procrastinate a day or two.

All the information you need to know about filling out the forms appears online. But here are a few tips that may help newcomers or streamline the process for Crew List vets:

- In the printed version of the Mexico-Only list that'll appear in our October issue, we can only include those who have filled out forms by September 14 (unless you delete it first). So don't wait *too* long.
- Be honest. The simplest rule of all. In this case, being honest means not inflating your experience or skill level because you think it's what someone wants to hear. In sailing, perhaps more than any other sport, if you don't know what you're talking about, people who do can recognize it instantly. BS'ers don't get rides.

Contrary to what you might think, honest folks with little or no experience often get rides. It has to do with some experienced skip-pers preferring to train people in their way of doing things.

- Women can use first names only if they want. Why? Because if you are female, you *will* get contacts. Possibly lots of them. Back in the paleolithic epoch when all Crew Listing was done over the phone, we knew women who claimed they got hundreds of calls, sometimes months after the Crew List was published. For the same reason, we also recommend that women use only emails for their contact information — and *not* phone numbers.

You don't have to fill out a form to actually use the Crew List — although doing so vastly increases your chances of success, since you will be getting calls as well as making them. However, anyone using the list must abide by the same rules as everyone else:

- Follow through. Realize that taking part in the Crew List involves certain obligations — and that by signing up or taking part, you intend to live up to those. Along the same lines, also please realize that the Crew List has enjoyed a long life and great reputation, so don't be a bad apple.
- Realize that sailing is inherently a risky sport. Perhaps even more risky is the prospect of being stuck on a small boat sailing long distances with people you haven't known that long. We can't guarantee that your feelings or — perish the thought — your body won't occasionally suffer some bumps and bruises. So, for the record, the *Latitude 38* Crew List, and the Crew List forms, are intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recommendation as to the character of individuals participating in the Crew List or the conditions of the boats or equipment. You must judge those things for yourself.

Everyone who fills out forms, uses the Crew List, is a veteran of one of the previous Ha-Ha's, is interested in Mexico cruising, likes parties — in other words, pretty much everybody — is invited to take part in our annual Mexico-Only Crew List Party, scheduled this year for Wednesday, October 3, at the Encinal YC in Alameda. Admission is \$7 for everyone except paid '07 Ha-Ha skippers and first mates.

Like the 'old' Crew List, the 'old' Crew List parties used to be relatively low-key affairs. They have grown over the years in both size and attendance. In recent years, Crew List parties have included T-shirt giveaways, liferaft demonstrations, Coast Guard rescue demos and so on. While the Coasties will likely still be too busy with their pesky new homeland security duties to take part, there will be plenty else this year to keep you entertained on a Wednesday night.

For the Crew Listers in particular, the party can be about more important things than being entertained for a few hours. Everyone wears color-coded name tags indicating whether they are boat owners looking for crew or crew looking for boats, so the party of the first part is easy for the party of the second part to spot at the party. Or something like that. If you haven't lined up a boat or crew by then, here's yet another opportunity to do so. If you have, the party is a great place to have your first meeting on 'neutral' ground.

continued on outside column of next sightings page

SIGHTINGS

crew list — cont'd

We'll have more on the Crew List, the party, and how this whole newfangled method is working out in the next issue. And we welcome your input on the subject. (Do you like it? Hate it? Have suggestions for improving it? If so, let us know at editorial@latitude38.com, subject line: "Crew List".) Until then, you have our permission to start thinking about the holiday season — and how nice it would be to spend it on a boat in a nice warm place like Mexico.

— jr

happy ha-ha'ers

With the start of the Ha-Ha less than three months away, and the September 10 deadline for signing up less than six weeks away, lots of boatowners are having to decide whether or not they are going to be able to make it this year. One of the big reasons people don't go is because their boats aren't perfect yet. Pat and Carole McIntosh of the Sacramento-based Hunter 430 *Espiritu*, who did the Ha-Ha last year, aren't buying it.

"If there is one message we'd pass on to folks who are sitting on the fence, it's to just go, even if all the boat bugs aren't worked out. You can fix them along the way. As for staying home to get more sailing experience, all that would mean is you would just relearn the stuff you already know. But if you go, you'll not only learn more cruising skills, you'll have wonderful experiences and meet so many great folks that you'll be asking yourself 'What took us so long?'"

Mind you, this is the opinion of a couple who temporarily had to drop out of the Ha-Ha in Ensenada due to electrical problems, and missed the rest of the event — except for checking in with the Cabo port captain as "the last finisher of the Ha-Ha."

The second big excuse people give for not going is conflicting obligations. This is what was facing Eugenie Russell, who is not only "the world's most innocent-looking aggressor," but also the new commodore of the Punta Mita Yacht and Surf Club, and was the skipper of *J/World* in the last two Ha-Ha's. Her decision about this year? "F--k my girlfriend and her wedding. Some things — like the Ha-Ha — are just too important to miss. So I'll be doing my third Ha-Ha in a row."

Mind you, both we at *Latitude* and the event management aren't pimping for more Ha-Ha entries. After all, last year's 184 paid entries was an all-time record, and this year's entries are running so far ahead that a limit of 200 paid entries has been instituted. We just want to make sure that all of you who 'should' go, do go.

For those who haven't been around West Coast sailing until just recently, the Baja Ha-Ha, which starts on October 29 this year, is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with R&R and adventure stops at both Turtle Bay and Bahia Santa Maria. Safety and having a great time while making scores of new sailing friends are the goals. For those who haven't done one yet, the Ha-Ha is the farthest thing from a floating booze cruise.

The Ha-Ha is open to all boats 27 feet or longer that were designed, built and have been maintained for offshore sailing. Each boat must have a minimum of two crew with overnight offshore sailing and navigation experience. The Ha-Ha is not an offshore handholding experience, but rather an opportunity for competent and self-reliant sailors to have a ball sailing to Mexico with like-minded and qualified folks. While Ha-Ha legs have overwhelmingly been in light to moderate weather with winds from aft, all entries naturally have to be prepared for whatever the Pacific might toss at them.

To get your entry packet, send \$20 to Baja Ha-Ha, 401-F Miller, PMB 140, Mill Valley, 94941. The actual cost of the event is \$325, which is easily offset by the amount of swag — hats, shirts, food, rum

continued on outside column of next sightings page

dvd discount

wind patterns and their effects on the various anchorages. Actual chart images and Google satellite imagery augment footage from the cruise.

The film is enhanced by informative interviews with cruising guide author Brian Fagan and other Channel Islands experts such as Park Service and Nature Conservancy staffers. A Scene Selection

T-bone special — 'Wild Thing' has a close encounter of the windsurfing kind.



— cont'd

feature lets you jump ahead to specific anchorages, while Extra Features include recommended charts, web sources for weather and info, and Chumash Indian folklore. The DVD is being offered to registered Baja Ha-Ha entrants at a discounted price of \$19.95, via the producer's site, www.sailthechannel.com/dvd.htm.

— andy

ha-ha — cont'd

tasting, burgee, frisbees, beach balls, sunglasses, navigation beverage holder, tote bag, bios of all entries, etc. — and potential discounts on everything from gear to parts to slips. Like a bargain? The Ha-Ha costs about one-third of similar sailing events. For more info on the rally and to check out the entire entry list, go to www.baja-haha.com.

If you'll be in Southern California in August, don't forget there will be a Ha-Ha Preview and Potluck at the Bandstand at Two Harbors on Saturday August 11 from 5-9 p.m., with BBQ, slides, a few goodies from West Marine, and so forth. We hope to see you there.

— richard



TRANSPAC 2007



— A LONG STRANGE TRIP



The key to corrected-time fleet honors in July's 44th TransPac, the 2,225-mile classic from Los Angeles to Honolulu, was simple. You didn't have to spend \$2 million on a boat, hire world class crew, or even buy a new sail inventory. All you had to do was be one of the 28 boats in the second of three starts — Thursday, July 12, to be specific. If you just did that, you were almost assured of finishing near the top of the 74-boat fleet. Indeed, all of the top ten corrected time boats were Thursday's children. If, on the other hand, you started three days earlier on Monday, or three days later on Sunday, you almost certainly were condemned to light air, the likes of which hasn't been seen in a TransPac since the crawl of '79 when even the mighty *Merlin* took 11 days to get there.

As a result of being blessed by consistent winds, and despite having to sail hundreds of additional miles to stay in those winds, top honors went to Tom Garnier's Portland-based J/125 *Reinrag 2*, followed by two Bay Area boats, Bob and Rob Barton's San Francisco-based Andrews 56 *Cipango*, and Chip Megeath's chartered SC52 turbo, *Kokopelli*?. The three elements they all shared: none of the boats were even close to being new, they were overwhelmingly amateur efforts — and they all started on Thursday.

This year's TransPac shaped up as anything but a classic, thanks to an unusually diverse fleet.

Winging it — Spread, 'Pyewacket' blasts down the Molokai Channel. Above, a slice of the 'Pye' crew — (back, l to r) Roy Disney, Stan Honey, Robbie Haines, Dean Barker. (front, l-r), Roy P. Disney, Steve Mason, Rick Brent.

TRANSPAC 2007

Stealing all the thunder — and being the source of some controversy — was Roy Disney's heavily-modified 94-ft *Pyewacket*, which he'd chartered back from the Orange Coast College. You may remember that after the last TransPac in '05, Disney 'retired' from ocean racing and donated the then 86-ft boat to the school's Sailing and Seamanship program. To make a long story short, about 18 months ago he decided that, at age 77, he had at least one more TransPac in him and 'unretired'. As ever, he was most interested in another go at the barn door, a new record and possibly the legacy of going out on the high note which had eluded him in '05

Thanks to what was reported to be a million-plus investment for this race, *Pyewacket* sported a 30-ft taller mast, an entirely new hull forward of the chainplates, twin daggerboards instead of a forward canard rudder, cockpit wings for more advantageous sail stacking, and a severe weight loss program. As a result, she had no serious competition for the Barn Door Trophy that goes to the first boat to finish.

As long as *Pyewacket* didn't sink, most experts felt that there was almost no way that she couldn't eclipse the old TransPac monohull record. That mark of 6 days, 16 hours had been established during the last TransPac in '05 by Hasso Plattner, when his *Morning Glory* and *Pyewacket* were MaxZ86 sisterships.



it as befitting a person who had done so much to support the TransPac, in good times as well as bad. Still others felt that his spare-no-expense effort would make the TransPac a more prestigious event in the world of international yacht racing.

Another TransPac headliner was the *Morning Light* project. It started out when Disney, who at the time had no intention of doing this year's race, acquired Philippe Kahn's old TP52 *Pegasus 52*, renamed her *Morning Light*, and had hundreds of high school and college-age kids try out for positions on the boat. The intention was to create the youngest — but best trained — TransPac crew ever. Inspired early on by the enthusiasm of the kids,

Disney later decided to: 1) fund a feature length film about the effort and, 2) charter *Pyewacket* and maximize her to set a new course record for himself.

Inspiration begets inspiration, and the ball was rolling. The *Morning Light* youth project inspired another 'kids' entry'. With the Waikiki YC's Dan Doyle having committed himself to race committee duties and therefore interrupting his 10-year Hawaii race

streak, he agreed to let his two sons, Sean and Justin, and three friends, Roscoe Fuller, Tedd White, and Cameron Biehl — who, combined, had an average age of 19.8 — enter *Two Guys on the Edge*, his 1D-35 renamed *On The Edge of Destiny* for this race.

Dawn's early light — Hollywood could not have scripted a better ending to 'Morning Light's long journey to get to Hawaii.

If that wasn't enough, Bill Myers got inspired and decided to do the TransPac with an all-women-but-him group on his Standfast 40 *Cirrus*, with 22-year old Lindsey Austin of Honolulu, who is about half the age of the boat, as skipper.

Adding to the fractious nature of this year's event, the previously-mentioned Philippe Kahn of Santa Cruz, a previous TransPac Barn Door and corrected-time winner, decided to go for Doublehanded honors. Although the category is somewhat downplayed by the TransPac YC, the existing record was 10 days, 4 hours, set in '01 by Howard Gordon and Jay Crum of Santa Cruz with the Sayer Open 50 *Étranger*. Viewing that mark as something of a creampuff, Kahn acquired *Artforms* — the 2006 Route du Rhum division-winning Open 50 — rechristened her *Pegasus 101*, tricked her out to the nth degree, and signed on Canadian Finn sailor Richard Clarke on as crew.

While there weren't a lot of new boats entered in this year's race, big things were expected of two of them: former Santa Cruzan Roger Sturgeon's new *Rosebud*, the first boat built to the new STP65 box rule, and John Kilroy's Los Angeles-based TP52 *Samba Pa Ti*. Both had been very successful competitors with previous TP52s, and would not be sparing any effort or expense.

Indeed, the only division with any inkling of a one design look was the SC 50/52 fleet, which wasn't one design at all. Unfortunately, the big Cal 40 fleet of the last TransPac failed to even qualify as a class this year.

Making things yet even more disparate were the two very different multihull entries. The larger was the 60-ft *LoeReal*, whose Texan owner H.L. Enloe described



SHARON GREEN/COURTESY PEGASUS

Horsing around — Philippe Kahn called doublehanded 'Pegasus 101' the hardest sailing he's ever done. They placed seventh in class but won 'most beautiful graphics' hands-down.

Some criticized Disney for blowing the Barn Door competition out of the water prior to the start. Others viewed

— LONG STRANGE TRIP



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his boat as having "started life as a movie prop for Kevin Costner's *Waterworld*." The smaller was the San Diego-based Catana 52 *Minnow*, which was last seen at the starting line with owner Mike Webster playing a tuba on the foredeck.

Thanks to a highly unusual 'H-bomb' weather pattern — a split Pacific High much further south and west than normal — light winds between Los Angeles and Honolulu, and even well to the south of the rhumb line, made this a navigator's race. The traditional slightly south-of-rhumb line route to Hawaii was not an option for the first two starts.

Let the celebration begin — The 2007 TransPac winning crew of 'Reinrag' (clockwise from top left): Tom, Kevin, Lashawna, Darren, Jared and Joby.



LATITUDE/SUTTER

and the question was whether to dive way south after rounding Catalina in search of breeze, or follow the rhumb line anyway and risk light breeze in the name of a shorter course.

By the third start, the High had shifted enough that there was another alternative: do the unthinkable and sail upwind for three days in light breeze to get over the high pressure zone and avoid getting caught when the two Highs converged to the south later in the race.

The end result meant not only record slow times for the modern era, but nearly all the headline acts suffered considerable disappointment. It was the 'other guys' who walked away with most of the honors.

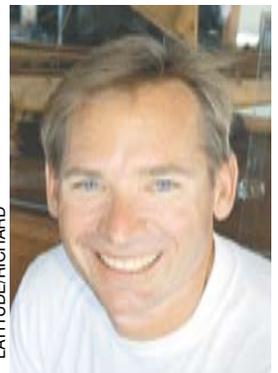
Division I — *Magnitude 80*

For the Division I glam-boats which started on Sunday — as well as divisions II and III — hopes for record runs were shattered early. The fastest of the fast boats, several of which have the potential to do more than 10 knots in just 5 knots of true wind, took close to four agonizing hours to reach the west end of Catalina. Two hours later, the navigators had to make their final decision to go north or south.

Pyewacket navigator Stan Honey, a veteran of 20 Hawaii races whose resume includes numerous race records and an overall victory in the last Volvo

Ocean Race, said the decision would have been tougher had he not had the VOR experience. Since he did, the decision to take the unusual nearly rhumbline route was obvious.

Ernie Richau, *Magnitude 80's* navigator, confessed that going north was indeed "scary", but the computer models said it would give them a 200-mile advantage over going south. After the race, it was determined that the computers were wrong — going north actually gave them a 400-mile advantage.



LATITUDE/RICHARD

'Mag 80's Eric Richau.

Although Honey and Richau have the utmost respect for *Rosebud* navigator Adrienne Callahan, neither could quite understand her decision to take the new STP 65 south. *Rosebud* smelled sweet for a couple of days, but the bloom came off when she ran into the High that Honey and Richau had foreseen. She all but parked for the rest of the race.

"*Rosebud* is very fast," said owner Sturgeon, "as she'll do 10 knots even in 10 knots from aft of the beam, but you can only work with what you've got." As disappointing as this year's TransPac was, she'll be heard from again.

Rosebud's demise pretty much left *Pyewacket* and *Magnitude* to battle it out for Division 1 corrected-time honors, and they independently sailed similar near-rhumb line courses — even though for a short time they were hard on the wind on port tack — to Hawaii! While the more northerly *Magnitude* never saw less than 6 knots of wind, *Pyewacket's* crew claims they saw goose eggs on the speedo, and even did a few circles.

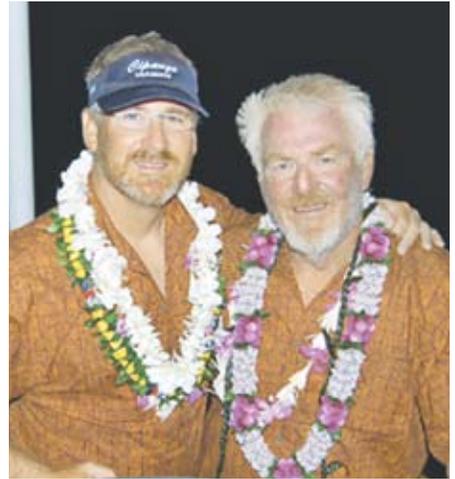
Once into the weak trades, the longer *Pyewacket* inevitably began to pull away. *Mag 80's* 14-man crew, including eight who have been around since the days of the original *Magnitude*, did all they could to keep the boat motivated. According to Chris Carson, they made at least 100 sail changes — assuming you call furling or unfurling a sail a 'change' — and used 10 of their 11 sails. While it wasn't a physical race in the sense of rough weather, the crew got a real workout because some sails, such as the Code 3, weigh just under 200 pounds. In addition, each time they tacked or jibed, nearly a ton of sails had to be

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Faces in the crowd — above, 'Stags Leap' skipper Gib Black celebrates with wife Jackie and navigator Mark Maglin. Center, the shady crew of Brian Daniels' Beneteau 50 'French Kiss'. Right, Rob and Bob Barton of 'Cipango.'



part of it. "If I was Disney," he said, "I'd have done the exact same thing."

moved to the new weather rail. (For their regular dose of exercise, the *Pyewacket* crew spent 20 minutes restacking 3,500 pounds of sails on the boat's wings for any maneuver.)

Despite the best efforts of Baker's mostly amateur crew, aided by bowman Sean "Doogie" Couvreur, fresh from both the Spanish America's Cup team and the TransAtlantic race, they were up against 19 pros on *Pyewacket*, five or so who had done the last Volvo and/or America's Cup. Among these were Dean Barker, fresh from helming *Emirates Team New Zealand* in the America's Cup, and Brad Jackson of the Volvo-winning *ABN Amro One*, who Honey describes as "the best sailor nobody's heard of."

Pyewacket was able to gain an average of 45 miles a day in the 12 to 15 knot breeze in the middle of the course, says Richau, and then at the very end gained 98 miles in 24 hours because they got to the stronger winds first.

Honey says that *Pyewacket* covered all but the last 200 miles or so without seeing wind over 20 knots, and (except for one squall packing 28 knots) didn't get a steady 18 to 22 knots until the Molokai Channel. Their top speed was 28.6 knots in a 25-knot gust, and in the last couple of miles from Diamond Head they averaged in the low 20s. That's fast, but below the boat's potential in stronger winds. Honey figures *Pyewacket* is a perfect boat for moderate wind races to Hawaii, and is capable of a sub six day crossing. However, he thinks she's a little tender and maybe not robust enough for the Southern Ocean.

M*agnitude 80* finished 18 hours back, but corrected out first in division

by eight hours over *Pyewacket*, and 13th overall. Despite the challenging navigation and relatively light winds, these two boats still managed to post the fourth and seventh best elapsed times in TransPac history. Disney, who sat out the race himself at the last minute, said that given the chance he might charter the boat for another race. *Magnitude's* 69-year old Baker, who is passionate about ocean racing, said he'd do the TransPac once a month if they held them.

As for the somewhat ill feelings that existed between the two camps over *Pyewacket's* extreme makeover, *Magnitude* navigator Richau wasn't having any

Division II — *Samba Pa Ti*

If the *Pye* and *Mag80* teams were disappointed by the light winds, imagine how the crews on the Division II boats must have felt. Just as we were writing this early on the 26th, our absolute deadline to get in print and 11 days after the SC70s, TP52s, an Open 50 and a Volvo 60 started, the first of the boats had just started to cross the finish line! *Holua*, Brack Duker's SC 70 with top crew including Mark Rudiger and Dave Ullman, led for most of the race even ***Charging 'Reino' — 'Reinrag' was moving right from the start.***



— LONG STRANGE TRIP



More faces — Left, 'Kokopelli's' Jeff Thorpe and girlfriend. Center, Baba Muller bestows the traditional welcome on K2's Brendan Busch. Above, Gregg Hedrick and 'Big Mike' Howard of 'Pyewacket'.

though they only averaged 8.5 knots. That's about two knots under the average you'd expect on a windy year, so it's no wonder they — along with everyone else in their division — missed the big party at the Hawaii YC on the 25th. The TP52 *Trader* was even in danger of missing the awards ceremony on Friday the 27th! The wind was so light early in the race that Philippe Kahn, whose doublehanded entry *Pegasus 101* raced in this division, even jumped overboard for a swim. As it stands, the old *Étranger* record looks as safe as milk.

But the real story behind Division II was the tight battle between *Holua*, *Morning Light* and *Samba Pa Ti*. John Kilroy's year-old but recently modified TP52 crewed by a group of mostly Kiwi professional sailors. While *Holua* held the lead on corrected time for most of the race, *Morning Light* and *Samba* sailed side by side for 48 hours. Though both boats steadfastly claim they were sailing their own races and just happened to be at the same spot in the middle of the ocean for 48 hours (in the July 20 position report, they gave the exact same coordinates), there's no doubt they pushed each other hard. "When they were just three boat lengths behind us, I looked over my shoulder and thought, 'These guys are getting paid lots of money to be here right now and they must be really angry to be so close to us,'" joked *Morning Light* navigator Piet van Os.

The boats finally separated when navigator Nick White saw more wind on the south edge of the course and called for *Samba* to hook a hard left just before the islands. By the time they turned back toward the finish line, they were at 19 degrees latitude and east of Hilo. The risky move paid off, with *Samba* crossing the Diamond Head buoy just before 2 a.m. Their elapsed and corrected time victory

in the class was eclipsed by the morning light — the literal sunrise which formed the perfect Hollywood backdrop for *Morning Light's* finish at 6:09. Duker's oldie but goodie SC70 *Holua* — which he is rumored to have paid less than \$300,000 for — finished about an hour later, but managed to correct out on *Morning Light* for second in class.

While the kids on *Morning Light* happily settled for third in class, they were also eclipsed, for fleet honors, by the five young privateers aboard *On the Edge of Destiny*. But Disney, *Morning Light's* producer and patron, was over the moon with how the project had turned out. After collecting a year's worth of footage from team trials, training, and the race itself (filmed from aboard Steve Fossett's old *PlayStation* — once a mighty sailboat, now a 125-ft motorboat — which trailed *Morning Light* to Hawaii), he says the end product will be "a story about life-changing transformations" among the kids and not just a sailboat race. "The sailing was just the setting." Look for the movie in a theater near you in 2008.

Division III — Denali

There's no joy in Division III, where at presstime no boats had finished. *Denali*, William McKinley's Grosse Point, Michigan-based N/M 68, who was about two hours away from the finish as we write this, was the only boat in the division to have averaged over 8 knots, and that includes the new Andrews 50 *It's OK!*, owned by the Tres Gordos syndicate of Newport Beach.

During the race, McKinley reported that his boat's strategy was to sail the shortest route and minimize the miles covered. While that plan didn't work for anyone else, it was the perfect call for *Denali*, a boat with a race-winning pedigree as Hal Ward's 1995 Barn Door winner *Cheval*. "When I bought the boat the plan was to sail a few other races — Newport-Bermuda, Montego Bay and finish off with Transpac, the ultimate



Getting juiced — The average age of 'On the Edge of Destiny's' crew was 19.8. There better not be any vodka in that OJ!

goal. None of the crew is a professional. We're just doing what we talked about doing as kids."

At this writing, *Ragtime*, the old hard-chined Spencer 65 which once took first to finish honors from *Windward Passage* back in the '60s, was averaging just 7.4 knots. After the finish, everyone in this group will be asked what they could have done to finish earlier, and they'll

ALL PHOTOS LATITUDE/RICHARD EXCEPT AS NOTED

LATITUDE/SUTTER

LATITUDE/SUTTER

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likely echo *Pyewacket's* Stan Honey: "We should have started on Thursday."

As if going slow weren't bad enough, the smallest boat in this class, the Andrews 45 *Locomotion*, faced the sobering predicament of running out of water before they reached Hawaii. Their water maker, installed just before the race, stopped working on day two, and they discovered shortly thereafter that six of the 30 extra gallons of water they had in jury jugs leaked. Starting to see the effects of dehydration and unlucky with squalls (for rain or wind), they broke into their emergency and liferaft supplies, and survived on just over a quart of water per person per day, using sea water to cook their dehydrated food. "We'll be thirsty puppies when we pull into Ala Wai as these last 200 miles are generally the most physical sailing of the event, particularly in terms of hydration requirements," wrote navigator and chief blogger Steve Rossi 250 miles from the finish. They expected to arrive just as their fellow racers were sitting down to dinner at the awards banquet on the 27th, after more than 12 days at sea.

Division IV — *Reinrag*²

When the annointed Thursday starters began crossing the Diamond Head finish line on July 22 — the first of them being *Kokopelli*², less than two hours behind *Pyewacket* — they brought with



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Kokopelli²'s Chip Mageath.

them reports of a quick start, good breeze to Catalina, and a dive south that kept them in 12 to 18 knots of wind until they got even stronger stuff in the Molokai Channel. They might have had to sail "a TransPac and a half" to stay in the good wind, but it was worth it.

Although Tom Garnier's J/125 *Reinrag*², which is stored in a warehouse in Portland when not racing, crossed nine hours after *Kokopelli*, she corrected out first in class and fleet, claiming the King Kalakaua Trophy. Garnier attributed his boat's victory to the fact they had been



hardened by a particularly rough Coastal Cup two weeks before the start, that the J/125 "is a Laser with a spinnaker", and that the crew is tight. Nephews Jared Lathrop, Darren Garnier, Kevin Garnier, Kevin's wife, Lashawna, and Joby Easton (the only one not related by blood or marriage), aren't pro sailors, but have sailed together for years and won their division in both of the last two TransPacs.

Blessed with wind the entire time, the *Reinrag* crew made a sharp left turn after clearing Catalina, and kept to the south of everyone, no matter how much distance it added to their course. It was an odd strategy, but who can argue with success — for them, this time, it worked.

"I think we only went under 10 knots for half an hour," says Garnier, a bit of news sure to give non-Thursday starters fits. As they approached the last third of the race, the *Reinrag*'ers switched from conservative mode to full throttle. "We and our boat excel at surfing," says Garnier, and the numbers prove it. Handicaps aside, *Reinrag*²'s daily mileage logs late in the race surpassed those of almost all other boats except *Pyewacket* and *Magnitude 80*, both of which are twice her size.

The *Reinrag* team usually includes Tom's brother Al, who was predisposed this year — serving as Commodore of the TransPac YC. So it was Al who presented his brother with the big trophy, a first in the race's 103-year history.

Also finishing a little more than nine hours behind *Kokopelli*, but correcting out ahead to second in fleet, was Bob

and son Rob Barton's San Francisco-based Andrews 56 *Cipango*, which was first in class and fifth overall in the last TransPac. Like *Reinrag*, *Cipango* is an older boat that had mostly family and old friends as crew — with the exception of Santa Cruzan Jay Crum, who has done 14 TransPacs and a total of 25 races to Hawaii. Compared with *Reinrag*'s spartan accommodations, *Cipango* was a veritable Range Rover, with two refrigerators, a freezer and a modest cruising interior. None of that extra weight seemed to slow them down.

"*Cipango* is a 10-knot kind of boat," joked Crum. "She goes 10 knots

Close encounters — 'Rancho Deluxe' trades jibes with 'Ruahatū' in mid-ocean.



COURTESY RANCHO CELUXE

— LONG STRANGE TRIP



LATTITUDE/SUTTER

Hot Koko — 'Kokopelli' screams across the finish line just hours after 'Pyewacket.'

in 10 knots of breeze, and 10 knots in 20 knots of breeze, too."

"We not only laid the west end of Catalina," said the senior Barton, "but were the first Thursday boat to get there. Then Jay did a great job of directing us down south to keep the wind."

"It was such a great sail," said Crum. "We had 20 knots the first day, 10 to 15 for a week, and the last three days were 18-22. I think we only had one sub-200-mile day, but we never even got water on the deck. What made it really special was that Bob got to sail with his son, Rob, and I got to sail with my 19-year-old son Joe on their first TransPacs."

Santa Cruz 50/52 — Kokopelli²

It was a good year to be on a Santa Cruz 50 or 52. Blessed with a Thursday start and enough waterline to keep up with the breeze, the resurgent fleet of nine entries — four 50s and five 52s — took six of the top spots in fleet. Even within the fleet, the competition was tight. The first five corrected out within seven hours of each other. But it was particularly good to be on *Kokopelli*², a turbo'd 52 with a taller rig, deeper rudder and keel, and a bowsprit. Chartered for the race and the months leading up to it by Tiburon-based 61-year-old Chip Megeath, *K²* finished first in the 50/52 class, and third overall. Much of the credit goes to Bay Area sailmaker Jeff Thorpe, who put the program together and navigated. It's not his first time with success, as he also guided Tom Akin's

'regular' Santa Cruz 52 *Lightning* to first overall in class and fleet in last year's Pacific Cup, with five of the same seven guys he had on *Kokopelli* this year.

Megeath, a Moore 24 and Knarr sailor who also spends time in Incline Village, was understandably thrilled with the results. The kind of guy who enjoys polar bear swimming "among other things" confessed that the other things hadn't consisted of much ocean racing. "This was a big deal for me, and a kick to be



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Far Far better things — the crew of the Cal 40 'Far Far' (l to r): Peter English, Mark English, Ian Rogers and Don Grind.

with these kids. The race itself was so satisfying. I wanted it to finish, and yet I never wanted it to end. God willing, this won't be my last TransPac."

The *Koko* 'kids' — the youngest are in their early 30s — included Thorpe, Brendan Busch, Ian Klitza, John Carpenter and Skip McCormack, with Joe Penrod and Robin Jeffers on the bow.

Their successful strategy this time

was to stick to the 1016-mb barometer line and sail in the pressure. Every so often, they headed up to see if they could cut a corner.

"But every time we went right the wind would drop four knots," Thorpe recalled, so they'd head back south. Ultimately, the side trips north may have cost them the race, as they sailed more miles in less pressure compared to *Reinrag*², who had firmly planted themselves in the deep south.

Jack Taylor's Dana Point-based SC50 *Horizon* and the Japanese team on the SC52 *Tachyon III* rounded out the division's podium places.

Underscoring the odd year, at least one boat, Gib Black's Honolulu-based SC50 *Stag's Leap Winery* (known as *Chasch Mer* in its unspinnaker mode) claimed they hoisted a spinnaker only 24 hours after the start. That's about half the time it takes in a 'normal' TransPac to get out of headsail mode — and about a quarter of the time it took boats in Divisions I, II and III to do the same thing. "I have never raised a kite that soon," Black said. "Every day was absolutely beautiful. The water was in our direction; the wind was in our direction."

Division V — Rancho Deluxe

Division V, the third of the Thursday starting divisions, was claimed by the San Francisco-based Swan 45 *Rancho Deluxe*, which finished 8th overall. Owned by Sacramento's Michael Diep-

penbroek, with his 15-year old son, John, and brother Jim aboard, it was very much a family-oriented effort, as their late father had always wanted to do the TransPac when he owned the Swan 47 *Troubadour* but never got the chance. "We had a great time, and want to do another, as I consider this to be a training platform for my kids," said Michael.

There were also some heavy hitters on the crew, including Carlos Badell, rigger Tye Pryne of Hawaii, Volvo Ocean Race and America's Cup veteran Andrew

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Lewis, sailmaker Seadon Wijsen, and navigator Matt Davis, fresh from his job with the Swedish AC entry *Victory Challenge*. *Rancho Deluxe*, ex-*Vim*, only arrived on the West Coast on April 15, and Badell had to do a lot of work to get her ready for the start, including pulling the mast, getting a longer spinnaker pole and so forth. Like *Reinrag*, they did the Coastal Cup and thought it was great training for the TransPac.

For Badell, it was the first time in 15 TransPacs he'd gone on a heavy boat. "When she weighs 20,000 pounds, what's another 500 pounds?" So they left the full oven and microwave on board and "ate like kings" during the race. No freeze-dried food here. Pryne, who did all the cooking and cleaning in addition to standing his own watch, used a massive griddle for his 'grand slam breakfasts' and served such luxuries as salad with all dinners.

Past Catalina, they switched to a #4 "because she's a tippy boat", then used the A2 all the way to the finish. Although their top boatspeed was only 13 knots, they never stopped moving, and were comparatively fast in the light air. "*Rancho* does 7 to 8 knots all the time," said Badell. Everyone took a trick at the wheel, including young John, whose only prior sailing experience was in a J/World program.

Tower, Doug Grant's Lidgard 45 from Los Angeles, finished second in class. "We're a furniture boat," he said. We've got the whole interior, the deep freeze and everything. Grant did the '03 TransPac aboard an iconic Cal 40. So which did he prefer? "It doesn't matter which boat, what matters is that you have great crew, and we had a great crew of six."

Taking third in class and setting a new record in the process were the five high school and college-age guys on *On the Edge of Destiny*, who sailed into the record books based on their young age. Inspired in part by Disney's *Morning Light* project, and in part because it just seemed like a fun thing to do, 19-year-old Sean asked his dad for the keys to the family 1D-35 to race with younger brother Justin and Roscoe Fuller, Cameron Biehl and Tedd White.

Sean says they didn't consider themselves to be racing *Morning Light*, who was in a different division, started on a different day, and had different weather. But he admits they had the other young guns in the back of their mind.

With a fraction of the budget and training that the *Morning Light* kids had, *Destiny's* 14th place finish in the fleet was a remarkable achievement. There

was no questioning how dad Dan 'The Checkbook' Doyle felt about the boys' ride. "This is the only time I'll probably say this, but it was more exciting for me to watch them sail than being out there. But next time, I'll be back!" Guess the kids will have to find another boat by then.

Division VI — *Psyche*

Simon Garland's *Ho-bie 33 Peregrine* may have been the first Division VI boat to arrive in Hawaii, just after midnight on July 24. But

finished 54 minutes 46 seconds behind Don Grind's Alameda-based rival *Far*, but that was close enough to cover



TransPacific YC Commodore Al Garnier ran another great event.

LATITUDE/SUTTER

once handicaps were applied, their 22-hour lead was not nearly enough to overcome a pair of Cal 40s that had match raced their way across the Pacific. *Peregrine* finished third in class.

After more than 2,250 miles of racing, the race for class honors came down to 15 minutes, 32 seconds of corrected time. *Psyche*, Steve Calhoun's Los Angeles-based Cal 40

2007 TransPac Results

CL	FL	Vessel	Type	Skipper	Hailing Port	Corrected
DIVISION I (started Sunday, July 15)						
1	13	Magnitude 80	Andrews 80	Doug Baker	Long Beach	182:35:37
2	17	Pyewacket	Custom 94	Roy Disney	Newport Beach	190:21:09
3	19	Rosebud	STP65	Roger Sturgeon	Hyannis, Mass.	201:25:46
4	23	Peligroso	Kernan 70	Campbell/Williams	Long Beach	203:23:36
5	32	Medicine Man	Andrews 63	Robert Lane	Long Beach	211:38:02
DIVISION II (started Sunday, July 15)						
1	24	Samba Pa Ti	TP 52	John Kilroy, Jr	Dover, DE	203:54:38
2	26	Holua	SC70	Brack Duker	Chicago	205:53:55
3	28	Morning Light	TP 52	Jeremy Wilmot	Honolulu	206:41:54
4	29	Skylark	SC70	Douglas Ayres	Newport Beach	207:49:39*
5	31	Hugo Boss II	Volvo 60	Ross Daniel	UK	209:48:33
6	35	Westerly**	SC70	Timothy Hogan	Newport Harbor	212:53:42
7	37	Pegasus 101**	Open 50	Philippe Kahn	Honolulu	215:39:02*
8	41	Lucky	TP 52	Bryon Ehrhart	Chicago	221:12:12*
9	NA	Trader	TP 52	Fred Detwiler	Ft. Lauderdale	238:40:41*
DIVISION III (started Sunday, July 15)						
1	20	Denali	N/M 70	William McKinley	Grosse Pointe, MI	201:26:58*
2	25	Pendragon IV	Davidson 52	John MacLaurin	Los Angeles	204:02:55*
3	27	It's Ok	Andrews 50	Tom Purcell	Balboa	206:01:26*
4	33	Ragtime	Spencer 65	Chris Welsh	Honolulu	212:35:34*
5	44	Locomotion	Andrews 45	Ed Feo	Long Beach	222:00:11*
6	45	Bengal 7	Ohashi 46	Yoshihiko Murase	Nagoya, JPN	225:03:05*
7	61	Cheetah	Petersen 68	Chris Slagerman	Marina Del Rey	319:34:18*
8	NA	Yumehyotan	N/M 68	Yasuo Sano	Wakayama, JPN	257:56:22*
DIVISION IV (started Thursday, July 12)						
1	1	Reinrag ²	J/125	Tom Garnier	Portland, OR	157:31:33
2	2	Cipango	Andrews 56	Bob/Rob Barton	San Francisco	163:26:34
3	10	Verizon Wireless	Perry 56	Timothy Beatty	San Diego	178:15:49
4	16	Ruahatú	Concordia 47	Ricardo Brockmann	Acapulco	184:06:56
5	34	Raincloud	J/145	Lorenzo Berho	Nuevo Vallarta	212:41:03*
6	46	Bolt	N/M 55	Craig Reynolds	Newport Beach	227:07:31
—	—	Delicate Balance	Andrews 56	Hubbard/Baer	Monterey	DNF
—	—	Lucky Dog	J/125	Colin/Bob Shanner	Pt. Loma	DNF
SANTA CRUZ 50/52 (started Thursday, July 12)						
1	3	Kokopelli ²	SC 52	Chip Megeath	Tiburon	166:58:21
2	4	Horizon	SC 50	Jack Taylor	Dana Point	169:46:24
3	5	Tachyon III	SC 52	Kazumasa Nishioka	San Diego	171:52:00
4	6	Passion	SC 50	Steve Hastings	Corpus Christi, TX	172:36:57
5	7	Fortaleza	SC 50	Jim Morgan	Los Angeles	173:41:37
6	9	Hula Girl	SC 50	Beau Gayner	Newport Beach	177:09:45
7	12	Stags Leap Winery	SC 50	Gib Black	Honolulu	180:18:10
8	38	Adrenalin	SC 50	David H. Clark	Newport Beach	216:18:47
9	52	Relentless	SC 52	Brizendine/Durant	Long Beach	243:52:13

the handicap time owed it by the latter and win Division VI. (Despite being the same design, the various modifications made by some of the Cal 40s over the years mean the boats no longer share the same rating.)

Such a narrow margin left some of *Far Far's* crew wondering in hindsight what they could have done to save time and salvage their lead. "In 2005 it was the same boat, same thing," crewman Mark English said. "We match raced them in that race, too. This was a phenomenal experience, a chess match every morning. After we crossed the edge of Catalina we looked back and there they were, right behind us. They saw us, tacked,

we tacked and 'game on'!"

"They're psycho," joked Grind. "They'd come from nowhere and mess with us for a little while and then leave again on their own course. We were always wondering where they'd come from next."

Calhoun had nothing but praise for the *Far Far* crew. "They're a great team and kept us working. We thought at times we were ahead of them. We lost sight of them on Monday. Tonight, coming through the Molokai Channel we kept looking for their light figuring they were either ahead of us or behind. We had no idea until we crossed the finish line where they were."

It was an emotional race for both

crews, and not just because of the tight competition. During the race, the *Psyche* crew was rocked by news of the unexpected death of crew member Bill Wright's father, Howard Wright Jr., who was Los Angeles YC Commodore in 1962.

Meanwhile, *Far Far* was sailing for another friend of the TransPac, Wendy Siegal. A longtime Cal 40 cheerleader and the one credited with the 2003 resurrection of a one design fleet for the boats, she unexpectedly passed on her boat in Long Beach. (As head of the trophy committee for this year's race, she was sitting this one out, but had planned to be in Hawaii to greet the Cal 40s for the finish.) "She was a truly wonderful person," recalled Grind. "Without her, we wouldn't be here. She helped me find this boat when I bought it a few years ago, and before this year's race, she helped us get new sails. So, yes, this race was for her."

There to greet both Cal 40s — as well as the third one in the race, Don and Betty Lessley's *California Girl*, which had yet to finish as we went to press — were the crew of *Shaman*, Steve Waterloo's Cal 40 that dismasted during the Coastal Cup and reluctantly withdrew from the race before the start. All in fine humor despite the disappointing turn of events, the *Shaman* crew and their families, sported new 'race' shirts with a line drawing of the boat and a mast folded over itself. "We're now thinking about next year's Pacific Cup instead," promised Waterloo.

Aloha A — Between the Sheets and Aloha B — Cirrus

The race for honors in the two Aloha divisions was all about waterline and wind. If you didn't have the former, you prayed, usually in vain, for the latter.

Proving the point was *Ariadne*, a 73-ft Ladd design in the Aloha A division, that smoked the rest of its heavy-displacement competitors, and most of the entire fleet on elapsed time. The fifth boat to cross the finish line overall, they arrived 24 hours ahead of their nearest competitor and the division winner, Ross Pearlman's *Jeanneau 52 Between the Sheets*, which repeated her 2005 class win.

Those whose prayers for wind went unanswered were slowly crossing the finish as we wrote this. The 'tailend charlie' of the fleet, the Davis family's beautifully restored but painfully slow (under the conditions) Sparkman & Stephens 70-ft *Alsumar* wasn't expected to finish until

2007 TransPac Results

CL	FL	Vessel	Type	Skipper	Hailing Port	Corrected
DIVISION V (started Thursday, July 12)						
1	8	Rancho Deluxe	Swan 45	M. Diepenbrock	Newport, RI	174:58:37
2	11	Tower	Lidgard 45	Doug Grant	Los Angeles	178:23:19
3	14	On the Edge of Destiny	1D-35	Sean Doyle	Honolulu	183:06:15
4	15	Paddy Wagon	Ross 40	Richard Mainland	Los Angeles	183:27:39
5	18	Recidivist	Schumacher 39	Ken Olcott	Palo Alto	194:01:29
6	36	Tabasco	1D-35	Gary Fanger	Honolulu	215:32:55
7	40	Tango**	J/133	Michael Abraham	Newport Beach	220:35:36*
8	43	Narrow Escape	Fast 40	Allen Lehman, Jr.	Payson, AZ	221:38:24*
9	57	Uncontrollable Urge	Columbia 30	J./C. Gilmore	San Diego	266:38:57*
DIVISION VI (started Monday, July 9)						
1	21	Psyche	Cal 40	Steve Calhoun	Los Angeles	201:41:54
2	22	Far Far	Cal 40	Don Grind	San Francisco	201:57:26
3	30	Peregrine	Hobie 33	Simon Garland	San Diego	209:14:13
4	47	Brilliant	J/100	Tim Fuller	Dana Point	227:36:24
5	48	Inspired Environments	Ben. 40.7	Timothy Ballard	Sausalito	227:44:56
6	51	Brown Sugar	Express 37	Steve Brown	Long Beach	236:34:05
7	53	California Girl	Cal 40	Don/Betty Lessley	Pt. Richmond	246:25:53*
8	54	X-Dream**	X-119	Steen Moller	San Francisco	246:33:39*
9	56	Shanti	Olson 911S	Jon Eberly	San Francisco	252:17:55*
ALOHA A (started Monday, July 9)						
1	39	Between the Sheets	Jeanneau 52	Ross Pearlman	Marina del Rey	217:03:51
2	42	Ariadne	Ladd 73	Frank Easterbook	Newport Beach	221:34:02
3	49	French Kiss	Beneteau 50	Bryan Daniels	San Francisco	231:07:46
4	50	Windswept	Swan 57	Pam/Max Phelps	San Diego	234:17:39
5	59	Enchilado	Jeanneau 54	Cesar de Saracho	La Jolla	292:17:17*
6	60	Ho'okolohe	Choate 58	Alyson/Cecil Rossi	San Francisco	310:02:25*
7	62	Alsumar	S&S 70	Bill Davis	San Diego	383:21:23*
—	—	Anna Katarina	Ben. 47.7	John Otterson	La Jolla	DNF
ALOHA B (started Monday, July 9)						
1	55	Cirrus	Standfast 40	William D. Myers	Kaneohe, HI	250:04:38*
2	58	Lady Liberty	Catalina 36	John Wallner	Oxnard	281:03:50*
3	NA	Traveler	Penna 47	Michael Lawler	Newport Beach	292:40:39*
4	NA	Mystere	Swan 42	Jorge Morales	Dana Point	385:05:10*
—	—	Gaviota	Cal 2-46	Jim Partridge	Los Angeles	DNF
—	—	Ginny	Calkins 50	Calkins/Reynolds	San Diego	DNF
MULTI I (started Monday, July 9)						
1	2	Minnow	52-ft cat	Robert Webster	Pryor, OK	225:24:40*
MULTI II (started Monday, July 9)						
1	1	LoeReal	60-ft tri	H.L. Enloe	El Paso, TX	205:37:12
COMM VESSEL (started Tuesday, July 10)						
1	—	Alaska Eagle	S&S 65	Richard Crowe	Newport Beach	319:39:47

(* = still at sea; projected corrected time) (** = doublehanded entry)

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July 30, a full three weeks after they started.

As a class, Aloha B didn't have much more luck. None of the entries had finished by the time we went to press, although one, *Cirrus*, looked set to be the first boat in and to take division honors. A 40-ft Standfast sloop owned by Bill Myers of Kaneohe, the boat is actually under the charge of Lindsey Austin, a licensed captain who is as lovely and poised as she is enthusiastic. The crew — which was all female (except for Myers) and included Lindsay's mom Donna — sounded as though they were having as good a time as they could given the circumstances.

They even managed to have a landmark moment on day 10, when they realized they'd logged more miles on the previous day than the much lighter, much newer, and supposedly much faster *Pegasus 101*. "*Cirrus* is faster than *Pegasus*!" read the email sent out to family and friends by one of the *Cirrus* crew. "*Cirrus* sailed one mile farther than *Pegasus*. You can talk to your grandchildren about this someday. Yep, I guess Stan

Honey wishes he had the *Cirrugator* on his boat." We're not sure that Honey was taking notes on *Cirrus*' track, but we'd bet he's honored by the mention.

Multihulls — *Minnow* and *LoeReal*

As might be expected from one-boat divisions, there wasn't much competition in either of the multihull classes. As we go to press, we had yet to hear from *Minnow*, a Catana 52 that started with the Thursday group, although we do hear the faint sound of a tuba blowing in the tradewinds. For the record, it wasn't necessarily the boat as much as it was the lack of wind.

As for H.L. Enloe of *LoeReal*, it had taken him years to get a mast for his one-time movie prop. With the French IRS finally putting the screws to the *Primagaz* project, they were suddenly prompted to sell their spare mast.

Having heard that Enloe had picked the boat up for just \$30,000, we wondered how happy he's been with it. "Just as you have to be careful who you sleep with," said the 71-year old, "you have to be careful what you 'steal'." Then he told

us he'd actually gotten the boat and the rig for 'free'. "It was my kids inheritance," he said with a big laugh.

The early days of his TransPac were slow, but he says they started doing lots of 18s, 20s, and 22s, topping out at 25 knots. The Texas-based Enloe says he'll be taking *LoeReal* to San Francisco next year for some racing, and will be back for the TransPac "if I get my other hip replaced and don't die first."

And that's probably as good a note as any on which to end coverage of the 44th running of the West Coast's most classic ocean race. It wasn't fast, it wasn't easy and it wasn't always fun. But it was still one of the more memorable ones. We're already looking forward to #45 in 2009. And we're not alone. No matter how slow or painful this one might have seemed, the TransPac has an allure that can't be denied. Once you do one, you're hooked. Like Enloe, we have a feeling that most everyone who doesn't die first will be back.

— latitude 38

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MUSEUM ON THE MOVE

While some Bay Area sailors gravitate toward cutting-edge, high-tech boat designs, others prefer vintage wooden sailing craft steeped in nautical tradition. A little-publicized gathering of such folks and their meticulously maintained vessels took place during a stint of perfect weather in mid-June.

Organized by the San Francisco Mari-

time National Historic Park, the annual Gunkhole Rally attracted 27 antique sailing/rowing boats from all over the region — some dating back to the early 1900s. Under the guidance of fleet leader Bill Doll, the event's 50-mile, five-day itinerary led this collection of cat boats, sailing

dories, lugers, Pelicans and other vintage designs from San Francisco's Hyde Street Pier, north across the Central Bay and San Pablo Bay, then through various Delta backwaters to conclude at Brannen Island. The 80-ft (LOA), 1891 scow schooner *Alma*, which is permanently



— THE GUNKHOLE RALLY

berthed at Hyde Street, served as the fleet's mothership, while John Conway's 1915 tugboat *Telco* brought up the rear, scouting for stragglers.

The photos seen here were taken by Paul Buelow and Christian Buhl, who sailed aboard *Katreina*, a 1917 Crosby

Spread: Like Delta ducklings, the fleet rafts up to their mother duck, 'Alma', at Montezuma Slough. Insets, clockwise from upper left: Del Pezzino's 'Del Gato' flying downwind; the merry musicians of 'Alma'; Langdon Hughes' double-ended yawl 'Sparrow' glides upriver.



ALL PHOTOS PAUL BUELOW EXCEPT AS NOTED



Cape Cod Cat boat that they acquired only days before the event. "I had been craving a true sailing journey and wanted to buy a wood boat," recalls Paul. "I spent six months looking in the classifieds for a boat worthy of my transgression from high-tech sailing." But before Paul could find a boat that suited him, his friend Christian heard that *Katreina* was up for grabs from a Southern California owner. She was delivered to the public launch ramp next to San Francisco's Bay View Boat Club, and, as Paul remembers, "The next thing I knew I was trying to figure out how to tie the gaff-rigged canvas sail to the wooden boom and fit the bamboo rings around the mast. I finally figured it all out by Googling 'gaff-rigged cat' and comparing pictures of rigging options."

The first day out, June 11, could not have provided more ideal conditions. As this fleet of wooden gems set sail from Hyde St. early that morning, skies were clear, a light breeze was blowing and the air temp was uncommonly warm — perfect conditions for crossing the Central Bay in open boats. "We were each having our own gunkhole adventure," says Paul, "sometimes waiting for others to catch up, then running away to visit nearby Angel Island's shore."

The fleet crossed behind Angel Island,

"We were launched onto one of those special rides that makes the Bay famous."

then east into the Richmond ship channel, where they berthed for the night at the San Pablo YC. Guinness on draft, and a hearty seafood dinner set the tone for good things yet to come.

The well-tended fleet of antiques got underway early the next morning in or-



CHRISTIAN BUHL

Above: Sam Johnson's 'Agassiz' crosses the Central Bay as 'Alma' approaches. **Below:** The raft-up at Joyce Island near Grizzly Bay.

der to catch a flood, which helped carry them across San Pablo and up the mouth of the Sacramento River, bound for Benicia's Glen Cove Marina. That leg gave Paul and Christian one of their biggest thrills of the trip. "We were launched onto one of those special rides that makes the Bay famous. Reaching off to Red Rock with the current and wind from behind, we skyrocketed ahead, clocking 10 knots over ground. Yahoo!"



MUSEUM ON THE MOVE



Day Three took the fleet past the eerie Moth Ball Fleet and up Suisun Slough to the comforts of the Joyce Island Duck Club. From there, on Day Four, it was on to the serene waters of Montezuma Slough where the fleet rafted up to their 116-year-old mothership. Abnormally low tides in this narrow ribbon of water caused *Katreina* to bottom out, until Cap'n Christian and his female crew, Margaret Jane, got out and swam her into deeper water — a typical gunkholer's dilemma.

Above: The fleet ghosts along in light air with 'Telco' standing by. Inset: John Muir pulls out the oars on 'Sparrow', his Drascombe Luger.

Day Five took the fleet on a gentle sail beneath the Three Mile Slough draw bridge and up to Brannen Island for a final raft-up and celebration. As gunkholers compared their adventures, the feat of 16-year-old Dominique Magri emerged as a standout. He had singlehanded his 14-ft dory — the smallest boat in the fleet — all the way to Brannen in a wide range of conditions without capsizing.

The next morning, while most owners readied their boats for trailering home, the *Katreina* crew and a few others prepared for the long sail back — this time riding the ebb against 20 to 30-knot headwinds. Once back home, Paul reflected, "To sail *Katreina* this far was a dream. The Gunkhole Rally could not have had better weather or been more well run. To have experienced something so enjoyable is a life experience I won't forget."

— latitude/at

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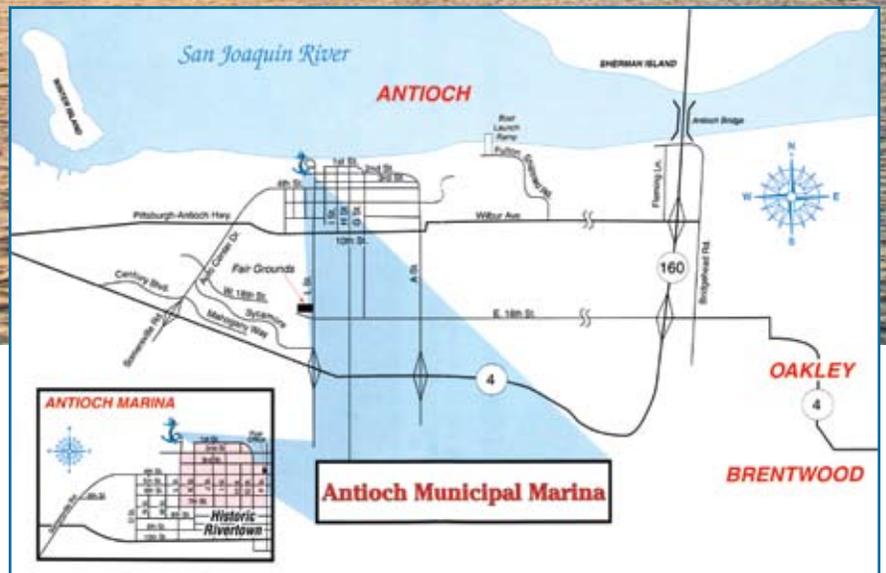
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AMERICA'S CUP XXXII



ACM/CARLO BORLENGHI

Above, Russell who? — 'Alinghi' skipper/tactician Brad Butterworth (left) celebrates the win with syndicate head Ernesto Bertarelli. Spread, the dial-down. In this photo, 'Alinghi' (right) has come down to a beam reach on the privileged starboard tack, and 'Emirates', on port, has just started her turn downwind. The two boats passed within a boatlength of each other, causing a penalty to 'Emirates' for not keeping clear.



— THE MAGNIFICENT SEVEN



When *Alinghi's* SUI 100 sailed across the finish line of the seventh race of America's Cup 32 on July 3, exactly 1 second in front of *Emirates Team New Zealand's* NZL 92, the cheers back home in Switzerland thundered across Lake Geneva and echoed off the Matterhorn. Ernesto Bertarelli's team had once more won the oldest trophy in sports, this time with a hard-fought 5-2 record over *Emirates* in the best-of-nine series.

Better yet, they had successfully defended their 2003 win, proving to the world that that victory was no fluke. And, not insignificantly, they did it without Russell Coutts.

More importantly to the rest of us, the close racing between these two excellent teams restored a measure of faith in a stodgy, tarnished and, dare we say it, boring event — boring to the very audience to which it should have the largest appeal: sailors.

But over the space of a week and a half in Valencia last month, the Cup

went from embarrassing has-been to a lean, mean happening. For the first time in we don't know how long, people were interested in it again.

As if to prove it was too good to be true, the next day, *Alinghi* announced sweeping changes for AC 33 that held all the promise of returning the America's Cup to the bad joke status from which it had just emerged. But let's not get ahead of ourselves.

The America's Cup best-of-nine races began on June 23. But the leadup had been several years in the making. Here's a brief recap of the players and how they got there.

Swiss biotech billionaire Ernesto



'Alinghi' helmsman Ed Baird with the spoils of battle. A Floridian, Baird is the first American skipper to helm a Cup winner since Buddy Melges in 1992.

Bertarelli's *Alinghi* team romped over everyone in Auckland in 2003, including an embarrassing 5-0 rout of defending *Team New Zealand*, to win AC 31. When they brought the America's Cup home to Lake Geneva, it was the first time the Auld Mug had been on European soil since it was created in England in 1851.

It seemed like a good time to go under the hood and give the Auld Mug a tuneup. And with energy and cooperation of AC 32 Challenger of

IVO ROVIRA/ALINGHI
SPREAD PHOTO: ©ACM 2007/STEFANO GATTINI

AMERICA'S CUP

Record Larry Ellison of *BMW Oracle Racing*, *Alinghi* did just that. The most visible change was to stage a pre-AC series of races called 'Acts' which kept the Cup boats in the public eye in the U.S. and Europe in '05 and '06.

As it turns out, the Acts were not only good for the Cup, they contributed significantly to why *Emirates* ended up racing *Alinghi* rather than *BMW Oracle*. The top boats in the last few Acts got bonus points they carried over into the Louis Vuitton Cup, the AC's challenger elimination series. When *Emirates* and *BMW* emerged from the round robin portion of that series tied at 17 wins/3 losses apiece, *Emirates* earned the right to choose their opponent in the Semi-Finals by virtue of a single point 'lead' carried over from the Acts. The Kiwis wisely chose the weakest team, Spain's *Desafío Español*, leaving *BMW* to face Italy's tough *Luna Rossa* squad, which defeated them 5-0. To show how strong the New Zealanders were, in the Finals *Emirates* gave the same 5-0 drubbing to *Luna Rossa*.

So on the eve of the America's Cup, *Emirates'* NZL 92 was the undisputed top Challenger, with 27 wins in the Louis Vuitton series, and only 5 losses.

For their part, *Alinghi* has rarely faltered from their top-of-the-game status. Part of that is due to another change made in the Cup's Deed of Gift (the rules): eliminate the nationality rule, which required that the boats be crewed by citizens of the boat's home country. While many teams ignored the local talent in their own backyards and (seemingly) started hiring every Kiwi they could find, Bertarelli cherry-picked the best and brightest sailors from all over the world. The final tally aboard SUI 100 included three Americans (including helmsman Ed Baird); six Kiwis (including tactician and team skipper Brad Butterworth), two Italians and one each from Canada, the Netherlands, Australia and Spain. In fact, Bertarelli himself was the only Swiss aboard . . . and he was born in Italy! Of course, the most celebrated Kiwi *not* on *Alinghi* or any boat at AC 32 was Russell Coutts, victorious skipper of two Kiwi campaigns and *Alinghi's* 2003 win. There were more than a few who thought it was impossible

for *Alinghi* to win without Coutts. They were wrong.

Over on the Kiwi boat, obviously the demographic was heavily skewed with patriotic New Zealanders, led by sailing legend Grant Dalton, with Dean Barker on the helm and American Terry Hutchinson calling tactics.

As with every America's Cup, there was much pre-race speculation in the press ranks about how close or not close the match was going to be. By the historical record, it could well have been a 5-0 shutout, which is what the last three ACs were. In fact, every Cup bout in the last 20 years has been a slam dunk with one exception. Helming the Italian challenger *Il Moro di Venezia*, Paul Cayard won one race against defender Bill Koch's *America³* in 1992.

Analysis of crews and individuals was difficult with a well of talent so deep, but an easy aspect to riff off of was hulls and appendages. Both NZL 92 and SUI 100 occupied the same corner of the IACC Version 5 design rule, but, to the trained eye (or at least the guy nearest the coffee pot at the Media Center that

Seeing red — looking more like the latest Christo exhibition than a boat race, this epic spinnaker foul-up aboard 'Emirates' cost them Race 5.



day), there were differences between the design approaches of *Emirates'* Andrew Claughton-led design team and that of

Alinghi's in-house design group, led by Grant Simmer. The differences boiled down to slightly larger foils and harder mid-sections on *Emirates*, which could give them an edge in maneuverability; and slightly smaller foils and softer sections on *Alinghi*, which might afford them more straightline speed. (All this was theoretical, of course, since none of the teams divulge any hard performance numbers).

It was also suggested that *Emirates* might have a slight advantage in winds below 12 knots, while breeze above that would favor *Alinghi*. After the first two races, most of that falderal had gone out the window, and everyone was too busy holding onto the edges of their seats to do any more speculating. Here's a quick recap of the seven most magnificent America's Cup races we've ever seen.

Race 1 (6/23, 10-12 kts ENE)

Emirates won the start on the first race, but *Alinghi* got past and rounded the first mark 13

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— THE MAGNIFICENT SEVEN



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Despite subtle differences, NZL 92 (left) and SUI 100 were so equal on all points of sail that one crewman likened the racing to one design.

seconds ahead. In past Cup races, the first boat around the top mark went on to win about 95% of the time. When *Alinghi* stretched their lead at every mark and won by 35 seconds, it seemed like *deja vu* all over again for a rout.

Race 2 (6/24, 10 kts ESE)

But wait a minute. For the first time since — well, we can't remember when — a competitor passed the leader . . . and went on to win! That boat was *Emirates*, which again won the start. But in a carbon copy of the day before, *Alinghi*, to windward, was able to edge forward and higher, and again forced the Kiwis to tack away, rounding the top mark by two boatlengths. However, NZL 92 gained ground on the downwind leg and took the righthand option at the leeward gate, which turned out to be right in every sense of the word. A boost of extra pressure put the Kiwis in control and now it was their turn to come over and force *Alinghi* to tack away. Dean Barker and the boys in gray withstood a jibing duel on the last run to win by 28 seconds. Hmm, maybe this thing is going to be interesting after all.

Race 3 (6/26, 7-9 kts E to SE)

In what was, at this point, one of the most exciting America's Cup races in the event's 156-year history, *Emirates* took control of both the racing and the America's Cup leaderboard. In barely enough breeze to hold a race (AmCup races are cancelled in winds below 7 knots and above 20), *Emirates* once again won the start, found pressure on the right side (while *Alinghi* wallowed almost windless to the left) and rounded the top mark 1 minute 23 seconds ahead. At this level of racing, that might as well have been a month. But then the Kiwis made their first big mistake: while rounding the leeward gate, a piece of their spinnaker got jammed in the jib sheet system, preventing them from sheeting in. By the time they got squared away, *Alinghi* was just two boatlengths behind. They split to different sides of the course and, when they came back together, they were neck and neck. At the top mark, *Alinghi* rounded 15 seconds ahead.

But the fat lady had not sung. In the final run, the two boats separated again and it came down to who would find the best of the dying breeze. That turned out to be NZL 92, on the right side, who went on to win Race 3 by 25 seconds.

This race marked the first time since *Australia II* had bested Dennis Conner's *Liberty* in 1983 that the tides had turned

in an America's Cup competition. Races two and three were also statistically significant in that there were more lead changes in just those two races than there had been in the previous 20 years.

Race 4 (6/27, 9 kts ENE)

It was getting interesting. West Coasters were rolling out of bed at 6 a.m. to tune into the excellent coverage on the Versus Channel, where recently unemployed *BMW Oracle* navigator Peter Isler was lending his usual excellent color and analysis to the proceedings.

For the first time in the series, *Alinghi* helmsman Ed Baird out-maneuvered Dean Barker to win the start of Race 4. The two boats then commenced a drag race to the first mark 3.3 miles upwind. Incredibly, despite the design differences and predictions, they seemed dead even in speed. (In fact, the only noticeable speed differences over the course of seven races were caused by windshifts or pressure differences on different parts of the course.) NZL 92 got slightly favored by a lefty shift, but SUI 100 tacked first and claimed the layline, rounding the top mark 20 seconds ahead.

On the run, the Kiwis took off to the left and made a small gain on *Alinghi*, which had chosen to go deep into the righthand gate. But during a jibe, an hourglass in the Kiwi spinnaker (and near man overboard in its correction) sealed the New Zealanders' fate. *Alinghi* went on to win by 30 seconds.

And it was all tied up at 2-2. The America's Cup hadn't seen that score since 1920.

Race 5 (6/29, 15 kts ESE)

Race 5 brought more spinnaker woes for *Emirates*. Lots more. In one of the most spectacular spinnaker foul-ups we've ever witnessed, *Emirates* lost not one but *two* spinnakers in quick succession. Grant Dalton (who worked the sewer on the boat) describes what happened right after NZL 92 rounded the top mark 12 seconds ahead of *Alinghi*:

"As soon as we put up the spinnaker, we noticed a little tear about the size of a 20-cent piece above the tack patch, which is a highly-loaded part of the sail. We were setting up for a peel when the boat went over a bad wave, and the spinnaker exploded. In the melee, we ended up with the new sail getting wrapped in the old sail and it wasn't hooked up properly, although I'm not sure exactly why, because it was absolute chaos at that point with sails and people going everywhere."

AMERICA'S CUP

While the second red spinnaker flailed off to leeward, eventually to be cut away, the crew got the remains of the first one down and a third one up and drawing. But by then it was too late. Baird, Butterworth and the Swiss crew had sailed by, going on to win by a surprisingly narrow 19 seconds.

And the count was 3-2 Switzerland.

Race 6 (6/30, 7-10 kts ESE-SE)

After a dead-even start, *Alinghi* led briefly, but NZL 92 found a bit of breeze on the left, forced the Swiss to tack, and rounded the top mark 12 seconds ahead. The Kiwis held on for the run, but on the second beat, it was Baird/Butterworth's turn to find favor on the right, fending off several lee-bow attempts by *Emirates* to take back the lead, which they were able to hold onto for the rest of the race. Final delta: *Alinghi* by 28 seconds.

Alinghi, at 4-2, was at match point.

And therein lay another new stat: After a bit more than 13 miles of racing, no delta in this entire series had been longer than 35 seconds. You don't get much closer than that.

Or do you. . . ?

Race 7 (7/3, 14-16 SE)

With wind finally in the mid-teens (where Valencia promised it would be

all along), *Alinghi* and *Emirates* sailed into America's Cup history in the most exciting America's Cup match race in living memory, and one of the great sailing matchups of any kind, ever.

In a repeat of the start of Race 6, the two teams started even, with *Alinghi* once again on the right side and *Emirates* once again trying unsuccessfully to get across the Swiss boat's bow and take command.

The Kiwis did pass on the downwind leg, but found themselves in the same predicament on the second windward leg — to the left and unable to cross *Alinghi*.

And then it happened — the 'dial down', a maneuver hardly anyone but dinghy sailors had even heard of. Now everyone knows the maneuver intimately.

Alinghi's Baird, on starboard, was on final approach to the windward mark with perhaps one tack to go to get around. Barker, on port layline with *Emirates* and also coming up fast, knew he wasn't going to make it, so he fell off to a beam reach in preparation for ducking *Alinghi*'s stern. But instead of holding course, Baird/Butterworth also brought SUI 100 down to a beam reach, a maneuver legal under AC rules. For a



©OTH. MARTINEZ/ALINGHI

moment, the two 80-ft boats were sailing directly at each other — a giant game of chicken with \$5 million 'cars'. Barker blinked first, spinning *Emirates* directly downwind just a boatlength — perhaps less — in front of *Alinghi*, who got back on task and rounded the top mark. But it was too close for comfort — a yellow flag went up on the umpire boat: penalty New Zealand. To exonerate themselves, the Kiwis had to throw in an extra tack before the finish.

WHERE DO WE GO FROM HERE?

The sweet glow of the week-long Mediterranean love affair that was America's Cup 32 lingered in memory for all of about, oh, one day. Then it degenerated into the usual mud wrestling. Here's a brief recap up to presstime.

July 4 — *Alinghi* announced that the Challenger of Record for the next America's Cup is the Spanish syndicate *Desafio Espanol*. They also decreed that AC 33 will be raced as early as 2009 in a new type of boat. It will be 90 feet long, require 20 or 21 crew, and have a sliding (not canting) keel that can be raised from 18 feet to about 12 to make life easier in port. Furthermore, the defender (*Alinghi*) would be allowed to participate in the Challenger round robins. And, in order to save money (ha ha ha), each syndicate can build only one boat, not two as has been the norm since 1996.

That was about as much detail as they'd worked out, but they assured everyone they'd finalize the design and get back to us by year's end.

Approximately two milliseconds after this announcement, hue and cry arose

from the ranks — the ranks being every other syndicate except *Desafio*. To wit: *Desafio* does not qualify as COR since they did not apply — as the Deed of Gift specifies — through a legitimate yacht club. (The Spanish syndicate was supported by a national sailing federation.) And besides that, they applied for COR status only to keep the Cup in Valencia and will happily agree to anything *Alinghi* wants to keep it there.

Desafio's response: "We're don't feel like puppets," and "We do have a club." Okay, Club Náutico Español de Vela (CNEV) was created a few days before on paper, but it's a yacht club.

As to the nebulous design information, it was widely felt the 'lack of details' effectively gave *Alinghi* a six-month head start on design. *Alinghi*'s response — We'll race the Acts in the present IACC boats and save the new boats for the Louis Vuitton challenger series.

But wait. It might not be the Louis Vuitton Cup anymore.

July 13 — Citing "naked commercialism", Louis Vuitton announced that

after 24 years, it will no longer be a part of the America's Cup. It also sued America's Cup Management (ACM) for recovery of at least part of its \$60 million investment. ACM, you should know, is yet another new thing created for the '07 Cup. It's a private company whose role is 'event organizer'. It picks up the costs of running the event, and enjoys reaping the many revenue opportunities. By any measure, they did a bang-up job of that. When the spray had settled, ACM reported a \$41 million profit. Per prior agreement, each syndicate that participated in the Cup would receive part of this 'to help offset costs' — starting with 50% going to *Alinghi*, with geometrically smaller pieces of the pie going to competitors according to where they ended in the pecking order. This is what Louis Vuitton meant by "naked commercialism". No word on whether Vuitton is going to actually get any of their money back, but rumors are that Rolex was already in negotiations to take over the task of running the Challenger series.

July 11 — Golden Gate Yacht Club

— THE MAGNIFICENT SEVEN



Blue Man Group — Blue flag on the committee boat indicates an 'Alinghi' win in Race 7. Although the official delta was 1 second, the Swiss team won by a literal nose. Note almost all eyes aboard 'Alinghi' are on the RC waiting for the all-important blue. A moment later, the celebrating started.

In any other race, on any other day, in any other venue, it would have been all over. But not on July 3 off Valencia. In a plot twist not even Hollywood would consider believable, two things happened on the downwind run: First, the wind died to about 5 knots, and shifted almost 200 degrees. Second: *Alinghi* had their first big equipment problem in, well, almost

ever — the mast end of their spinnaker pole broke off. While they were getting that sorted out, *Emirates* had already doused their kite, raised a headsail — and pulled ahead! You have *got* to be kidding!

As the boats, both on starboard jibe, ghosted toward the finish, *Alinghi* — still struggling to get their spinnaker down

and headsail up — fell farther and farther behind. Within a stone's throw of the finish line, Barker and the Kiwis did their penalty tack. All they had to do was flop onto port long enough for the sails to fill, then flip back to starboard and cross the line. Tack one went well. Tack two, with little way on, went slower. By the time they were back on starboard, they were less than a boatlength from the line — it looked like about two feet — and dead in the water.

As they slowly started to gain momentum, *Alinghi* glided up alongside and the finish gun fired. For a moment, it looked like a dead heat. But a second later, the blue flag on the committee boat went up, signalling an *Alinghi* win, by a literal nose. The official delta was 1 second.

"I have learned more about the America's Cup in the last 10 days than over the last seven years," said *Alinghi's* Ernesto Bertarelli at the post-race press conference. "Every single race was unbelievable. But the harder it got, the better it got. Besides the birth of my kids, this is probably the best day of my life."

Since dissecting what's wrong with the America's Cup has become something of an international sport for sailing journalists, we thought it would be appropriate to enumerate some of the factors that made this one so right. Here's our take:

- What it *wasn't* about, for a change, was design. Hardly anybody mentioned rigs or sails or keel bulbs. Perhaps the IACCs have been around long enough that all the 'tricks' are known and, from here on out, boats might always be more similar in performance rather than radically different.

— the club of record for Larry Ellison's America's Cup campaigns — applied for Challenger of Record status. GGYC contended that CNEV's Challenger of Record status was not legal since it was not submitted properly according to protocol in the Deed of Gift. The GGYC document also implied that if SNG did not comply with their request, GGYC would move forward to challenge *Alinghi* to a match race using a 90-foot-long, 90-foot-wide boat. Racing would begin next July 4. (Remember the big boat-catamaran thing 'between Cups' in 1988? Turns out you can still do that under the protocol.) These are the largest design parameters allowed by the Deed of Gift, and though they seem to imply 'multihull', we sincerely hoped this was more of a symbolic gauntlet than an actual boat.

Alinghi did not accept the COR request, or the challenge. In fact, they didn't respond at all. So . . .

July 20 — GGYC filed a lawsuit against SNG in the Supreme Court of the State of New York (which — thanks once again to the Deed of Gift — has jurisdic-

tion over all things America's Cup). It asked that CNEV be thrown out as COR, that all new protocol to which CNEV has agreed be thrown out, and the GGYC be recognized as the Challenger of Record.

July 21 — SNG/CNEV accepted the entry of *Team Shosholozza* for AC 33, making the South Africans the first challenger (besides CNEV) to enter.

July 23 — Another challenge accepted, this one from the British *Team Origin*. Also on this date, SNG issued a statement accusing GGYC of "devoting their energies to disrupting and damaging the America's Cup" and "attempting to hold the event hostage to their demands."

July 25 — *Team New Zealand* entry accepted. Valencia was confirmed as the next venue, with Cup races to be held between May and July. *Alinghi/ACM* also announced that final design parameters for the new boats will be released by October 31 — and that each team *will* be allowed to build two of them.

There are bound to be new developments by the time you read this. But at presstime, this is where things stood.

AMERICA'S CUP



GILLES MARTIN-RAGET/BMW ORACLE

Although Valencia fell short in the dependable wind department (locals swore they couldn't remember a summer this bad), it otherwise proved a worthy venue and makes sense for AC 33.

- The Acts — With everyone doing so much sailing against everyone else over the last three years (even *Alinghi* was sailing with the other teams), all the boats were much more dialed in when the serious racing started.

- The leeward gate — A first in America's Cup racing (and another Bertarelli/Ellison collaboration), a leeward gate eliminates the 'rich getting richer' situ-

ation where a trailing boat, once around the leeward mark, always loses another boat length or more in the dirty air from the boat ahead. It also presents afterguards with choices and challenges they have not had before now.

- Weather prediction — As with the Huaraki Gulf in 2000 and

2003, the winds in the Mediterranean off Valencia proved notoriously fickle. So the crew that chose the side of the course where they might find lifts — or just more wind — made out the best.

Each of these boats had 17 crew, but in Valencia, it was the '18th man' ashore — each team's meteorologist — who often turned the tide. American ex-pat Jack Katzfey, who now lives in Australia, called the weather for *Alinghi*, while 25-year AmCup veteran meteorologist Roger 'Clouds' Badham, an Australian, 'shot the breeze' for *Emirates*. Each of

these fellows spent countless hours staring at the sky, water and computer screens, and each gave their afterguards a last-minute radio briefing which had to conclude just before the 5-minute gun, when communications between boats and shore had to cease.

- The boats — As much as we hate to admit it, and as much as we and others have railed against it, we now wonder if the America's Cup really does need different boats. When the IACCs are so equal, their ponderous performance compared to more modern 80-footers almost plays to advantage: the racing is tighter, gains smaller and tactics much more important than sheer speed.

And there you have it. Another America's Cup in the can. If this is truly the IACC's swan song, the class could not have gone out on a better note. Especially since from now on, every Cup will — and should — be compared to AC 32. We have a feeling it will be a long time before another one measures up.

— latitude 38/jr

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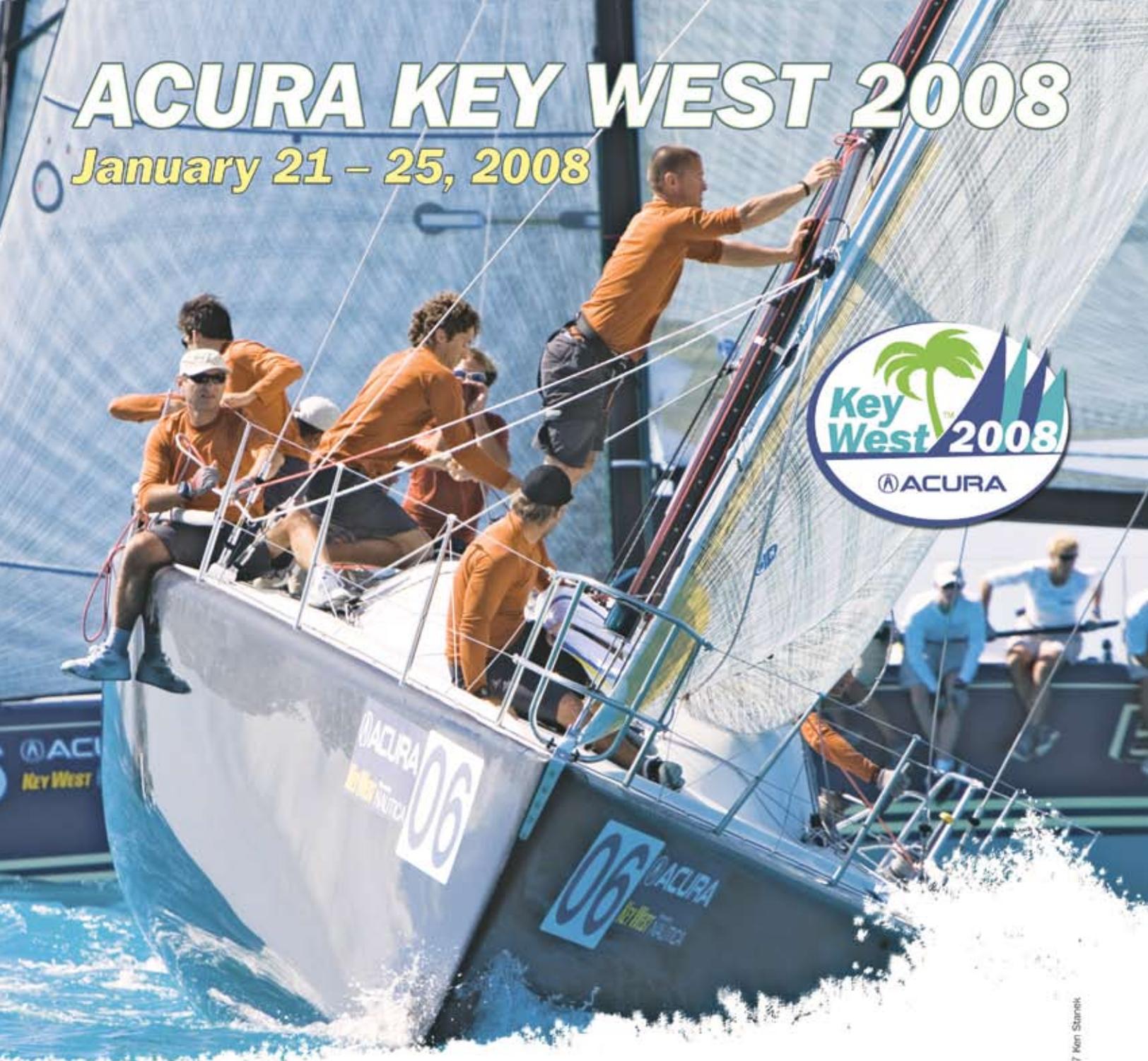
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SOUTH SEAS RENDEZVOUS

As the fleet's lead boat drew close to Moorea's outer reef, two dugout canoes approached, hailing the crew with a long, low blast from a conch shell. Shirtless, tattooed men paddled closer, their chiseled physiques glistening in the Tahitian sunshine, while several beautiful young *vahines* wearing garlands of fragrant flowers atop their long flowing hair smiled and waved a warm welcome.

No, we're not recounting the arrival of legendary explorers from centuries past. This was the scene as the second annual Tahiti Tourisme Cup fleet arrived at Moorea last month for a day-long celebration of friendship and fun.

Although nearly 250 years have passed since the French explorer Louis

Antoine de Bougainville first described these islands as "an earthly paradise where men and women live happily in innocence," the fundamental nature of both the Tahitian people and their dramatically sculpted islands remains the same today. True, luxury hotels and gourmet restaurants can now be found in some parts of these islands,

but craggy, jungle-covered peaks still tower above tranquil lagoons, while exotic flowering plants and fruit trees still grow profusely throughout the lowlands. The Tahitian people's long association with France has given them modern conveniences such as cars, motorbikes and cell

phones, but they have never abandoned their rich cultural heritage or their genuinely friendly nature.

With this fact in mind, The Tahiti Tourisme Cup was designed with the dual purpose of welcoming visiting sailors and introducing them to traditional Polynesian music, dance, cuisine and watersports.

Because Pacific Puddle Jumpers — as we like to call them — converge on French Polynesia from several points in Mexico, as well as from Panama and Ecuador, and they all travel at their own pace once they get underway, choosing an ideal date for a celebratory rendezvous was a challenge. July 7 proved to be the best possible compromise. By that time most visiting cruisers had arrived in the Tahitian island chain, having al-



Left: "Pinch me. I think I'm dreaming!" Handsome Tahitians draped in fragrant flowers paddle out to welcome the fleet. Below: The 30-meter 'Dharma' approaches Moorea's fringing reef. Right: Even when you call it a 'rally' every skipper does his best to be first across the finish line.



— TAHITI TOURISME CUP '07

ALL PHOTOS LATITUDE/ANDY

ready explored the Marquesas and Tuamotus. The date also coincided with the annual Heiva festivities, a month-long celebration of Polynesian culture which showcases traditional music, dance and athletics.

Of the two dozen boats represented at this year's Tourisme Cup, some had been planning to attend even before setting sail from Mexico, as representatives of Tahiti Tourisme had flown out specially to invite them, while co-hosting Puddle Jump kickoff parties with *Latitude 38* at both Puerto Vallarta and Zihuatanejo. Other entrants, including Europeans and Brazilians, who'd jumped off for the islands from the Panama Canal,

only learned about the Cup at Papeete's Marina Taina, where the opening ceremonies were held.

After everyone had a chance to register and grab a free event T-shirt and a complimentary Hinano beer or cocktail, event coordinator Stephanie Betz — a French sailor who has adopted Tahiti as her home — detailed the event's schedule: there would be a music and dance program that night, a sailing "rally" to Moorea the next

pirogue to quickly slide ahead of the fleet, as if sailing in its own special wind. The other standout was the Cayman Islands-registered Farr 30-meter sloop *Dharma* which easily outran the rest of the fleet — especially after the wind picked up — flying only a massive light-air genoa.

The fleet's crossing was specifically intended to be a "rally" rather than a race. But whenever any two sailboats find themselves in sight of each other on the same patch of water, their skippers instinctively do everything they can to out-sail each other. Such was the case here, and the lighthearted competition added to the fun.

One of the most glorious things about sailing in Tahiti — besides the clear, warm water and moderate breezes

— is that ever-changing panoramas are always laid out before you as you leave one island and approach another. Lying ten miles in the distance, Moorea at first appeared as a wide patch of deep green with a cluster of cottonball clouds glued to its lofty peaks. As the fleet drew closer, its deep valleys and jagged pinnacles became more clearly defined, affirming the

The highlight of the day was teaming up with broad-shouldered Tahitians for a series of canoe races in the Moorea lagoon.



morning, followed by a traditional Polynesian lunch ashore, outrigger canoe races with mixed crews of cruisers and locals, an awards ceremony and another dance show featuring Moorean kids. With no charge to partici-

pants (apart from the lunch), the visiting cruisers were thrilled to be honored with such elaborate preparations. After all, sailors have been migrating across the Pacific for decades, but to our knowledge no government has ever before rolled out the welcome mat like this.

Those who hadn't yet attended one of the big Heiva dance shows downtown got their first look at Polynesian music and dance at the Marina Taina party. Accompanied by the sweet strumming of ukuleles and guitars, a visiting troupe of dancers from the Tuamotus sang, danced and chanted in the centuries-old tradition of their ancestors.

Although skies were clear the next morning, winds were uncommonly light at the start of the rally to Moorea. There was, however, enough breeze for most boats to set spinnakers, and for a gaff-rigged outrigger



SOUTH SEAS RENDEZVOUS

oft-heard comment that Moorea is one of the most beautiful isles in the South Pacific.

"**I**a Orana! Maeva!" cried the Tahitian greeters from their outrigger canoes as the fleet arrived at Passe de Vaiare, a cut through the island's encircling reef. Those cruisers who'd done their home-

work knew these typical greetings meant "Hello! Welcome!" in Tahitian.

Ashore, at an idyllic beach called Plage Temae, tents and tables were set up where representatives from Tourisme gave out literature and advice, staff from the Marine Area Management office explained their efforts to protect the ecology of the lagoon, local growers

offered tastings of local jams and fruit juice, and associates of award-winning jewelry artist Tahia Collins gave insights into shopping for black pearls.

It took at least 20 feet of table space to lay out all the courses of the elaborate "Maa Tahiti" buffet, which included delicious barbecued pork, fresh-caught fish, yams, taro, breadfruit, rice and several



— TAHITI TOURISME CUP '07

types of *poisson crue* (a delicacy of raw fish in coconut milk).

No sooner had the crews begun to digest this feast than the main event of the afternoon began: a series of races across the lagoon in six-person outrigger canoes. It would have been laughably unfair to pit cruisers against local men and women — even *elderly* local men and

women — as paddling is a favorite Tahitian sport practiced by many islanders since childhood. Instead, three cruisers from each boat joined three Tahitians, with an islander always in the sternmost steering position and also in the bow, giving signals to the neophytes when to switch their paddles to the opposite side.

Even with the help of accomplished local paddlers, some teams veered far off the rhumbline of the half-mile course, and there were more than a few collisions. Needless to say, though, it was all great fun.

This writer was shanghaied to join Eric and Gisela Gosch of the SoCal-based Island Packet 420 *Far Niente*, as they had no additional crew. Despite our



Clockwise from upper left: The 'Adelia' crew was all smiles; Cap'n Charlie of 'Cyan' went home with a black pearl for his paddling prowess; the 'Sol Searchers' (right) hitched a ride on 'Southwind III'; 'Far Niente' gets a warm welcome; Cap'n Richmond, the pirogue skipper, and friend do a victory dance; canoes prepare to race; the happy 'Dharma' crew; musicians serenade young dancers on the beach.

SOUTH SEAS RENDEZVOUS



best efforts to steer clear, our nearest competitor collided with us seconds after the start, leaving his outrigger riding up over our bow, and costing us precious seconds. Once we broke free, though, we eventually caught the leaders at the turn, then overtook them during the final sprint to the finish. Although we were immensely proud of ourselves, we undoubtedly owed our win to the three

Tahitian pirogues are fast and fun. With their light weight, shallow draft and relatively large sail plan, they're ideal for inter-island travel.

broad-shouldered young men who served as our mentors.

At the brief, low-key awards ceremony which followed, winners of the rally and canoe races received shimmering black pearls, and all participating boats received a shell memento, etched in gold

with the event logo.

Afterwards, as the sun sank low in the west and a gentle breeze wafted across the beach, a troupe of young dancers arrived to give a splendid performance at the water's edge, eventually seeking dance partners from among the cruisers as a finale.

"**W**hat a fabulous day!" yelled one skipper as he dinghied back to his boat that evening. For him and all the others who participated, the Tourisme Cup served as an unexpected reward for having crossed thousands of miles of open water — as if simply being able to call these waters home for a few months wasn't reward enough!

— latitude/at

A similar event will be held on June 28 next year. Its name will be changed to the Tahiti-Moorea Sailor's Rendezvous to more accurately describe its purpose. We heartily encourage all 2008 Pacific Puddle Jumpers to attend. See www.tahiti-tourisme.pf for extensive info on the islands of Tahiti.

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G MEN



VINCENT CURUTCHET / DPPI / GROUPE IDEC

Joyon to the world — In the last couple of years, Francis Joyon set several major solo records with a tired old 90-ft boat. It will be interesting to see what the 51-year-old French ironman can accomplish with the brand new 100-ft 'Idec' (below).

— THE NEXT BIG THINGS

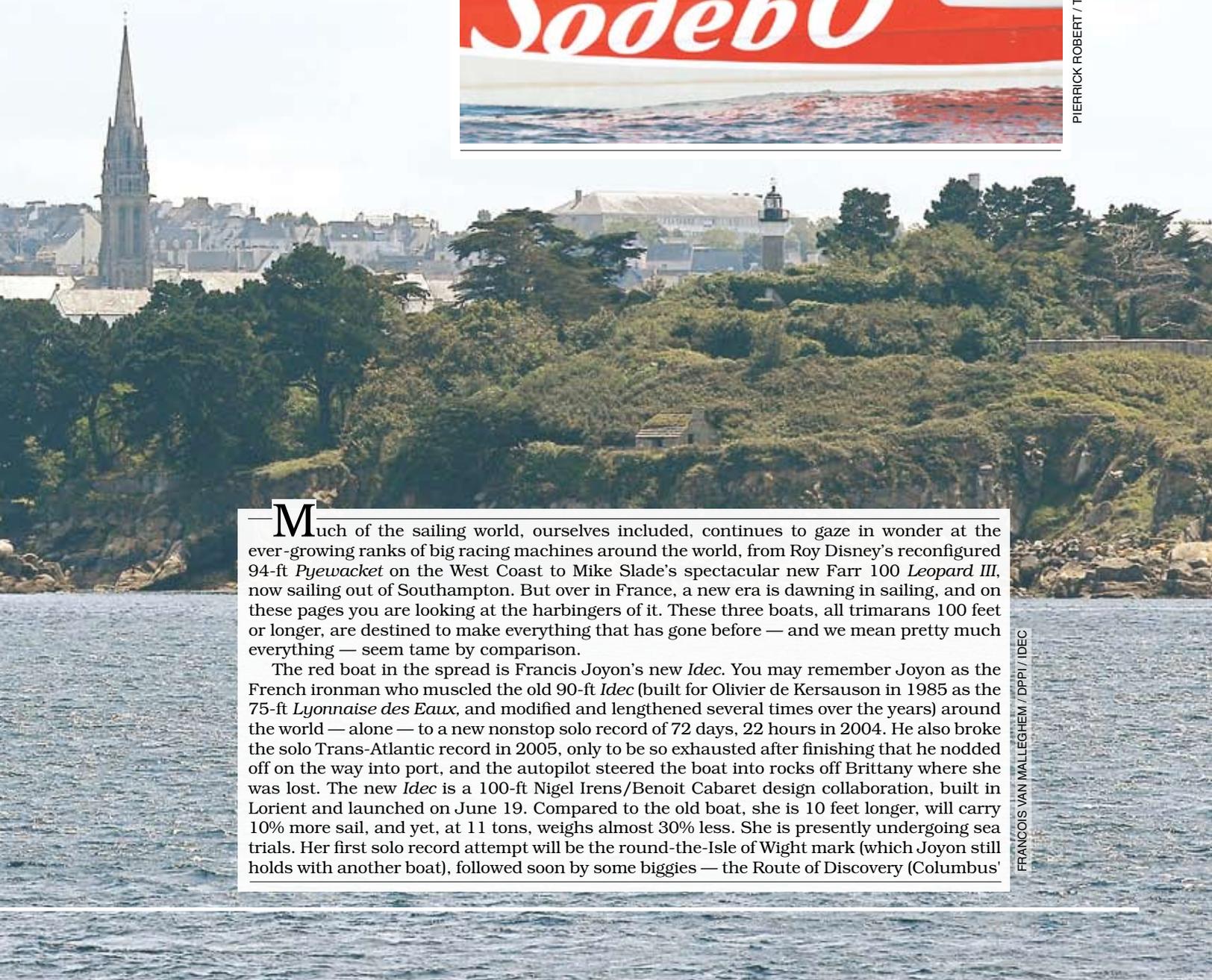


YVAN ZEDDA

Above, talk about the 'green movement' — Franck Cammas' new 'Groupama III' has set three major records so far this year. Right, solo sailor Thomas Coville back in the saddle aboard his newest — and largest — 'Sodebo'.



PIERRICK ROBERT / TEAM SODEBO



Much of the sailing world, ourselves included, continues to gaze in wonder at the ever-growing ranks of big racing machines around the world, from Roy Disney's reconfigured 94-ft *Pyewacket* on the West Coast to Mike Slade's spectacular new Farr 100 *Leopard III*, now sailing out of Southampton. But over in France, a new era is dawning in sailing, and on these pages you are looking at the harbingers of it. These three boats, all trimarans 100 feet or longer, are destined to make everything that has gone before — and we mean pretty much everything — seem tame by comparison.

The red boat in the spread is Francis Joyon's new *Idec*. You may remember Joyon as the French ironman who muscled the old 90-ft *Idec* (built for Olivier de Kersauson in 1985 as the 75-ft *Lyonnaise des Eaux*, and modified and lengthened several times over the years) around the world — alone — to a new nonstop solo record of 72 days, 22 hours in 2004. He also broke the solo Trans-Atlantic record in 2005, only to be so exhausted after finishing that he nodded off on the way into port, and the autopilot steered the boat into rocks off Brittany where she was lost. The new *Idec* is a 100-ft Nigel Irens/Benoit Cabaret design collaboration, built in Lorient and launched on June 19. Compared to the old boat, she is 10 feet longer, will carry 10% more sail, and yet, at 11 tons, weighs almost 30% less. She is presently undergoing sea trials. Her first solo record attempt will be the round-the-Isle of Wight mark (which Joyon still holds with another boat), followed soon by some biggies — the Route of Discovery (Columbus'

FRANCOIS VAN MALLEGHEM / DPPI / IDEC

G MEN

route from Cadiz to San Salvador) and the west-east trans-Atlantic.

Speaking of those, the 'green giant' in the inset has already set new crewed records for both events. She is Franck Cammas' new 105-ft *Groupama III*, designed by Vincent Prevost and launched

record. For the former, she sailed the 2,925 miles between the Ambrose Lighthouse and the Lizard in 4 days, 3 hours, 57 seconds, beating the 2006 record by Bruno Peyron's 120-ft catamaran *Orange II* by almost 5 hours. The 24-hour mark occurred on the second day out, when

Groupama III covered a staggering 794 nautical miles, averaging 33.1 knots. *G-III's* next big attempt will be the non-stop round-the-

world crewed mark — currently 50 days and change, set in 2005 by *Orange II*.

The third big boat of note is Thomas Coville's new 105-ft *Sodebo*, which was launched about a week after *Idec*, but half a world away in Newcastle, Australia. Another Irens-Cabaret design built for solo sailing, she shares outward similarities to *Idec*, although, says Cabaret

diplomatically, "Each boat resembles its skipper." *Sodebo* is currently in the midst of a circuitous delivery/sea trial to La Trinite sur Mer (also *Idec's* homeport), where Coville will also be planning record attempts in the near future.

All three of these boats (along with Peyron's *Orange II*) fall under the category of 'G-Class' multihulls, a somewhat nebulous classification whose current parameters seem only to be 'bigger than anything else.' *PlayStation*, de Kersauson's *Geronimo* (110-ft tri) and the *Club Med* triplets (110-ft sistership cats) are also considered G-Class boats, although by comparison to these new trimarans, they seem almost antiquated.

How long the era of the latest 'G boats' lasts before the next new era begins remains to be seen. It might not be all that long. Presently under construction, with a mid-2008 launch date, is *Banque Populaire V*, a 131-ft trimaran for solo sailor Pascal Bidegorry.

Zut alors!

— latitude / jr

On the second day out, 'Groupama III' covered 794 nautical miles, averaging 33.1 knots.

at the Multiplast yard in Vannes last June (2006). After her sea trials, Cammas and an eight-man crew took off from Cadiz, covering the 3,885 miles to San Salvador in 7 days, 10 hours — more than two days faster than Steve Fossett's 125-ft cat *PlayStation* did it in 2003. At presstime, the *Groupama III* crew (this boat is designed to be sailed by a crew, rather than solo) had also set a new trans-Atlantic record and a new 24-hour



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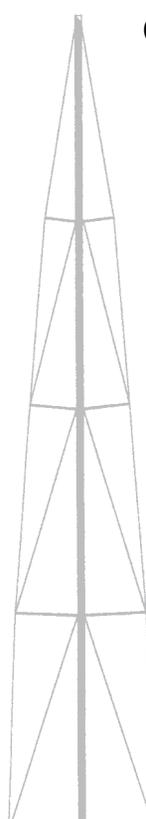


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MAX EBB

It was the brightest and fullest moon I had ever seen. The wind had faded earlier in the evening, the fog had cleared, and we were barely making progress against the tide in the lee of the island. But it was a beautiful night, moonlight reflecting off the smooth surface of the Bay, and my guests didn't seem to mind that it was well past midnight, meaning they would get home very, very late.

"Um, Max," whispered Lee. "I, like, have classes tomorrow. Could we, like, you know, start the engine?"

Sometimes a free meal is all it takes to get the attention of a starving grad student, and that's how I enticed Lee to help me host some important guests from work, along with their families and friends.

"I can't possibly turn on the engine now," I whispered back sharply. "Not after we told them all it's not working."

Actually, I would have been just as happy to fire up the iron topside and get everyone home and to bed, but Lee and I were caught in our own trap. We'd sailed out of the berth without using power and, at her urging, I had announced that the engine wasn't working. The ruse worked perfectly: Instead of the usual lubberly whining about starting the engine as soon as the wind dropped below five knots, my guests were enjoying the sights and sounds of a calm night on San Francisco Bay. But to avoid exposing the lie we were committed to sailing all the way back to the harbor, no matter how long it took.

"Lee, why don't you go off-watch," I suggested. "I think there are a couple of kids already sleeping in the forward cabin, but you can find space in the quarter berth if you move some sail bags out of the way."

"Okay, that's cool," she said as she disappeared below decks.

A few minutes later, a gentle land breeze sprang up, and we were moving through the water again at about two or three knots. Now that steering was easy, I handed the helm over to one of my guests and went below to make another round of hot chocolate.

"Don't miss the full moon," I suggested to one of the kids, a 12-year-old who was up again after a couple of hours napping in the V-berth. "And you'll need this, too," I said as I discreetly passed him a chocolate bar.

"Don't tell my mom," he said, grabbing the candy bar.

He was back down in the cabin a minute later. "That's not a full moon."

I looked up through the companionway, and sure enough, there was a chunk missing from the upper left side.

"Well, I could've sworn it was full a few minutes ago," I said, somewhat baffled by what was overhead.

"Maybe it was full moon earlier in the evening and now it's a few hours after," I guessed.

"If we are past full moon," said the 12-year-old, "wouldn't the right side of the moon be darker instead of the left side?"

I had to think about this for a minute, but the kid was right. What was going on up there? That's when the guests on deck finally figured it out.

"Eclipse!" they shouted. "Lunar eclipse!"

"Navigator's surprise," announced Lee's voice from the quarter berth. "Total lunar eclipse tonight."

"Awesome!" exclaimed the 12-year-old. "We studied eclipses in school but I've never seen one."

"I'll wake up your sister," said the children's mom. "She won't want to miss this either."

"I'd wait a little while," yawned Lee. "It'll be, like, another hour before it becomes a total eclipse. Not till almost three in the morning."

"Good, I'll let her sleep a little more."

"What time will they see this from our New York office?" asked one of my co-workers.

"The moon has already set in New York," said Lee. "But they'll have a good view of it from Hawaii."

"That is, if they stay up till three in the morning," he said.

"No," corrected Lee, impatiently. "Time zone."

"Right, of course. It's only 11 p.m. there."

"The thing about eclipses," Lee continued from the quarter berth, still sounding a little groggy, "is that they're the only events in the sky that can be observed from different parts of the world at exactly the same time. And like, that's what makes eclipses so important for navigation."

"I read somewhere that Chinese cartographers used eclipses to determine longitude with a very high degree of accuracy," added one of the guests.

"It's true that the Chinese had mapped a large part of the world by the early 15th Century," said one of my co-workers, who seemed to know something about Chinese history. "But I don't think the



Ming Dynasty astronomers could predict eclipses."

"You don't need to be able to predict them," Lee asserted. "All you have to do is observe them from two different locations, then compare data when you get back to China. Lunar eclipses are common enough that you would usually only have to wait a couple of years to get a good pair of eclipse observations."

"That makes it of limited value for navigation," I noted.

"For sure. It was more of a survey tool than a nav aid. But, like, navigation is a heck of a lot easier if you have a good chart."

"Seems to me that you would still need some modern instruments to make this work," I said.

"Here's how they did it," said Lee, finally sitting up in her berth as a small crowd assembled in the cabin to hear her story. "Suppose you're an ancient Chinese admiral, and you have a fleet of treasure ships sailing to Africa and Australia and everywhere in between.



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LATITUDE / RICHARD

Maybe a lot farther — some people think they even made it to San Francisco Bay in 1421."

"The guy that wrote that book has pretty much been discredited," said my co-worker, the amateur historian. "He argues that the sudden change to an isolationist foreign policy after the palace fire caused all the records of these voyages to be destroyed, but that's very unlikely. They recorded everything."

"Sinologists seem to agree that no Ming Dynasty ships ever came back from the Americas," conceded Lee. "But it's hard to prove that there were no one-way trips. And even if you have fleets just going to Madagascar and Indonesia, it's sure nice to know the longitudes of those places."

"Don't they need latitude too?" asked the 12-year-old.

"Yes, but latitude is totally easy," she answered. "All you need to do is, like, measure the angle of the sun above the horizon at noon, when the angle is highest. You can do that with shadows

and basic measuring tools, no sextant required. Then compare the angle to the known angle of the sun at noon on the same day in Beijing, and it's done. If the sun is a degree higher in the sky at noon, you must be a degree farther south. If it's a degree lower at noon, you're a degree north. Nothing to it."

"Longitude has always been the hard one," said the kid's mom. "Remember the book we were reading about the British Admiralty offering a big cash prize to the first person who could figure out how to do it at sea?"

"In some ways the Chinese were hundreds of years ahead of the Brits but they couldn't do it at sea. But on land, using a lunar eclipse, it's really very simple. Totally low-tech and no higher math. You observe an eclipse in two places, time the interval from the eclipse to the meridian transit of a known star, and the difference between the two measured time intervals, as a fraction of a day, will be the longitude difference, as a fraction of a circle."

"Can you give us that again in smaller steps?" I requested.

"Ok, first you need to be able to time the eclipse," Lee explained.

"But how can you get a time interval from something that takes hours to happen?"

"We'll be able to practice that tonight," she said. "The instant the moon moves fully into the umbra of the earth's shadow is fairly distinct. That's when the last bit of direct bright sunlight vanishes from the moon's surface. The Chinese usually preferred the other side of totality, when the first sunlight hits the moon as it starts to come out of the umbra. But the moon will set before that happens tonight."

"But you still have to measure time somehow," I noted. "The Chinese didn't have stopwatches in the 15th century."

"They had water clocks, or clypsedra," said the amateur historian. "But I don't think they were all that accurate."

"Not as accurate as a pendulum clock," Lee agreed, "but for measurements over just a couple of hours, it was good enough for surveys."

"How did they work?"

"A water clock is pretty low-tech in its basic form," said Lee. "Just a container of water with a small hole in the bottom. Count the drops. To make them more accurate, they built them with multiple compensating containers, or they used constant-level devices to keep water flowing in and out from a large reservoir so the temperature and pressure were constant. You can calibrate it every day by counting the drops from noon to noon."

"Ah, but the time from noon to noon changes with the season," said my co-worker."

"For sure, so it would be better to use the meridian transit of a star. That's like 'noon' for a star, when it reaches its highest point in the sky and bears due north or south. And, like, that way you get sidereal — or star time, which is constant — instead of solar time, which varies because the earth's orbital speed around the sun varies with the season."

"So to calibrate these water clocks, someone had to count drops for 24 hours?"

"She didn't say it was easy, just low-tech," said another of my guests. "I suppose if it's important enough to watch for an eclipse every night for a couple of years, it's important enough to have a few drop-counters on hand."

"You only have to watch for the eclipse on full moon nights," Lee pointed out, "so the job couldn't have been that bad."

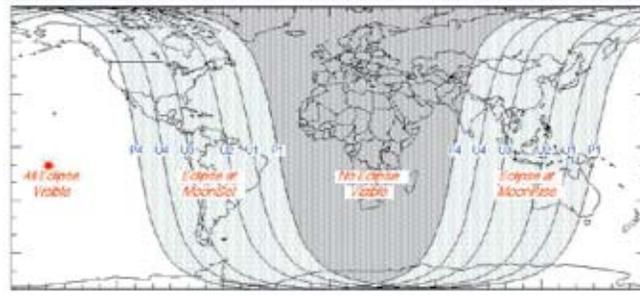
Lee. "If it takes one hour from the start of the eclipse to the meridian transit of a star in location A, and two hours from the start of the eclipse to the meridian transit of the same star in location B, then location A is 15 degrees west of location B."

Finally, it was beginning to sink in.

"But how accurate is this whole process?" I asked.

"You'll get to try it out tonight. In a few minutes the moon will go into total eclipse. I know exactly what time that's going to be, but you don't. Everyone look at your watch when you think the total eclipse begins, and write down the time. And, like, no binoculars! That's cheating. The Ming cartographers didn't have optics."

She took off her own watch and handed it to the 12-year-old.



The West Coast will get a clear view of the full eclipse, as long as the weather cooperates.

"You should synchronize your watches to mine — it's exact to within half a second. Every four seconds of timing error translates to one minute of longitude error, or one mile of error at the equator. I'm going to sleep. Wake me up and report your results when we're back at the dock."

Everyone went back on deck to observe the moon slide into the earth's shadow. There was a flurry of digital watch illumination and some rustling of paper as we all recorded our best guesses when the total eclipse began.

"This would be a great science fair

project," suggested the kid's mom. "You could build a water clock and test its accuracy."

"And use the flagpole at school to establish true south and time meridian transits. Then at the next eclipse, get your cousins in New York and Cincinnati to do the same experiment there. When's the next eclipse?"

"I'm sure Lee knows," I said, "but I don't want to wake her up."

"No problem," said the one of the guests as he took out a fancy new cellphone and did a quick Internet search.

"February 21 is next up," he said. "And it looks like your relatives on the East Coast will get a great view of it. Around here it will be coming out of totality just after moonrise."

The wind was back down to almost zero. It was surreal to see that dim rust-red moon, looking far more three-dimensional than the usual bright disk, hanging over the dark and quiet Bay.

Then I noticed some running lights coming up from astern and the faint

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sound of engines. first a green, then a red, then red and green, always with a white light above and getting brighter as we watched. Whatever it was, it was under power and heading right for us fast. We were out of the main ship channel, but not out of the way of tugs, work boats and big power yachts. We barely had steerage way, and there would not be much we could do to avoid a ship if they didn't see us. Even worse, with the cabin lights having been on most of the night, the battery voltage was probably a little low, and our lights might not have been as bright as they should have been. But I didn't dare start the engine to re-charge.

So I dashed downstairs and turned on the VHF, got out the big flashlight, and was about to commit the terrible faux pas of shining a strong light beam right in their faces. Fortunately they got us first; A powerful light beam from the approaching vessel fell square on our sail numbers.

"Crisis averted," I sighed. It turned out to be a big powerboat from my yacht club, and the owner is known to make

frequent late-night trips across the Bay to his favorite waterfront restaurant and bar. They slowed down and idled alongside.

"What was the special tonight?" I hailed.

"Don't know, we just used their dock and walked down the road to the Chinese place. Great dinner, but we have a ton of leftovers in doggie-bags. Anyone want some squid in black bean sauce?"

"That would really hit the spot," I replied. "A tow back to the club would also be a great thing right now, if you're not in a hurry."

We passed them our towline and they passed us a big bag that contained enough food for a major banquet.

"I figured it was you when I saw a radar target drifting around in circles," he said as he secured the towline on his end. "I saw you sailing out of the harbor so I thought your engine might not be working."

"We're just out watching the eclipse," I said, pointing up at the sky.

"Holy mackerel!" exclaimed the powerboater, looking up at the sky for the first time that evening. "Hadn't even noticed. That's amazing!"

"We sure appreciate the tow," I said. "But not too fast, please. Our hull speed is only seven and a half knots."

"Seven point five knots, you got it," he said as he took up slack and started off towards our marina.

It was the perfect end to our evening sail. Moving smoothly at hull speed under tow is always far more pleasant than running the engine. Especially after we added another length of towline so we could drop further behind his exhaust. And the leftover dinner was the best possible midnight snack.

"You know," said the historian as he picked up a shrimp dumpling with his chopsticks, "if it hadn't been for that palace fire in 1421, the world would probably be dominated by Chinese culture."

I dipped my spring roll in hot and sour sauce, and agreed.

— max ebb

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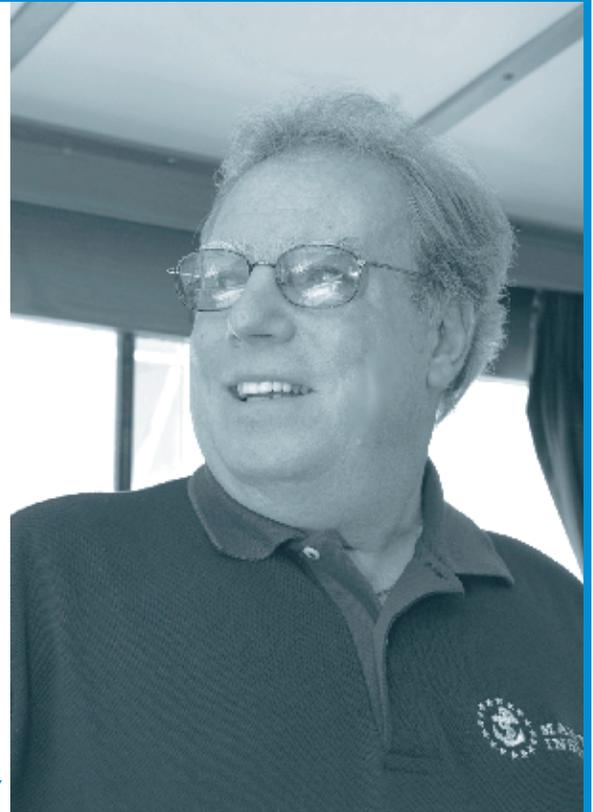
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THE RACING

Get in, sit down and buckle your seatbelt because we have a lot to cover this month, including reports from the nuclear **Express 27 Nationals**, the **PICYA Championships**, the **New Boreas Race**, the **ISAF Worlds** and the **LongPac**. And that's just for starters. We also look at the **29er Nationals**, the **Mayor's Cup**, the **Trans Tahoe** and the **High Sierra Regattas** — and finish with a tasty nightcap of **Race Notes**.

Express 27 Nationals

Tiburon YC hosted 21 Express 27s for the class's national championship July 6-8 off Paradise Cay in conditions that were anything but what was promised — especially in a place called Paradise.

"Warm breeze and flat water," read the race invitation. Instead, the fleet saw gusts up to 40 knots on the first day. Carnage included a dismasting, a broken boom, a busted spinnaker pole, a few shredded sails and several sailors-turned-swimmers — and that was just in the first race. When it became clear that even the best boats were surviving rather than sailing, the race committee cancelled the second race. Mercifully, the rest of the weekend was more civilized, and the series was salvaged with five more races on Saturday and Sunday.

Although they didn't realize it until just before the awards ceremony, Santa Cruz sail maker Will Paxton and his crew sailed Paxton's *Motorcycle Irene* to a

the race. "It was such a roller coaster going from thinking on the last leg that we were going to win, to thinking we'd screwed up royally," claimed Lauren Goché, *Motorcycle Irene's* pit maestro. PRO (and father of the champion) Fred Paxton confessed that the 'silencer' on the race committee gun was an oversight. "We lost track of the number of laps the boats had sailed around the course and thought they had one more to go."

Express 27 rookie Tom Jenkins on *Witchy Woman*, recently returned veteran Nick Gibbens on *Shenanigans* and the ever-consistent Brendan Busch on his latest Express, *Get Happy!!*, were all in the hunt at various times and made impressive showings throughout the weekend, as did Skip McCormack and his crew of rock stars on the chartered *Simba*, who rallied back from a broken boom on the first day to finish fourth.

While the conditions left something to be desired, the regatta hosts did not.

Just about everyone agreed that TYC outdid itself during the regatta, with an all-volunteer squad led by Ian Matthew bending over backward to make the crowd of more than 100 sailors and spectators feel at home on and off the water.

But it will probably be a while before Express sailors can utter the words "Paradise Cay" without shuddering. "I think it's safe to say we're all looking forward to retreating to the Cityfront for next year's nationals," Will joked.

- 1) **Motorcycle Irene**, Will Paxton, 10 points; 2) **Get Happy!!**, Brendan Busch, 16; 3) **Shenanigans**, Nick Gibbens, 18; 4) **Simba**, Skip McCormack, 18; 5) **Witchy Woman**, Tom Jenkins, 19; 6) **Magic Bus**, Paul Deeds, 22; 7) **Great White**, Rusty Canada, 30; 8) **Moxie**, Jason Crowson/Huw Roberts, 31;



SPREAD AND INSET: RALPH DEEDS

- 9) **Dianne**, Steve Katzman, 49; 10) **El Raton**, Ray Lotto, 52; 11) **Freaks on a Leash**, Scott Parker, 54. (21 boats)

Full results — www.express27.org

New Boreas Race

Twelve boats showed up for the New Boreas Race from Half Moon Bay to Moss Landing on July 1, described by Luc de Faymoreau on *Pterodactyl* as a "downwind blast!" The race, co-sponsored by Half Moon Bay and Elkhorn YCs, started as a walk in the park with 5-knot breezes, but turned into more of an amusement park with sustained 25 to 30-knot breezes around Pigeon Point, gusting to 40 further down the coast.

Rick Linkmeyer's Olson 40 *Outrageous* set what is believed to be a course record of seven hours, nine minutes for the 62-mile race. That was in spite of a knockdown that catapulted three people into the water. Thankfully none were separated from the boat and all were safely back on board before *Outrageous* resumed her wild ride, hitting a peak speed of 20 knots.



LATITUDE / SUTTER

Biker gang — the national champion crew of *'Motorcycle Irene'*. Back row, Angie Rowland and Lauren Goché. Front row (l to r): Brian Moore, Will Paxton and Jonny Goldsberry.

third national title in 10 years. When the gun failed to sound after *Irene* crossed the finish line in the last race, Paxton figured they must have been over early at the start and were disqualified from



Hanging out — The crew on 'Motorcycle Irene' reveled in the wet and windy North Bay conditions during the Express 27 Nationals in early July. Right: Not everyone was having fun — 'Taz!' was one of several boats to go belly up on the wild first day.

"Business must have been booming at Santa Cruz Sails with all the spinnaker repairs following the race," theorized de Faymoreau.

RACING A — 1) **Outrageous**, Olson 40, Rick Linkmeyer; 2) **Promotion**, Olson 40, Randy Re-pass. (3 boats)

RACING B — 1) **Synchronicity**, Steve Smith; 2) **Ariel**, Bill Hunt; 3) **High Strung**, Kelly Morgan. (5 boats; all others DNF)

CRUISING — 1) **Moon Dance**, Gary Larsen; 2) **Touché**, Rich Richards. (4 boats)

MULTIHULL — 1) **Golden Vanity**, John Dunn. (1 boat)

PICYA Championships

As he has for the past six years, Craig Page and his *Wuda Shuda* crew showed up for the PICYA Championships (aka the Lipton Cup) on July 21-22 ready to rock and roll. And rock they did, racking

up the boat's fifth straight division win for San Francisco YC. The trouble was, with only one other boat in the class, it was kind of a hollow victory.



up the boat's fifth straight division win for San Francisco YC. The trouble was, with only one other boat in the class, it was kind of a hollow victory.

And therein lies the rub of the Lipton. A great event, with great race management by the Golden Gate YC, great racing on the main Bay — and one of the few venues of the year specifically deeded as a friendly competition between yacht clubs — it has for the last few years enjoyed sparse participation at best. While any yacht club belonging to PICYA — Pa-

of the weekend was the attendance of three WylieCat 30s from as many yacht clubs, with Steve Wronner's *Uno* taking the win for Aeolian YC.

Perhaps the most exciting aspect of the event goes back to all those other regattas that are happening on any given summer weekend. On the Cityfront on July 21, that included the well-attended Albert T. Simpson Regatta — whose finish line just happened to coincide exactly with the Lipton Cup layline to Mark 6 off Fort Mason! "With the J/105 fleet



starting to finish — downwind of course — I was pretty puckered up for a while there," laughs Craig.

BIG LIPTON (PHRF 45-99) — 1) **J-World**, J/120, Frank Glassner (SFYC), 4 points; 2) **Bodacious**, Custom Farr 40, John Clauser (BYC), 5; 3) **Jose Cuervo**, J/105, Mike Magruder (SYC), 9. (5 boats)

LARRY KNIGHT (100-156) — 1) **Uno**, WylieCat 30, Steve Wonner (Aeolian YC), 4 points; 2) **Lotta'tude**, WylieCat 30, Jonathan Bloom (RYC), 8; 3) **Bluefin**, Santana 35, Noble Griswold (Benicia YC), 9. (4 boats)

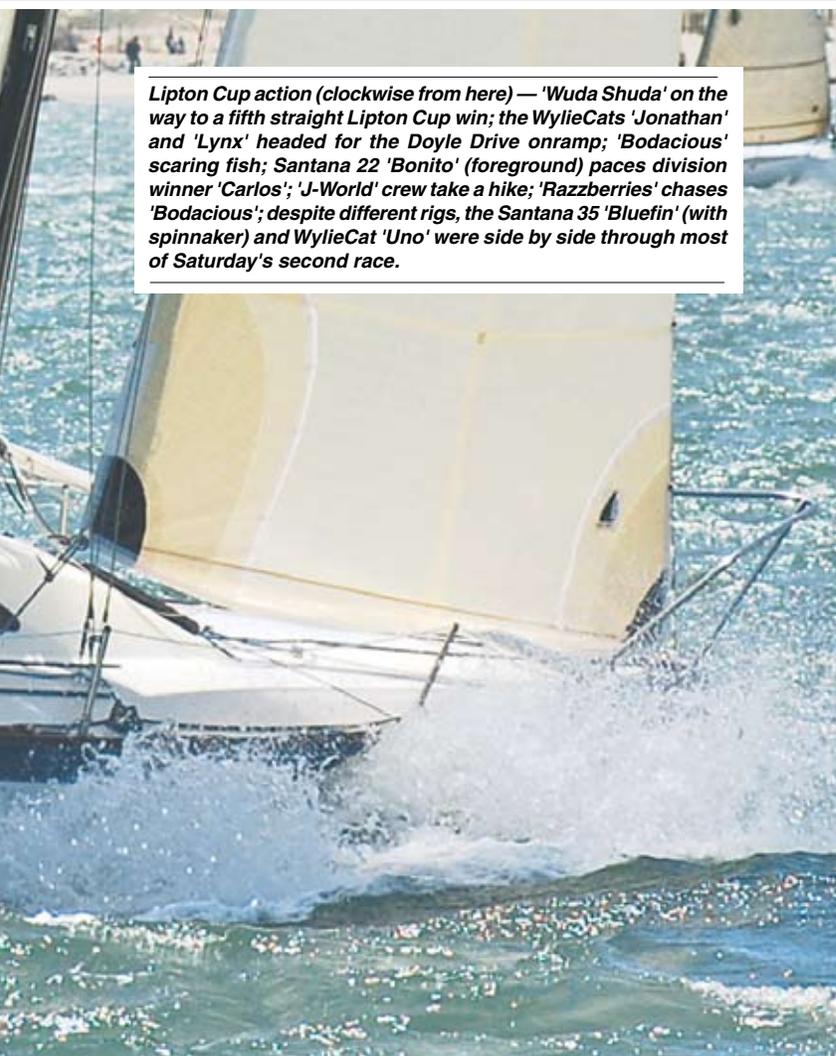
LITTLE LIPTON (157-206) — 1) **Wuda Shuda**, Sovereil 26, Craig Page (SFYC), 3 points; 2) **Roxanne**, Tartan 30, Charles James (SYC), 6; 3) **Sweet Ness**, Olson 25, Reuben Rocci (RYC), 12.

(3 boats)

ADMIRALS CUP — 1) **Carlos**, Santana 22, Jan Grygier (RYC), 4 points; 2) **Bonito**, Santana 22, Michael Andrews (EYC), 5; 3) **Elaine**, Santana 22, Pat Broderick (SYC), 11. (5 boats)

Full results — www.picya.org

ISAF Sailing World Championships
Olympic hopefuls from 75 countries



Lipton Cup action (clockwise from here) — 'Wuda Shuda' on the way to a fifth straight Lipton Cup win; the WylieCats 'Jonathan' and 'Lynx' headed for the Doyle Drive onramp; 'Bodacious' scaring fish; Santana 22 'Bonito' (foreground) paces division winner 'Carlos'; 'J-World' crew take a hike; 'Razzberries' chases 'Bodacious'; despite different rigs, the Santana 35 'Bluefin' (with spinnaker) and WylieCat 'Uno' were side by side through most of Saturday's second race.



descended on Cascais, Portugal, July 3-13 for the second combined world championships in the 11 Olympic classes. In addition to competing for world titles, sailors were there to qualify their countries for the 2008 Olympic Regatta in Qingdao, China. (Seventy-five percent of the country spots in each class were awarded based on results in Cascais. The

remainder will be awarded at individual class world championships in 2008.) The Brits once again proved their might in Olympic classes, winning two golds and four bronze medals, the most of any country. Unfortunately, the American contingent counted more top-10 finishes (six) than pieces of hardware (one). Midwest sailors Sally Barkow, Car-

rie Howe and Debbie Cappozi won silver in the Yngling fleet, (notably sandwiched between two British Yngling teams in the top three standings). But the U.S. managed to qualify for the 2008 Olympics in the Finn, 470 Men and Women, 49er, Laser, Laser Radial, RS:X Men, Star, Tornado and Yngling classes. More than a few sailors said Cascais

THE RACING

ALL PHOTOS PVELA 2007/JFF



Northern California meets Cascais — Left, Morgan Larson, at the helm, and Pete Spaulding won the medal race and finished fifth overall in the 49er class during the ISAF combined world championships. Center, Molly Carapiet and Molly O'Bryan, on trapeeze, had their best regatta to date in the women's 470 class. Right, rising star Claire Dennis celebrated her sweet 16 at the sailing worlds and finished fourth among a strong American Radial squad.

— complete with a red bridge and afternoon fog rolling over the hills — reminded them of San Francisco. But other hallmarks of Bay sailing, namely strong currents and stronger breeze, were also prevalent. Wind direction and velocity on the five courses shifted dramatically, and, as Southern California-based Laser sailor Andrew Campbell noted, "The racing made some very good sailors look very average."

Unfortunately, the conditions couldn't have been more unlike what is expected in notoriously light Qingdao next year. Large shifts on the courses closer to shore led several races to be abandoned during the first leg. Major wind and waves on the exposed ocean courses — including sustained winds up to 45 knots and swells up to 10 feet — forced cancellations altogether other days. Whether Cascais results are an accurate prediction of what's to come at the Olympics is anyone's guess.

Nevertheless, several Northern California sailors found personal success in the tough conditions. Women's 470 skipper Molly Carapiet of Belvedere, with Annapolis-based Molly O'Bryan as crew, had the best regatta of their Olympic campaign to date. They spent the first few days at the top of the American leaderboard and easily met their goal of sailing in the top half of the fleet, finishing 24th overall. Meanwhile, Saratoga-based Laser Radial sailor Claire Dennis didn't meet her goal of making the gold fleet but did consider the event "definitely the best learning experience yet." Dennis — who celebrated her 16th birthday in Cascais by finishing 64th overall out of 107 boats and a solid fourth among Americans in the Radial fleet — is training for the '08 Olympics in anticipation of her ultimate

goal, the 2012 Olympics in London.

Fellow NorCal sailor Morgan Larson, with Pete Spaulding as crew, had several firsts in the 49er fleet, including one in the medal race (in which all points counted double), but some double-digit finishes kept them at fifth overall. John Heineken and Matt Noble finished a respectable 50th overall in the 49ers. Marin junior sailor Katie Maxim finished 83rd in the Laser Radial fleet.

Daily reports, photos and full results are at www.cascaisworlds2007.com.

470 MEN — 1) Nathan Wilmot/ Malcolm Page, AUS, 30 points; 2) Sven Coster/Kalle Coster, NED, 54; 3) Gideon Kliger/Udi Gal, ISR, 62; 10) Stuart McNay/Graham Biehl, USA, 89; 22) Mikee Anderson-Mitterling/Dave Hughes, USA, 119; 56) Justin Law/Michael Miller, 157; 86) Charles Modica/J. Forbes Barber, USA, 172. (112 boats; 10 races)

470 WOMEN — 1) Marcelien De Koning/Lobke Berkhout, NED, 19 points; 2) Ingrid Petitjean/Douroux Nadège, FRA, 38; 3) Christina Basadone/Saskia Clark, BRA, 42; 10) Erin Maxwell/Isabelle Kinsolving, USA, 102; 13) Amanda Clark/Sarah Mergenthaller, USA, 100; 24) Molly Carapiet/Molly O'Bryan, USA, 131. (64 boats; 10 races)

49ER — 1) Steve Morrison/Ben Rhodes, GBR, 35 points; 2) Nico Luca Ma Delle Karth/Leopold, AUT, 52; 3) Nathan Outeridge/ Ben Austin, AUS, 59; 5) Morgan Larson/ Pete Spaulding, USA, 65; 13) Tim Wadlow/Christopher Rast, USA, 78; 25) Dalton Bergan/Zack Maxam, 122; 50) John Heineken/Matt Noble, 172. (78 boats; 13 races)

FINN — 1) Rafael Trujillo, ESP, 22; 2) Pieter Jan Postma, NED, 25 points; 3) Gasper Vincec, SLO, 30; 19) Zach Railey, USA, 83; 52) Geoff Ewenson, USA, 120; 59) Andrew Casey, USA, 153; 66) Ian Cook, USA, 173. (73 boats; 8 races)

LASER — 1) Tom Slingsby, AUS, 43 points; 2) Andrew Murdoch, NZL, 52; 3) Dennis Karpak, EST, 55; 29) Andrew Campbell, USA, 114; 40) Brad

Funk, USA, 141; 73) Clayton Johnson, USA, 180; 118) Kyle Rogachenko, USA, 244. (149 boats, 9 races)

LASER RADIAL — 1) Tatiana Drozdovskaya, BLR, 47 points; 2) Sari Multala, FIN, 50; 3) Petra Niemann, GER, 51; 5) Anna Tunnicliffe, USA, 55; 17) Paige Railey, USA, 107; 64) Claire Dennis, USA, 170; 70) Emily Billing, USA, 204; 73) Maggie Shea, USA, 211; 76) Genoa Griffin, USA, 221; 81) Anne Haeger, USA, 233; 83) Katie Maxim, USA, 235. (106 boats; races)

RS:X MEN — 1) Ricardo Santos, BRA, 30 points; 2) Przemyslaw Miarczynski, POL, 32; 3) Nick Dempsey, GBR, 36; 50) Benjamin Barger,

We wish we could cover every race in excruciating detail, but it just isn't gonna happen. Hopefully the following box scores will help ease the pain.

ALBERT T. SIMPSON SPORT BOAT REGATTA (StFYC, 7/21-22)

ETCHELLS — 1) **JR**, Bill Melbostad, 13; 2) **Dinner Roll**, Jeff Moseley, 17; 3) **GINNA FE**, Michael Laport, 20. (11 boats)

J/105 — 1) **Aquavit**, Tim Russell, 7 points; 2) **Mojo**, Littfin/Case, 20; 3) **Chile Pepper**, John Downing, 20; 4) **Brick House**, Kristen Lane, 22; 5) **Jabberwocky**, Brent Vaughan, 36. (23 boats)

J/24 — 1) **Small Flying Patio Furniture**, Richard Leslie, 8 points; 2) **TMC Racing**, Michael Whitfield, 8; 3) **Little Wing**, Luther Strayer, 18. (7 boats)

MELGES 24 — 1) **Southern Cross**, Richard Leslie, 6 points; 2) **Nothing Ventured**, Klenke/Press/Yoslov, 10; 3) **Bones**, Harf/Farkas, 16. (4 boats)

Full results — www.stfyc.org

OYRA HALF MOON BAY RACE (HMBYC, 7/21)

MORA — 1) **CL2**, Cal 25-1, Dylan Benjamin; 2) **Always Friday**, Antrim 27, John Liebenberg; 3) **Sugar Magnolia**, Hunter 29.5, Ward Fulcher. (4 boats)



USA, 138; 51) Michael Gebhardt, USA, 140; 96) Robert Willis, USA, 208. (113 boards, 10 races)

RS:X Women — 1) Zofia Klepacka, POL, 21 points; 2) Barbara Kendall, NZL, 46; 3) Jessica Crisp, AUS, 47; 58) Farrah Hall, USA, 233; 63) Nancy Rios, USA, 261; 69) Karen Marriott, USA, 290. (73 boards; 10 races)

STAR — 1) Robert Scheidt/Bruno Prada, BRA, 15 points; 2) Xavier Rohart/Pascal Rambau, FRA, 19; 3) Iain Percy/Andrew Simpson, GBR, 25; 12) Mark Reynolds/Hal Haenel, USA, 80; 17) John Dane/Austin Sperry, USA, 98; 18) Andy Horton/Brad Nichol, USA, 102; 27) George Szabo/Andrew Scott, USA, 116; 33) Rick Meriman/Richard Peters, USA, 80; 42) Karl Anderson/Edward Morey, USA, 120. (62 boats; 8 races)

TORNADO — 1) Fernando Echavari/Anton

Capozzi, USA, 42; 3) Shirley Robertson/Lush/MacGregor, GBR, 48; 29) Betsy Allison/Callahan/Icyda, USA, 173. (35 boats; 9 races)

LongPac Race

The shorthanded sailing season continued in earnest on June 27 with the Singlehanded Sailing Society's Great Pacific Longitude Race. For the uninitiated, the LongPac takes single and doublehanded sailors 200 miles offshore to an invisible mark at longitude 126° 40' W. Boats can cross at any latitude before returning to the Bay. While sailing 400 miles off the chilly California coast isn't for everyone, 35 hardy sailors proved their mettle, and their patience.

Paz, ESP, 34 points; 2) Carolijn Brouwer/Sebastian Godefroid, BEL, 40; 3) Mitch Booth/Pim Nieuwenhuis, NED, 41; 10) John Lovell/Charlie Ogletree, USA, 83; 37) Donald Thinschmidt/John Sampson, USA, 233; 46) John Merrick/John Sampson, USA, 295. (49 boats; 8 races)

YNGLING — 1)

Sarah Ayton/Webb/Wilson, GBR, 41 points; 2) Sally Barkow/Howe/

Jeff Lebesch's Hammerhead 54 trimaran *Hecla*, the only multihull in this year's race, was the first boat to finish, crossing the line off Golden Gate YC at 7:55 a.m. on June 30th after two days, 20 hours, 30 minutes at sea. Lebesch, who marked his first ever all-nighter aboard *Hecla* (and only his second night at sea) during the race, reported, "I have heard that offshore passage makers usually find the experience really beautiful, enjoyable and rewarding about half the time, dreadfully boring the other half, and sometimes very uncomfortable or downright scary. I'll agree with that!"

On the whole, conditions were pleasant, if not a little on the light side for some boats. Of the boats that did not finish, most retired because they grew tired of the calm conditions.

Tom Kirschbaum, who took more than five and a half days to do the race on his International Folkboat *Feral*, claimed that he had "bathing suit weather" for the trip back in. "If you were just out for a daysail, it would be considered heavenly conditions," Kirschbaum told his wife during a regular check-in call. As it was, the non-existent breeze meant it took him all night to sail 12 miles. And while the daylight hours may have been appropriate for beach attire, nightfall brought cold temperatures with the full moon.

BOX SCORES

PHRO I-A — one starter, no finishers

PHRO I — 1) **Petard**, Farr 36, Keith Buck; 2) **Two Scoops**, Express 34, Chris Longaker; 3) **Stray Cat Blues**, J/35, Bill Parks. (8 boats)

PHRO II — 1) **Voyager**, Beneteau 345, Steven Hocking; 2) **Seabiscuit**, Catalina 36, Mark Neumann; 3) **Mimicat**, Hinckley 38, Robert Long. (5 boats)

SHORTHANDED — 1) **Tenacity**, SC 27, Paul Nielsen; 2) **Speed Racer**, Merit 25, Teresa Scarpulla; 3) **Dingo**, Mini-Transat 6.5, Bryan Wade. (5 boats)

Full results — www.yra.org

PLASTIC CLASSIC (BVBC: 7/21)

ISLANDER BAHAMA — 1) **Gigi**, Rhodes 19, Daniel Widmer; 2) **Bahama Mama**, Islander Bahama, Ray DeFazio; 3) **Kathleen**, Stonehorse 26, Michael Rosenbaum. (4 boats — and no, we don't know why a division called 'Islander Bahama' would have any other kind of boat in it)

FLYING DUTCHMAN — 1) **Anger Management**, Zhenya Kirueshkin-Stepanoff. (1 finisher, 1 DNF)

SANTANA 22 — 1) **Dominatrix**, Heidi Schmidt; 2) **Tchoupitoulas**, Stephen Buckingham; 3) **Augie**, RB Jackson. (4 boats)

TRITON — 1) **Answer**, David Wilson; 2) **Bolero**, Ely Gilliam; 3) **Dogstar**, Larry Suter. (6

boats)

RANGER 23 — 1) **Crazy Horse**, Nick Ancel; 2) **Betty Ann**, Tom Bliss. (2 boats)

COLUMBIA 26 — 1) **Chimay**, David Broadbear; 2) **Infinity**, Larry Blisky. (2 boats)

CAL 29 — 1) **Kai Manu**, John Jaundzems. (1 boat)

PHRF SPINNAKER — 1) **Phantom**, J/24, John Gulliford; 2) **Affinity**, Cal 36, Simon Winer; 3) **Light'n Up**, Express 27, Bruce Powell. (10 boats)

PHRF NON-SPINNAKER — 1) **Incognito**, C&C 48; 2) **Mary Belle**, Coronado 30, Ira Dorter; 3) **Selene**, Cheoy Lee Offshore, Stanley Starkey. (10 boats)

Full results — <http://bayviewboatclub.org>

HART-NUNES REGATTA (SFYC: 7/7-8; Mercuries: 4 races)

1) Doug Baird/Chris Messano, 8 points; 2) Dan Simmons/Phil MacAfee, 10; 3) John Skinner/John Selbach, 18; 4) Pax Davis/Aaron Lee, 20; 5) Steve Jeppesen/Ken Maring, 22. (9 boats)

Full results — www.sfyc.org

GORGE SKIFF REGATTA (COLUMBIA GORGE RACING ASSOCIATION: 7/13-15)

29ER — 1) Jen Glass/Anthony Boscolo, 19 points; 2) Danny Cayard/Max Binstock, 32; 3) Max Fraser/David Liebenberg, 34; 4) Hans Henken/Di-

ego Gomez-Hall, 40; 5) Ian Simms/Pike Harris, 70; 6) Taylor Chittick/Connor Dibble, 79. (11 boats; 15 races, 2 throw outs)

49ER — 1) Brian Malouf/Matt VanRensselert, 11 points. (2 boats; 11 races, 2 throwouts)

I-14 — 1) Archie Massey/Kirk Twardowski, 15 points; 2) Kris Bundy/Jamie Hanseler, 20; 3) Brad Ruetenik/Patrick Murray, 31. (5 boats; 14 races, 2 throw outs)

Full results — www.cgara.org

BELVEDERE CUP (SFYC: 7/14-15; J/105s, match racing)

1) **Nantucket Sleighride**, Peter Wagner, 7 points; 2) **Chile Pepper**, Greenwald/Nesbitt, 6; 3) **Cuchulainn**, Jim Mullen, 5; 4) **Risk**, Jason Woodley, 3. (8 points)

Full results — www.sfyc.org

EL TORO JR. NORTH AMERICANS (SSC: 7/13; 3 races)

GOLD FLEET — 1) Patrick Tara, 3 points; 2) Mackenzie Cook, 7; 3) Marina Fennell, 12; 4) Carson Johnson, 15; 5) Jacob Abrahams, 16; 6) Jack Robertson, 16; 7) Sam Northington, 18; 8) Wilson Fletcher, 24. (16 boats)

SILVER FLEET — 1) Peter Lansdale, 5 points; 2) Dalton Fernandez, 9; 3) Jesse Kittle, 14; 4) John Canepa, 16; 5) David Halman, 17; 6) Lauren Orloff,

THE RACING

As for wildlife, there were numerous whale sightings, and even one whale encounter (which seem to be a regular occurrence these days). Rick Vuilliet's Islander 40 *Paradesia* was struck by a humpback whale about 10 miles outside the Gate. "When I first looked over the side after the thump, I thought I had dropped my rudder, as I have blue bottom paint," he recalled. "Then I saw the white on the ventral edges and realized I was looking at a pectoral fin of the whale as it rolled over to look at me. I am sure he was wondering what I was doing in his 'breathing space' and I was wondering what the (expletive deleted) he was doing. Fortunately, we parted company, apparently neither the worse for wear. The steering was still as smooth as before the collision so I continued on in the race." (See *Letters* for more of Vuilliet's story.)

SSS LongPac and TransPac veteran Mark Deppe and his J/120 *Alchera* had



LATITUDE / JR

a clean sweep yet again. He finished in the early afternoon on the 30th after just over three days, two hours. In addition to being the first singlehander and first monohull back, Deppe corrected out to tops in class and overall.

SINGLEHANDED I — 1) *Alchera*, J/120, Mark Deppe; 2) *Tiger Beetle*, N/M 45, Rob Macfarlane; 3) *Chesapeake*, Outbound 46, James Fair; 4) *Pegasus*, J/35, Mark Sykes; 5) *Razzberries*, Olson 34, Bruce Nesbit. (9 boats)

SINGLEHANDED II — 1) *Eyrie*, Hawkfarm, Tom Condy; 2) *Constellation*, Wylie 33, Tom

Krase. (6 boats; all others DNF)

SINGLEHANDED III — 1) *Travieso*, Ericson 30+, Daniel Alvarez; 2) *Galaxsea*, Nauticat 44, Daniel Wiley; 3) *Black Feathers*, Cal 20, Robert Crawford; 4) *Feral*, International Folkboat, Thomas Kirschbaum. (7 boats)

DOUBLEHANDED I — 1) *Tesa*, Catalina 42, Steven Haas; 2) *Na Ka Oi*, Gibsea 34, Phil Mum-mah; 3) *Voyager*, Beneteau 345, Steve Hocking. (6 boats)

SH MULTIHULL — 1) *Hecla*, Hammerhead 54 Jeffrey Lebesch. (1 boat)

Full results — www.sfbaysss.org

Trans Tahoe

The 44th running of the Trans Tahoe Regatta took place over the weekend of



DARREN KRAMER

Win, place, show up — Tim Hawkins' Santa Cruz-based *'Go Dogs Go'* was the only non-Tahoe boat to finish in the top three at the Melges High Sierra Series hosted by Tahoe YC July 7-8. The Dog men returned to the scene of the crime the next weekend to win their division in the Trans Tahoe Regatta.

21; 7) Michael Bertilacchi, 22; 8) Paul Myrner, 27. (17 boats)

Full results — www.eltoroyra.org

MELGES HIGH SIERRA SERIES (7/7-8: TAHOE YC; 3 races):

1) **TBD**, Jim Granger, 5 points; 2) **Go Dogs Go**, Tim Hawkins, 8; 3) **Pro Spirit**, Stan Eriksson, 11; 4) **See n Double**, Peter York, 11; 5) **Personal Puff**, Dan Hauserman, 13. (9 boats)

LONGBOARD SF BAY CLASSIC (STFYC; 7/7)

FORMULA — 1) Eric Christianson; 2) Mike Percy; 3) Steve Sylvester; 4) M. Zajicek; 5) David Wells; 6) Steve Bodner; 7) Al Mirel; 8) Ben Bamer; 9) Alan Prussia. (18 boards)

KITE — 1) Jeff Kafka; 2) Geoff Headington; 3)

Chip Wasson. (8 boards; all others DNF)

Full results — www.stfyc.com

ULTRA NECTAR CHALLENGE (STFYC; 7/7)

BOARD — 1) Ben Bamer; 2) Steve Bodner; 3) Chris Radkowski; 4) Steve Sylvester; 5) Mike Percy; 6) Eric Christianson. (12 boards)

KITE — 1) Jeff Kafka; 2) Geoff Headington. (3 boards)

Full results — www.stfyc.com

INTERCLUB #4 (EYC; 7/7)

SPINNAKER (< 142) — 1) **Southern Cross**, Melges 24, Richard Leslie; 2) **Vitesse Too**, Hobie 33, Grant Hayes; 3) **Mirage**, Black Soo, Lucie Mewes. (5 boats)

SPINNAKER (> 143) — 1) **Wind Dragon**, Catalina 34, Dave Davis; 2) **Flotsam**, Yankee One Design, Brad & Geoff Clerk; 3) **Green Onions**, Moore 24, John Tuma. (6 boats)

CATALINA 34 — 1) **Casino**, Bill Eddy; 2) **Quemada**, David Sanner; 3) **Crew's Nest**, Ray Irvine; 4) **Obsession**, Lee Perry. (8 boats)

NON-SPIN (< 149) — 1) **Tesa**, Catalina 42, Steve Haas. (2 boats)

NON-SPIN (> 150) — 1) **Dominatrix**, Santana

22, Heidi Schmidt; 2) **Knotty Sweetie**, C&C 32, Gerald Johnson. (3 boats)

MULTIHULL — 1) **Origami**, Corsair 24 Mk II, Ross Stein; 2) **Roshambo**, F 31R, Darren Doud; 3) Three Sigma, F 27, Chris Harvey; 4) **Humdinger**, Greene 35, Larry Olsen; 5) **Serenity**, Seawind 1160, Mike Ropers. (9 boats)

Full results — www.sfbama.org

MIDNIGHT MOONLIGHT MARITIME MARATHON (SFYC; 7/7)

1) **White Dove**, Beneteau 40.7, Mike Garl; 2) **Tappo Piccolo**, Cal 20, Richard vonEhrenkrook; 3) **Oui B⁵**, J/120, Frank Glassner; 4) **Mintaka 4**, Farr 38, Gerry Brown; 5) **Morpheus**, Schumacher 50, Jim Gregory; 6) **Perseverance**, Beneteau 47.7, Daniel Chador; 7) **Howl**, Sydney 38, Peter Krueger. (13 boats)

Full results — www.stfyc.org

OYRA LIGHTSHIP II (RYC; 7/7)

MORA — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Bloom County**, Mancebo 31, Anthony Basso. (4 boats)

PHRO-1A — 1) **Emily Carr**, Santa Cruz 50, Ray Minehan. (1 boat)

PHRO-1 — 1) **Wishful Thinking**, Tartan 10, Lester Gee; 2) **Petard**, Farr 36, K. Buck/A. Newell; 3) **Sapphire**, Synergy 1000, Dave Rasmussen. (6 boats)

PHRO-2 — 1) **Na Ka Oi**, Gibsea 43, Phil Mum-



Why people still leave their hearts in San Francisco. This is the J/105 fleet at StFYC's Albert T. Simpson Regatta.

July 14-15. Sixty boats turned out for the 30-mile main event on Saturday which — after a 2.5-hour delay to allow the shifty breeze to stabilize — was sailed under sunny skies in a nice 13-15-knot southwesterly. The TT was preceded by a warm-up race on Friday (the 13th) evening, with the awards luncheon on Sunday at the Tahoe YC.

CORSAIR 24 — 1) **Origami**, Ross Stein; 2) **Gajjin**, Pete Adams; 3) **Freedom Dance**, Jerry Grant. (9 boats)

MELGES 24 — 1) **Go Dogs Go**, Tim Hawkins; 2) **Personal Puff**, Dan Hauserman; 3) **Flashpoint**,

mah; 2) **Mistral**, Beneteau 36.7, Ed Durbin. (4 boats)

SHORTHANDED — 1) **Tenacity**, Santa Cruz 27, Paul Nielsen; 2) **Eyrie**, Hawkfarm, S. Petroka/S. Seaberg. (3 boats)

Full results — www.yra.org

SBYRA #4 (BBYC: 6/23)

SPINNAKER — 1) **Fermanagh**, O'Day 34, Frank Johnson; 2) **Morning Star**, Cal 3-30, Robert Young. (3 boats)

NON-SPIN — 1) **Hot Ice**, C&C 110, Mike Had-dock; 2) **Dixie**, Pearson 10M, David Webster. (3 boats)

Full results — <http://sbyra.home.comcast.net>

INTERNATIONAL KNARR CHAMPIONSHIP SF FLEET QUALIFIERS (Final):

1) **Three Boys and a Girl**, C. Perkins/H. Baldauf, 56 points; 2) **Lykken**, Rick Fisher, 81; 3) **Svenkist**, Sean Svendsen, 81; 4) **Narcissus**, John Jenkins, 91; 5) **Snaps III**, Knud Wibroe, 97; 6) **Peerless**, Larry Drew, 97; 7) **Larkin**, Jon Perkins, 102; 8) **Adelante**, Don Nazzal, 106; 9) **Sophia**, Tom Reed, 141; 10) **Penelope**, Charles Griffith, 150; 11) **Knarmageddon**, Mike Peterson, 154; 12) **Pegasus**, Terry Anderlini, 158. (28 boats; 19 races, 3 throwouts)

Full results — www.knarr-sf.com

Pat Brown. (4 boats)

PHRF 1 — 1) **Arch Angel**, Antrim 27, Bryce Griffith; 2) **Racer X**, Farr 36, Gary Redelberger; 3) **Wicked**, Farr 36, Richard Courcier. (8 boats)

PHRF 2 — 1) **Ricochet**, Ultimate 20, Geoff Gardner; 2) **True Luff**, Tartan 33, John Utter; 3) **Arc Angel**, Sonoma 30, Jack Tatum. (12 boats)

PHRF 3 — 1) **Groovy**, Venture 24, Les Bartlet; 2) **Blue Jay**, J/24, Jim Mullen; 3) **Bouta Doubt It**, Catalina 22, Brant Hoffman. (5 boats)

MULTIHULL — 1) **Adrenaline**, Custom 36, Bill Erkelenz; 2) **Miss Blue Eyes**, Corsair 28, Bert Lemke; 3) **Flying Fox**, Corsair 31, Duncan Hincks. (4 boats)

CRUISING CLASS — 1) **Knot Bitchin'**, San Juan 24, Chaco Mohler; 2) **Charisma**, Catalina 30, Randy Chitwood; 3) **Il Outrageous**, Catalina 28, Frank Roberts. (8 boats)

OVERALL — 1) **Ricochet**, 2) **True Luff**, 3) **Arc Angel**.

FIRST TO FINISH — **Adrenaline**

Full results — www.tahoeyc.com/sail/

29er Nationals

Max Fraser of Santa Cruz and David Liebenberg of Livermore won the Santa Cruz YC-hosted 29er Nationals on July 6-8. Longtime competitors in El Toros

any race, the dynamic duo managed to piece together an impressive 2-3-2-2-4-4-3-3-5-9 record to beat the second place team of Oliver Toole and Willie McBride of Santa Barbara by three points. "We have a lot more to work on, but we're starting to understand each other better," Fraser explained.

Monterey Bay was anything but



COURTESY MAX FRASER

Young guns — 29er National Champions Matt Fraser and David Liebenberg.

predictable during the regatta: light on Friday, in the upper teens on Saturday, and with a moderate 10 to 12 knots on Sunday. Fraser claims that their limited experience sailing together gave them an edge in the shifty breeze. "Being at this stage for the regatta helped us accommodate the shifty conditions really well. We were already talking a lot, mostly about how we were moving around the boat, and so it wasn't difficult to also talk about what we saw on the course."

Fraser and Liebenberg's victory tips the north-south rivalry in the 29er class back toward the northern side of the



LATITUDE/SUTTER

The other cup — 'Risk' and 'Walloping Swede' in tight battle during the Belvedere Cup, SFYC's match race for J/105s. During a later match, the Swedes 'pulled a Team New Zealand' — coming to a dead stop with a massive spinnaker shrimp. Although conditions on the first day of the Bel Cup were ideal, the second day ended early due to too much breeze on the Southampton Shoal course.

and 29ers, 17-year-old Fraser and 15-year-old Liebenberg had just three practice sessions together under their belts before they teamed up for the regatta.

Although they never held the lead in

state, although second through fourth places went to SoCal teams. Kiwis Paul Snow-Hansen and Blaire Tuke, on a North American racing tour (their next stop was the ISAF Youth Worlds in

THE RACING

Kingston, Ontario, in mid-July), rounded out the top five.

When we talked to Fraser and Liebenberg a few days after their big win, they were en route to their next event, the Gorge Skiff Regatta. They admitted to still being in a mild state of shock. "We both woke up a couple of times in the middle of the night wondering if we'd really just won," Fraser laughed, recounting their first 24 hours as national champs.

1) Max Fraser/David Liebenberg, USA, 28 points; 2) Oliver Toole/Willie McBride, USA, 31; 3) Alex Bernal/Hunter Williams, USA, 35; 4) Judge Ryan/Hans Hanken, USA, 36; 5) Paul Snow-Hansen/Blaire Tuke, NZL, 43; 6) Brian Malouf/Matt VanRensselaer, USA, 58; 7) Jack Driscoll/Tedd White, USA, 64; 8) Paul Heffernan/Cody Shevitz, USA, 68; 9) Noah Shaw/Nina Malingri, USA, 78;



SEAN DOWNEY

Slam dunk — Liz Baylis (in red) gets iced down after her Mayor's Cup win in Long Beach.

10) Brooks Reed/Joe Crum, USA, 88; 11) Cooper Dressler/Dan Malpas, USA, 93; 12) Sarah Berry/Emma Berry, USA, 93. Other NorCal boats: 13) Finn-Erik Nilsen/Alek Nilsen, 108; 14) Ian Simms/Pike Harris, 115; 16) Julia Paxton/Karoline Gurdal, 124; 19) David Rasmussen/John Gray, 156; 21) David Blackett/Camille Barry, 193; 22) Mike Deady/Michael Rilvin, 200; 23) Richard Carter/Nicholas Degnan, 202. (23 boats)

Full results — www.scyc.org

Baylis Wins Mayors Cup

Liz Baylis won the ISAF Grade 2 Mayor's Cup women's match race, held in Long Beach July 18-21 aboard Catalina 37s. For those unfamiliar with the match race event grading system and how it affects world rankings, this is a pretty big deal — and even more so for Baylis, a former world champion who's working hard with a diverse and talented crew to get back in the top 12 women match racers worldwide so that she qualifies for an automatic berth at the 2008 Worlds in Auckland.

A win at an event like the Mayor's Cup, in which three of the eight teams were foreign, can only be out-scored by a win at a Grade 1 event such as the Worlds themselves. Although the next rankings won't be announced for several months, there's little doubt that this win will catapult her up from her current spot at 16.

Baylis, of San Rafael and sailing for San Francisco YC, won the Mayor's Cup based on cumulative points after light breeze forced the cancellation of the semi-finals and finals on Saturday. After

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the two round robins, her San Francisco Women's Match Race Team (which, for this race, included Pease Glaser, Ruth Paulling Schock, Shala Lawrence, Denise George, Sue Service, and Karyn Jones) posted a record of 12 wins and two losses.

The regatta title was determined by the last race, in which she faced East Coast match racing vet Sandy Hayes. Going into the match, Baylis led Hayes by just one win, and under match race rules, when two teams are tied, the win goes to the skipper who won the most recent race between the top two boats. After a spirited pre-start, Baylis led the match from start to finish. Although at the time, Baylis didn't know that the regatta would end after her match with Hayes, she was certainly aware that a win then would be important. "My mom always said 'Win early and often' and in match racing it's more true than anywhere else," she said. Her undefeated first day of racing on Thursday and just two losses on Friday underscored the point.

Charlie Arms of Vallejo, sailing for San



JAY ALLWORTH

Yeah, he's good — Antoine Screve ('USA 15703') finished third at the Opti North Americans in Puerto Vallarta last month. Screve was one of the top U.S. Opti sailors long before his family moved to Marin last year, and now his younger brother, Romain, is sailing for SFYC and continuing the tradition.

Diego's Southwestern YC, finished third in the regatta.

1) **Liz Baylis**, USA, 10 points; 2) **Sandy Hayes**, USA, 9; 3) **Charlie Arms**, USA, 7; 4) **Katy Lovell**, USA, 6; 5) **Caroline Bejar**, BRA, 5; 6) **Claudia Wainer**, USA 5; 7) **Katie Spithill**, AUS, 5; 8) **Delphine Casas**, FRA, 1. (8 teams)

Full results — www.mayorscuplongbeach.org

Huntington High Sierra Regatta

In the early 1950s a young Thistle sailor named Frances Keran was staying at then-unknown Huntington Lake. He noticed that the wind turned on like clockwork at 10 a.m. and was perfect for sailing. Three years later, he talked seven fellow Thistlers into trekking up

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THE RACING

the winding pass for a little friendly racing — and the rest, as they say, is history. Today, Fresno YC's High Sierra Regatta is one of the West's largest inland sailing events, with two 100-plus boat weekends, first for dinghies and then keelboats a week later. Some folks like it so much they race both weekends.

This year, 114 small boat sailors came to play on July 7-8, followed by 119 keelboats on July 14-15. Just like for those Thistle guys 50-some years ago, the sun was shining and winds were dependable and challenging.

Of the 'big boat' group, one of the most interesting races this year occurred in the six-boat Ultimate 20 class. There would have been seven, but Geoff Gardner was busy winning class and overall in the concurrent Trans Tahoe Race with *Ricochet*.

Classic Huntington weather prevailed for all three 9-mile races — strong breeze at the bottom of the lake, with variable gear-shifting conditions at the top. When it was all said and done, John Buchanan's *Enigma* and Tom Burden's *Layla* were tied for first in the U-20 fleet, with the tiebreaker going to *Enigma*. *Layla*



ROYCE FLETCHER

2006 El Toro Junior North American Champion Patrick Tara of Santa Cruz took home silver again by bulleting all three races at the '07 NAs at Stockton Sailing Club on July 13.

also scored a perfect 10 for a spectacular dismount caused by a "conservative takedown" at the leeward mark. Trish Sudell had gathered the bottom of the kite, the tack and sheets were blown and everything was coming down fine until the halyard, which had been trying to

foul itself all regatta, finally succeeded. The spinnaker filled instantly, almost yanking Trish out of the boat, followed by *Layla* skidding sideways on her ear for a loooong way toward the marina. By the time the catastrophe was cleaned up, *Enigma* was long gone.

— Tom Burden

KEELBOATS

PHRF A (< 133) — 1) Tim Cordrey, Henderson 30, 3 points; 2) Loren Colahan, Melges 24, 8; 3) Tom Jenkins, Express 27, 9; 4) John Scarborough, Olson 30, 10; 5) Bill Goldfoos, Express 27; 6) Steve Sherry, 11:Metre. (12 boats)

PHRF B (134-179) — 1) Tom Blagg, Olson 25, 3 points; 2) Dave Mosher, Hotfoot 20, 8; 3) Nat Gildersleeve, Olson 25, 8; 4) Bruce Schumacher, B-25, 13; 5) Clark Penfield, Merit 25, 15; 6) Ralph Wessel, J/24, 17. (11 boats)

PHRF C (> 192) — 1) Greg Greenless, J/22, 3 points; 2) Cam Lewis, J/22, 7; 3) Brian Hoover, J/22, 9; 4) Lewis Wagoner, Coronado 25, 11; 5) Jeffrey Carder, Santana 22, 16; 6) Steve Leonard, Venture 21, 17. (12 boats)

MOORE 24 — 1) Bart Hackworth, 6 points; 2) Scott Sorenson, 8; 3) Brad Butler, 9; 4) Rowan Fennell, 10; 5) Vaughn Seifers, 15; 6) Matt Dini, 17; 7) Larry Peterson, 28; 8) Joel Verutti, 31. (18



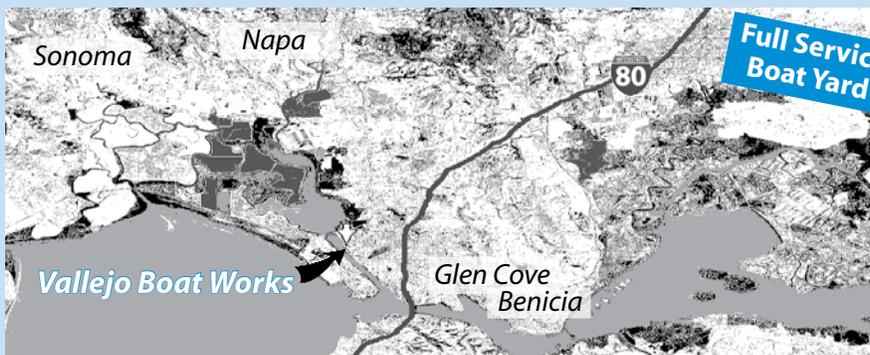
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SANTANA 20 — 1) Anne Jaeschke, 6 points; 2) Aaron Lee, 7; 3) Mark Erdrich, 9; 4) Jason Crowson, 11; 5) Kem Bricker, 16; 6) Doug Whitaker, 18. (11 boats)

SAN JUAN 21 — 1) Robert Anderson, 3 points; 2) Jerry Hansen, 6; 3) Bill Parsons, 10; 4) Ruth Barcus, 11; 5) Kirk Thornburn, 17; 6) Jorgen Clausen, 17. (12 boats)

THISTLE — 1) Ron Smith, 3 points; 2) Dean Iwahashi, 7; 3) Michael Gillum, 10; 4) Chris Gedrose, 10; 5) Dave Keran, 17; 6) David Bloomberg, 19; 7) Chip Balough, 22; 8) Cesar Romero, 24. (16 boats)

ULTIMATE 20 — 1) John Buchanan, 6 points; 2) Tom Burden, 6; 3) John Andrew, 7. (6 boats)

WYLIE WABBIT — 1) Sarah Deeds, 4 points; 2) Tim Russell, 7; 3) Kim Desenberg, 8; 4) Aaron Strum, 14. (8 boats)

OPEN 5.7 — 1) Jerome Sammarce, 4 points; 2) Nike Vale, 9; 3) Tracey Kenney, 9. (5 boats)

VICTORY 21 — 1) Don Bonander, 4 points; 2) Chuck Philips, 5; 3) Tom Anderson, 9; 4) Don Russell, 13. (7 boats)

HOLDER 20 — 1) Glenn Van Heel, 4 points; 2) Jim Rosaschi, 6; 3) Jim Daley, 8. (5 boats)

Dinghy and full keelboat results: www.fresno-yachtclub.org

Race Notes

Repeat offender: Thirty-two junior El Toro sailors competed in the 2007 **El Toro Junior North American Championship** at the Stockton Sailing Club on July 13th. The three-race, no-throwout regatta featured Gold and Silver Fleets and took place in beautiful sunshine, with shifty winds that ranged from 5 to 14 knots. Defending NA champion **Patrick Tara** of Santa Cruz took the 16-boat Gold Fleet — and the '07 Championship — with straight bullets, followed by McKenzie Cook and Marina Fennell. In the 17-boat Silver Fleet, Peter Lansdale took first, followed by Dalton Fernandez and Jessie Kittle. (See 'Box Scores'.)

Worst to first: Tahoe YC hosted the **Melges 24 High Sierra Series** June 7-8. Nine boats got off three races on Saturday, with excellent racing, oscillating shifts, and breeze in the 8-to-14-knot range. Unfortunately, the remainder of the series was cancelled after a two-hour postponement on Sunday. In a feel-good end to the story, first place in the regatta went to #219, a boat that normally finishes last in Wednesday night racing on



LOUIS BENAINOUS

Nick and Antony Barran's 'XL' during its soft launch at Berkeley Marine on July 7. With distinctive lines and predicted quick speeds, there's little doubt about its Antrim pedigree.

Lake Tahoe. Skippered by a local Laser sailor and former Canadian national Laser champion **Nick Pullen**, this time, #219 amassed a 1-1-3 record, finishing three points ahead of Melges veteran Tim Hawkins on *Go Dogs Go*. "Pullen nailed



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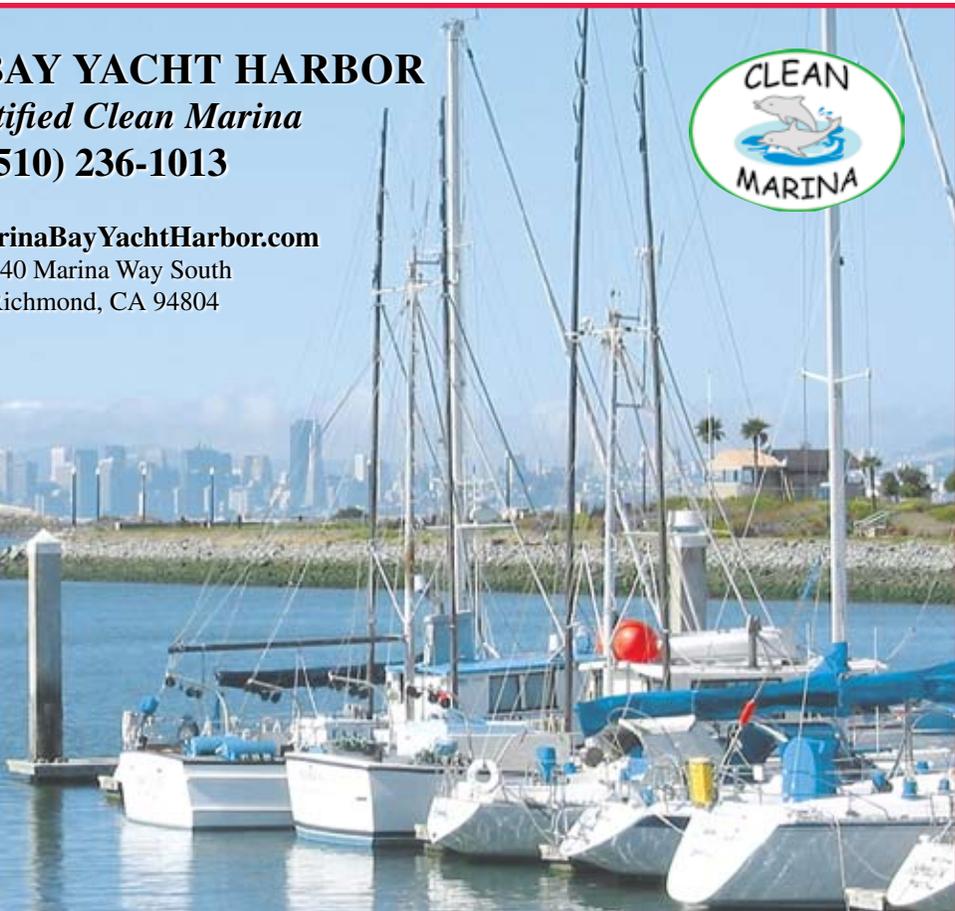
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THE RACING

the starts and played the shifts to perfection!" Hawkins observed.

Unlucky sevens: Island YC cancelled the **Silver Eagle Long Distance Race** after just six boats signed up. It had been scheduled for 07/07/07. "The face of racing is changing, so we'll change with it," explained race chairs Ben Mewes and Joanne McFee. IYC has tentatively scheduled next year's Silver Eagle — a 67-mile endurance run around the Bay — for July 19, and they're looking for input on how to improve the 30-year old classic. Email ideas and comments to iycracing@yahoo.com, or call McFee at (510) 521-7442.

Can't yet drive but they're on the road again: **Antoine Screve** of Marin finished third and was the top American at the **Opti North Americans** at Vallarta YC in Mexico on July 9-14. Screve, who competed against 184 other top Opti sailors from 19 countries, was in a tight race for second place, which he unfortunately lost to Bermuda's James Anfossi. Raul Rios of Puerto Rico won the North American title. He'll have to squeeze the trophy on the shelf next to the South American

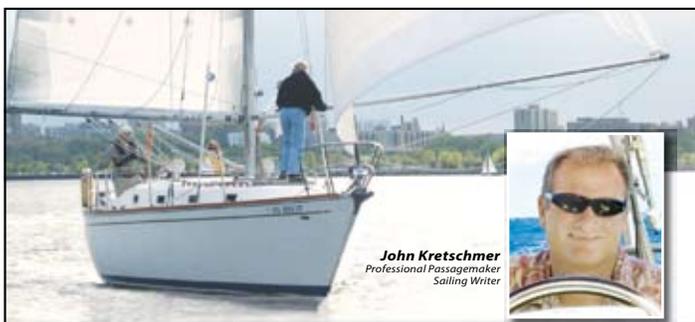


Tommy boys — There's really no reason for us to run this photo of the crew on the American entry 'Tommy Hilfiger' during the iShares Cup Extreme 40 European circuit stop in Marseille last month, but we couldn't resist the opportunity to show four men dressed for success.

open title he won earlier this year.

Encinal YC junior sailor Lindsay Grove — sailing with former Encinal YC junior Devon Rohde, now of Beaufort, Georgia, as crew — finished 11th out of 35 boats in the **US Junior Women's**

Doublehanded Championship (aka the Ida Lewis Trophy) in New Orleans July 5-11. Megan Runyon and Annie Schmidt, Alicia Bernhard and Mary Glaser, and Jessica Bernhard and Kelsi Schoenrock also made the trek to Pontchartrain YC



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for the 420 regatta.

We goofed: We mistakenly omitted several boats from the results of one division in our coverage of the **Coastal Cup** last month. The three IRC-rated boats raced under dual scoring and should have been included in the PHRF results. *Kokopelli*² finished second in IRC and PHRF. IRC division winner *Samba Pa Ti* came in third under PHRF. Further down the line, the third IRC boat, *Rancho Deluxe*, was 10th under PHRF.

Sale boat of the month: **Tom Condy** and **Sylvia Seaberg** have stepped up from their well-sailed Hawkfarm *Eyrie* to the Schumacher 52 cruiser/racer **California Girl**. Condy and Seaberg have not yet announced their plans for the bright red New Zealand-built boat, which was one of the last to come off the drawing board of late Alameda yacht designer Carl Schumacher.

New boats of the month: The Barran family launched **XL**, a 40-ft racer/cruiser designed by El Sobrante's Jim Antrim, at 7 p.m. on 07/07/07 at Berkeley Marine Center. "To use Disney vernacular, it was 'a soft opening,'" reported **Antony**

Barran, *XL*'s proud papa (or rather son; his partner in the boat, **Nick Barran**, is also his father). "The boat wasn't really ready, but we wanted to make a statement." Perhaps not unlike the statement a whale made a little less than a year ago when it struck and sunk the Barrans' previous boat, *Mureadritta XL*, while the boat was en route from Hawaii to California following the 2006 Pacific Cup. Cree Partridge and his team of builders at Berkeley Marine also made a statement of sorts. *XL*, which happens to be the Roman numerals for 40, may as well stand for 'extra light'. The hull came out considerably underweight, though the situation was corrected without a problem. The boat's NorCal schedule is still being finalized, but will culminate with the Big Boat Series in September. *XL* then heads to her new Southern California home to live the typical SoCal, work hard-play harder, lifestyle. . . . **John Lymberg** took delivery of his new Flying Tiger 10M **Savage Beauty** last month. Lymberg's boat is the second of the Bob Perry-designed Flying Tigers to hit Bay waters.

Small boats, big options: In response to several recent inquiries about dinghy racing on the Bay, Steve Orosz of the Treasure Island Laser fleet reminded us that **Lasers** regularly race on weekday evenings during the summer at Shoreline Lake in Mountain View (on Wednesdays) and Treasure Island's Clipper Cove (on Thursdays, with the Vanguard 15 fleet), as well as off St. Francis YC every other Thursday. (The Laser series alternates with the Cabrinha Race Series for kite boarders). If you want to jump right into the deep end, Treasure Island Sailing Center hosts the Laser PCCs August 10-12. There are also several regattas coming up in the next two months for all manner of small boats. Check the 'Racing' portion of *Calendar* (page 34) for your options. In the meantime, anyone wanting to race Lasers in the Bay Area should be on the District 24 email list, as information about all the local happenings is recorded there: www.technicalwizardry.com/d24laser/d24.htm. Contact details for the Morro Bay, Monterey, Santa Cruz and Lake Tahoe fleets are also posted online at that site.

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WORLD

With reports this month on **Bareboat Racing in French Polynesia**, reasons why a world traveler loves **Sailing in Thai Waters**, a **Caribbean 'Sailstice' Celebration** and miscellaneous **Charter Notes**.

Sailing through a Postcard — Fantasy Racing at the Tahiti Pearl Regatta

When is every regatta participant a winner? When the regatta takes place in the Leeward Isles of Tahiti!

As sappy and cliché as that may sound, in the case of the Tahiti Pearl Regatta, it's absolutely true. Tactician Maurice Fitzgerald of this year's San Francisco entry put it best when he described a moment shortly after the start of the final race. With adrenaline pumping, he'd been totally focused on the tense choreography of the starting sequence. So much so that he'd become oblivious to the surrounding landscape. Then suddenly, a few minutes into the race, he caught a rainbow out of the corner of his eye. When he followed its arch to the top of Bora Bora's verdant, tooth-like peaks, towering majestically above its turquoise lagoon, he was struck by the uniqueness of the moment: "Whoa! This is the most aesthetically beautiful place I've ever been in my life!"

Having sailed in those waters ourselves, we can confirm that virtually every time you look up you're faced with another postcard-perfect vista. But, as Maurice and his Bay Area teammates will tell you, spectacular scenery is only part of Tahiti's appeal as a sailing venue. In fact, the goal of this four-day international regatta — French Polynesia's largest yachting event — is to showcase the area's superb sailing conditions

Beautiful girls in grass skirts weren't the only ones to get up and dance. These resident Frenchmen did their best Maori war dance.



and rich cultural heritage, as well as its spectacular topography.

As we've noted before in these pages, the Pearl Regatta was created four years ago by a small group of local French sailors — initially as an excuse to race each other on an inter-island course. The second year they invited bareboats to join, and now, thanks to the promotional efforts of Tahiti Tourisme, the event's reputation has been steadily gaining momentum internationally. This year's Regatta (May 17-20) drew 26 entries — some aboard private yachts and some aboard bareboats — from Europe, the U.S. and various parts of the Pacific Basin, including Australia and Japan.

The first-ever S.F. Bay team was made up of St. Francis YC members Meredith Bressie and Fitzgerald, plus South Beach YC members Garrett and Katherine Law and their daughter Stephanie. They'd flown out to join the fun at the invitation of Raïna Garcia, President of the Raiatea Regatta Association, and sailed on a brand new Moorings 443, *Ios*. Like other Moorings and Sunsail boats in the event, *Ios* was equipped with an asymmetrical chute.

With nightly parties highlighted by traditional Tahitian feasts and entertainment, this year's itinerary took the fleet from Raiatea, where the bareboat bases are located, to nearby Tahaa, then on to Bora Bora. Winds blew 8 to 22 knots all weekend.

Never having raced together before, the *Ios* crew spent the first day getting to know each other, the boat and the nu-



CHRISTIAN DUROCHER / GIE TAHITI TOURISM

Although these bareboats weren't designed to race, they provided exhilarating boat-for-boat racing — each supplied with an asymmetrical.

ances of the French buoyage system. "It was a great first day of sailing in the lagoon while absorbing the sights," recalls Garrett, who served as *Ios*' helmsman during the races. "The water colors were an artist's palate of blues as the color changed with the depth of the water."

The next day, after registering at an idyllic motu (coral islet), they met some of their international competition while watching grass-skirted dancers gyrate to sweet Tahitian melodies. The practice race that afternoon gave them a look at what they were up against. "Many of the boats had 6 to 10 beefy young guys on board," says Garrett.

A new twist to the itinerary this year was a race all the way around Tahaa, within the calm waters of its vast lagoon. "This day provided strong sailing on all points of wind," Garrett notes. "Spinnaker runs down one side, close hauled up the other and calms in the lee." Our hometown heroes were doing pretty well until their stowed spinnaker took a swim during an upwind leg — hey, it happens! The feast that night included

CHRISTIAN DUROCHER / GIE TAHITI TOURISM

OF CHARTERING



a traditional pig roast, followed by more dancing by sensual *vahines*, as well as a stunning performance by a fire dancer who was tattooed from head to toe.

Race Two took the fleet out through the reef into open water for a glorious spinnaker run to Bora Bora, roughly 20 miles away. "From a geographical prospective," the Laws wrote afterwards, "sailing from Tahaa to Bora Bora was a 'Top Ten' experience. The waves crashing on the reefs, the steep, rugged islands rising out of the ocean with lush palm forests — and sailing among 26 boats with spinnakers flying on a warm Tahiti day."

That evening the fleet received a benediction by an elaborately costumed Tahitian priest, followed by yet another elaborate feast.

The third and final race was the best for the *Ios* crew, with a brilliant start which initially put them in first position. The course took the fleet three times around a set of buoys, all within the shallow Bora Bora lagoon. "Winds varied in direction and

intensity," recalls Garrett, "just like sailing in San Francisco Bay!"

Maurice adds: "With so many boats fighting for position in this tiny bay, repeated cries of "Starboard!" could be heard in a number of international accents. On nearby shores, coconut trees swayed in the breeze like a line of Tahitian dancers cheering us on." They finished a respectable ninth, which wasn't too shabby considering the inexperience

of two crew members and the intensity of some of their competition.

A swim in the lagoon afterwards calmed their emotions and put them in a good mood for the awards ceremony at the exquisite Pearl Beach Resort & Spa, a tropical fantasyland with over-water bungalows and immaculately manicured grounds. Among the many prizes awarded, the San Francisco ladies were given black pearl necklaces from sponsor Tahia Collins.

Afterwards, a final feast, or *tamaaras*, was hosted by the Bora Bora YC, "a yacht club in paradise with sand floors and a thatched roof, overlooking the lagoon," as Garrett described it.

By all accounts, the race administration this year was better than ever and, according to a Committee member, received not a single complaint. With growing interest from Europe, the U.S. and Japan — four Japanese teams are expected next year — we wouldn't be surprised if the Tahiti Pearl Regatta continued to grow each year in both size and international acclaim.

Next year's event will be held May 8-12, with a fifth day added for new activities such as canoe races. If you're interested, though, we suggest you reserve a boat soon, as there are only about 45 bareboats based in the entire area. <http://www.tahitipearlregatta.org.pf>.

"We can definitely recommend it," says Garrett, "More than just a race, this is a sailing extravaganza!"

— *latitude/at*

The fleet races inside the Raiatea-Tahaa lagoon toward a break in the reef. The distinctive shape of Bora Bora lies in the distance.



MARINE NATIONALE / PM SABINE BOUDARD



PAUL REEVES

Singing the Praises of Sailing in Thailand

I consider myself very lucky to have had opportunities to skipper charter boats at many of the world's great sailing destinations — from the Greek Isles to the Caribbean, from Alaska to Central America. Sailing in Thailand, however, was even more pleasant than I anticipated.

A year ago, when I moved to Pattaya, on the East Coast of the Gulf of Thailand, I expected my sailing to be limited to

A shot of White Sands Village on Koh Chang. Inset: Paul Reeves has sailed all over the world, but he likes Thailand best.

gentle breezes and clear, warm water. I soon discovered, however, that there is so much more than that. Thailand isn't called the Caribbean of Asia for nothing.

Bordering the Andaman Sea and the Gulf of Thailand, this fascinating country has over 1,000 miles of coastline, literally thousands of islands, countless white-sand beaches, superb coral reefs, hidden

creeks and headlands, and even mystical sea mountains as back drop. These elements combine to make the waters of Thailand a stunning cruising ground for both charterers and cruisers.

This is the Thailand that I am discovering by skippering one of the ten boats in our Gulf Charters Thailand fleet. The boats range from a 32-ft Beneteau to a 52-ft Wharram catamaran.

Our base of operations is in the Koh Chang archipelago. This group of 50 islands lies within Thailand, but near the border of Cambodia. To protect the pristine beauty of its rain-forested peaks, waterfalls, remote white sand beaches and clear blue waters which teem with tropical fish, the Government of Thailand made most of this area a protected National Park. The center of the region is the community of Koh Chang and its neighboring city, Trat.

The history of these two coastal trading ports dates back thousands of years. They were centers of shipping and fishing for the Chinese, Vietnamese and Malays, while serving also as major ports of call for the Portuguese, Spaniards and Per-

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sians. The result is a cosmopolitan blend of many cultures that is clearly reflected in the architecture and the people of the region.

With so much trade in its history, this region also became famous as the haven for the Pirates of the South China Sea. If you spend an evening in one of the many small fishing

PAUL REEVES



villages that dot the islands, you will undoubtedly be told by the locals tales of their ancestors' exploits on the water. Even well into the twentieth century, the history of Koh Chang remained turbulent. In 1941, during the Indochina War, the French Navy crossed into Thai waters and sank three Thai battleships in the Koh Chang Naval Battle. Despite the losses, the French were driven off and the territory remained part of Thailand. Today, scuba divers — and sometimes even snorkelers — discover treasures from Koh Chang's rich maritime past.

Paul's new homeport is the Gulf Charters base, located in a lush, idyllic setting at Salek Phet on Koh Chang Island.

Although in the tropics, Thailand has no typhoons — it is not in a hazardous weather zone. Even the seasonal monsoons are gentle. Air temperatures range from 77° to 95° for most of the year, and the sea rarely varies from a balmy 82°. This means comfortable, exotic cruising all year round.

Coastal Thailand lies between 5° and 13° north of the equator which means that the prevailing winds from November

to April are northeasterly and from May to October they are southwesterly. Between November and April, the winds can be quite strong in the morning, usually tailing off in the afternoon. Later in the season, winds become lighter.

I consider Thailand to be a unique sailing destination because there really is no off-season. In fact, the May to October 'Green Season' offers near-perfect sailing conditions with reliable winds averaging 12 knots and rarely exceeding 25 knots, bright sunshine with interspersed showers and slightly cooler temperatures.

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WORLD

My new home, Thailand, deservedly has become Asia's premier sailing destination. And I am anxious to introduce sailors from all over the globe to the hundreds of 'jewel' destinations that are within easy reach of Pattaya and Koh Chang. I invite *Latitude* readers to discover this spectacular region of the world and experience the fun of sailing these fascinating waters.

— paul reeves

Readers — A former West Coast sailor and world traveler, Paul's enthusiasm for sailing in Thai waters is obvious. More info about his new employer can be found at www.GulfChartersThailand.com.

Their primary competition, Sunsail, has Thai bases at Koh Chang, Koh Samui and Phuket. See www.sunsail.com for details.



COURTESY ASA / SUNSAIL

"We're having some fun now!" Cecilie, riding the rail, second from left, had a ball in Antigua. ASA will host another Sailstice event in 2008.

Celebrating Summer Sailstice: ASA's Antigua Rendezvous

What could be better than nine days of sailing in Antigua? Nine days of sailing in Antigua on someone else's nickel!

That's precisely what Cecilie Ann Witt did last month as the winner of a joint promotion from the American Sailing

Association (ASA) and Sunsail, in celebration of the summer solstice — or Sailstice, to be precise. For the uninitiated, the goal of the annual summer event called Summer Sailstice is simply that sailors all over the world use that astronomical benchmark as an excuse to get out and go sailing. Now in its seventh year, the concept has spread to many of the world's great sailing venues, where parties, races and rallies

take place on the weekend closest to the actual solstice — June 23-24 this year. In addition, a wide range of sponsors offer hundreds of prizes to Sailstice sailors who register online at www.summersailstice.com. That's how Cecilie, a Chesapeake Bay sailor, came to earn her Antigua trip.

When her name was chosen at random, she was invited to join ASA's first annual American Sailing Week — timed

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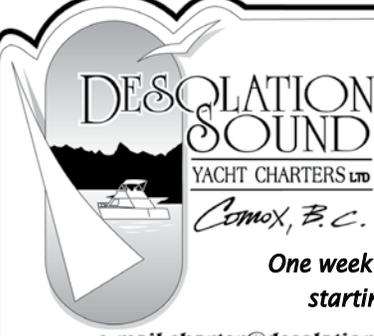
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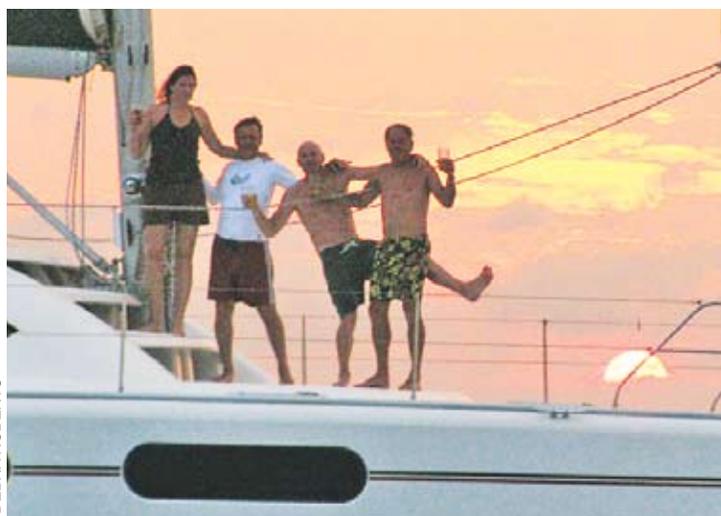
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with the solstice — at Sun-sail's Club Colonna in Antigua. One sailing instructor defines this waterside resort as a "sailing camp for grown ups!" With a wide variety of sailing dinghies, watersports toys and keelboats to choose from, Cecile sailed every day of her visit. Her favorite activity was daysailing aboard the Sun-sail 473 pictured at left. "It was the bluest water I'd ever sailed in," Cecile recalls.

DEBRA ROBERTS



If you missed the action this year, why not mark your calendar for next year's Summer Sailstice celebration on June 21 and 22. Whether you join a scheduled festivity or invent your own, the point is simply to make the most of the longest sailing days of the year.

— latitude/at

Charter Notes

Last winter we reported that Bay Area sailors **Doug and Leslie Petty** had

Life is sweet on a charter cat holiday in Belize. Debra and her crewmates make a sunset toast to 'another lousy day in paradise'.

recently placed a **new Moorings 4600 catamaran, Hope**, into that company's **Belize charter fleet**. Shortly after she was delivered to her new homeport, the coastal town of Placencia, the Perrys took her out for a sample cruise with friends and family members aboard. "We've done a number of charters in the BVIs and

Windwards," Linda wrote. "But this was our first visit to Belize, and I'm pleased to report that **it was awesome**. The people in Placencia were unbelievably friendly, everyone speaks English, and the surrounding waters and islands are beautiful. And, unlike the Eastern Caribbean, we had the place mostly to ourselves."

A few months later, **Debra Roberts** sent in this stunning sunset shot, taken while she and a group of friends were enjoying a charter

aboard the same boat, *Hope*. As both Debra and the Perrys will confirm, Belize is a delightful destination that should be on every charter aficionado's must-see list — and it's relatively close to home. (In an upcoming issue we'll introduce you to another Belize charter offering owned by former Bay Area sailors, the **Lagoon 47 cat Aubisque**.)

Speaking of catamarans, we reported in June that both **Robertson and Caine**,

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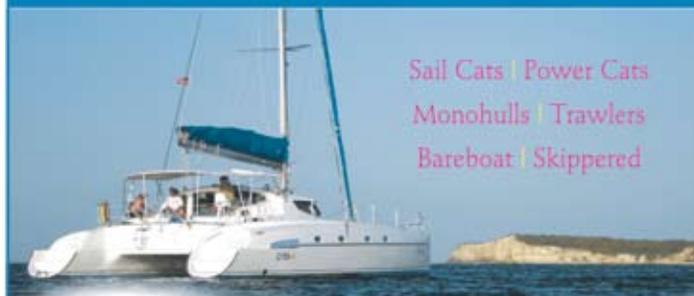
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builder of **Moorings charter cats**, and **Lagoon**, supplier of cats to a variety of charter firms, have introduced new yachts which feature state-of-the-art **diesel-electric power systems**. As evidence that boat buyers are genuinely interested in such breakthrough technologies, both companies are steadily receiving new orders. That's good news for charterers, as they'll have a chance to sample this 'greener' technology, and for future cruisers, as these same boats should be **available on the used boat market in about five years**.

In a recent press release, Lagoon noted that they currently have **150 Lagoon 420 hybrids in their "order book."**

As we've often noted in these pages, the name **Moorings** is synonymous with the development of bareboat chartering in the Eastern Caribbean, and since day one, their **flagship base** has always been in **Road Town**, Tortola, BVI. Last month the company announced that the



The well-known Moorings Mariner Inn complex and adjacent marina in Tortola, BVI, will soon undergo a major expansion.

long-established Moorings Mariner Inn complex on Wickham's Cay II will soon undergo a **major facelift and expansion**, to be completed next winter.

Capitalizing on water views, the **\$10 million project** will include an open-air plaza with retail shops, a concierge-style

customer service center, an over-the-water bar/restaurant, a conference area and new hotel suites. A new jetty and marina wing will provide **dockage for 120 yachts**. Multiple channels and seawater pumps have been incorporated into the design to improve harbor circulation. New showers and a **WiFi** network will also be added.

Earlier this summer **Sunsail** announced the transfer of its Tortola fleet from Hodges Creek (a few miles to the east) to Wickham's Cay II, adjacent to The Moorings facility.

As you may recall, late in 2005 **First Choice Holidays PLC**, parent company of Sunsail and a variety of other travel-related firms, acquired the parent company of The Moorings, bringing the world's two largest yacht charter operators under the same umbrella for the first time. Since then, however, both brands have maintained separate identities, marketing efforts and bases, despite speculation of further consolidation.



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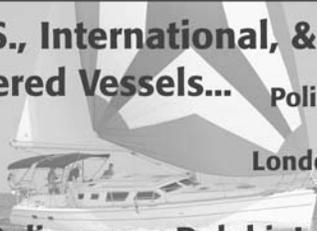
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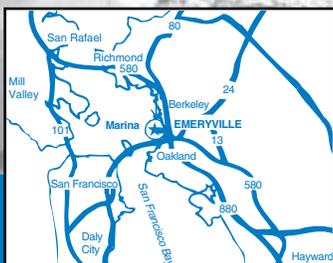
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CHANGES

With reports this month from **Gaia** on cruising without a generator; from **Iwa** on new clearing regulations in Ecuador; from **Cadence** on good times and bad in the Philippines; from **Radio Flyer** on how easy it is to do a Canal transit; and an extra big helping of **Cruise Notes**.

Gaia — Morgan 38 William and Soon Gloege Alternative Energy Sources (Santa Maria)

After 11 years of cruising the Pacific and Caribbean, we still wonder why some cruisers insist on carrying gas or diesel generators. These machines are smoky and noisy, and disturb both their owners and the people on boats nearby. In addition, we find that trips to shore to buy fuel steal precious time and money, and it's a hassle to cart fuel containers around.

We've found that three solar panels, plus our KISS wind generator, allow us to be at anchor almost indefinitely without having to run our engine to charge the batteries. It's true, during a streak of cloudy days with no wind while at anchor off Trinidad, our batteries ran low, so after a week we had to start the engine to charge them.

Our three 75-watt solar panels are the greatest gift. There's no oil to change, no parts to break — no sweat. These wonderful inventions just go to work at sun-up each day, and do their job, day in, day out. If we're feeling particularly ambitious, we might wipe them off once a month.

The wind generator takes a bit more TLC. On rare occasions it's been overpowered by strong winds and had to free wheel. This means it was spinning very fast, but couldn't generate any power. But we can switch it off to avoid this problem. Our wind generator is also quieter than most people would expect. One time a fellow cruiser came aboard and asked us to turn the wind generator on so he could see how noisy it was. As

For years William and Soon have been proving that you don't need a generator — or even an expensive boat — to enjoy cruising.



he sat under our bimini, directly beneath the wind generator, I had to tell him that it was already on!

How much power do our alternative energy sources provide? Enough to power our watermaker, refrigerator, lights, SSB and VHF radios, television, computer, and even an inverter for some 110-volt use.

Sailing north and south in the Caribbean since '00, where the easterlies blow fresh almost all the time, these alternative energy sources have enabled us to live a full life with a very small carbon footprint. So many people from First World countries seem to think we have to be tied to fossil fuel machines, despite all their drawbacks. We, on the other hand, believe that life is not only possible, but even better, when based on wind and solar power.

— *william and soon 06/15/07*

Mahina Tiare — Hallberg-Rassy 46 John and Amanda Neal Spitsbergen, Norway (Friday Harbor, WA)

Our crew for the second leg of this summer's Mahina Expedition joined us in Bergen, Norway, on June 19, and shortly thereafter we set sail north for the island of Spitsbergen. For those of you without a globe, Spitsbergen is located between the Barents Sea, the Arctic Sea and the Greenland Sea, and its northern tip crosses 80°N. Since the highest you can go on this planet is 90°N, and since there are 60 miles in a degree, it means that the northern tip of Spitsbergen is just under 600 miles from Santa's pad at the North Pole. Our goal was to see 80°N on our GPS.

You might think there wouldn't be many ships and yachts at such high latitudes, but you'd be wrong. For instance, when we got to Longyearbyen, the New York City of Spitsbergen, we had to pay \$35 to tie off the T-pier, and would have had to pay the same for a dinghy float. That's pretty high, and it's because 75 expedition ships come up here for the short summer, and 50 more private yachts were expected in the next two months. When we visited in '01, there had been only 15 private yachts, so that's an



BOTH PHOTOS COURTESY MAHINA TIARE

increase of more than 300% in just six years. No wonder Longyearbyen now has a fuel dock, whereas we previously had to go through the tedious process of lugging jerry jugs of diesel to the boat.

Prior to reaching Spitsbergen, we stopped at the remote island of Bjornya. Despite the fact the 10-mile by 10-mile island is at 74°N, an extension of the Gulfstream — the same one that flows past South Beach — splits its way around its rocky shore, the last time we were there the contrary current flowed at several knots, there was dense fog and whirlpools, and a confused swell pounded into the cliffs. This time the weather was so nice that we anchored, and that evening we were invited ashore by Eivend, a jolly meteorologist and fix-it man from Stavanger, Norway. He explained that nine people are stationed on the island and are rotated out at six-month intervals. But they have plenty of work to do, including launching weather



of the crew, and Ken stood watch with the rifle. After some exploring ashore, Pete Knowles, Alec's son, suggested a swim. Alec and John were game, so one by one they took the icy plunge. Invigorated, we headed further north, at which point the wind died and the ice began to increase. We finally had to send Amanda to the masthead to look for a path around the ice. She found it, allowing us to continue north.

Our 130-mile overnight passage took us to the previously mentioned Longyearbyen. While there, Stein Tore Peterson, who had granted us permission to visit Spitsbergen, offered us tea and made sure that we understood the rules for going ashore. Rule 1: Always carry our rented 30.06 rifle and flares, and don't

Spread; Hollywood types will tell you that all you need for instant drama is a woman and a gun. The woman is Amanda Swan-Neal, and she carries a 30.06 rifle to keep the polar bears off her back. Inset; Mr. Garmin confirms that 'Mahina Tiare' indeed made it deep into the Arctic Circle.

balloons twice a day, maintaining the buildings and equipment, and sending weather reports to Oslo. He told us that three years before, when the ice was thick, a total of 238 polar bears had been sighted. That's why they don't go anywhere unarmed or without huskies for use as bear alarms. The Germans had a weather station here during World War II, so we hiked to the sight where a Junker bomber had crashed.

Since the weather was fine and it never gets dark at this time of year, we set sail again that evening in pleasant reaching conditions. There was plenty of shipping to be seen, a Polish research vessel; several Russian trawlers; and two Norwegian Coast Guard vessels, one of them towing a Russian trawler that had been seized for illegal fishing. At midnight Alec Knowles, a 58-year-old who is

planning an Atlantic circumnavigation, shouted "Land ho!" — and, sure enough, we soon saw the rugged mountainsides of Spitsbergen. Since we were broad reaching at seven knots in 17 knots of wind, it was lucky there wasn't too much fog or ice.

We spent a night at Hornsund, a harbor that was mostly free of ice. But as usual, it was blowing 20 knots, which dictated that one-hour anchor watches be stood through the night to fend off a couple of growlers. It would have been too wet to go ashore, so we headed to Gaashana on the south shore. As there were polar bears in the area, we issued cans of pepper spray and small flares to each member

disturb anything, living or dead. During a visit to the village, we found several trendy new outdoor supply shops, fur stores, a thriving supermarket, new housing, and loads of tourists from a recently docked cruise ship. It's true, there is almost nowhere on the oceans of the world that you can escape cruise ships. After taking on \$4/gallon diesel,

Checking the charts with two young Oslo policewomen at the Governor's Hut at Magdalene Fjord. It was later surrounded by polar bears.



MAHINA TIARE

CHANGES

we headed north in pursuit of our goal. At noon the following day we hoped to do a photo shoot of *Mahina Tiare* under sail with a glacier in the background. There were just two problems — no wind and the fact that the ice had receded dramatically from six years ago.

We later went ashore at Magdalene Fjord, one of the few places in Spitsbergen where cruise ships are allowed to anchor and land tourists. We visited the Governor's hut, where two people are stationed for the summer to make sure the polar bears don't eat any more tourists like they did back in '77, and to keep the tourists from trampling on trappers' graves and such. The two people stationed there were Live and Cecilia, lovely young policewomen from Oslo. Freshly arrived at the remote outpost, they had been a little overwhelmed at the volume of tourists who had come ashore. Live was nice enough to show us on maps where polar bears had recently been sighted, lessening our fears that we'd be eaten. We tried to reciprocate by inviting them to take hot showers aboard *Mahina Tiare*. Typical Norwegians, they replied that since it was such a nice and sunny day, they preferred taking a swim in the 35° water.

Our next stop was the magical Sallyhamma anchorage on Spitsbergen's northwest corner. It looked just like it did six years before — no new Wal-Mart or anything — except for the fact there were a lot of bear tracks in the snow.

Our next goal was Moffen Island, 15 miles north of northwest Spitsbergen, which straddled our goal of 80°N. Unfortunately, we had 22 knots of wind on the nose and closely spaced seas on the nose. We decided to abandon our attempt to reach Moffen and just head straight for 80°N instead. And we made it. After a quick celebration, including

After completing their due diligence, John and Amanda decided that they didn't want to buy the Spitsbergen Railroad after all.

putting on 'Tiare Arctic' flower leis, we headed south, having discovered that two batten pockets had ripped on the main. Amanda decided to remove the two battens, for, by tightening the Spectra leechline, we could still use the full main.

Having accomplished that goal, we headed south for Woodfjorden, when two Zodiac operators from a cruise ship said they'd seen polar bears. Amanda spotted a polar bear on the shore, so we motored in as close as we dared, dropped the hook in just eight feet of water, with 22-knot gusts keeping us off the beach. Ken Appleton, another member of the crew, thought he spotted another bear, but by the time he did, I'd decided that the strong northeast winds were pushing the main pack ice closer to the entrance of the fjord. We had to move fast lest we get trapped for no telling how long. With the pressure on, we started raising the anchor, only to see that it was fouled by kelp. As Ken cleared the kelp, I checked the recently installed windlass — and discovered that it hadn't been properly tightened down, so it was pivoting on its bolts, pulling some wires loose! After 10 minutes in the forepeak with an opened-ended wrench, we were back in business.

Spotting another bear began to seem unlikely, as we spotted tons of people strolling on the island where we'd sighted them on our previous trip, and then had to keep clear of three inflatables full of people from a Russian expedition ship. Then, all of a sudden, an Aussie voice boomed over Channel 16: "Sailboat, if you want a bear, mate, there's one here, it's all yours as we're heading home." And there the polar bear was, trudging quickly along the ridge before stopping to take a look at us. Success!

We slogged to weather back to Woodfjord, then had a powerful broad reach back to Sallhamma in 30 knots of wind, arriving at 0300, totally exhausted. Alas, the anchor wouldn't hold in the gusty winds, so we tried glacier-lined Holmiab Bay. We got a shock when we bumped the bottom, but finally got the hook down in 26 feet. There



was a snowstorm that night, so we awoke to find the decks covered with several inches of snow. Alec and Peter tried to clear the deck of snow using buckets of nearly freezing and barely salty water from the glacier.

With a forecast of deteriorating weather, we quickly headed south in 35 to 40-knot winds, stopping at Ymerbukta, hoping that we'd be able to handle the katabatic winds that come down off the mountains. Suddenly we had 'smoke on the water', which is when violent downdrafts blow clouds of water in the air, right before us. We hadn't seen this since Cape Horn back in '96. A 47-knot gust spun us 180 degrees. In freezing conditions, Amanda called for the crew to claw the main down "NOW!" We finally got the hook down, but the conditions required someone on the helm at all times, to steer *Mahina Tiare* into the wind as she veered back and forth in the gusts. Unable to relax, when the wind finally dropped to 15-20 knots, we headed back to Longyearbyen, arriving at 0300, once again exhausted.

We had other adventures on Leg Two, but that pretty much sums it up. Our



MAHINA TIARE



BOTH PHOTOS COURTESY MAHINA TIARE

Spread; Nothing creates more havoc with expedition scheduling than getting stuck in ice, so John and Amanda did their best to avoid it. Inset; Various members of the 'Mahina Tiare' expeditions claimed that swimming in Arctic waters wasn't so cold. Their gasping told a different story.

other crew were Mark Bell, who has been with us three times, and Wayne Smith, 70, who plans to join Skip Novak on one of his Pelagic Expeditions around Cape Horn.

P.S. Shortly after we started Leg Three, we heard that the two lovely young policewomen back at Magdalene Fjords had their hut surrounded by five polar bears one night. In addition, a Dutch boat just back from the pack ice told us that the sea there was alive with seals and walruses, and that a polar bear on the ice had walked right up to their boat!

— john 07/05/07

**Iwa — Tayana 37
Hermy and Jack Vogt
Ecuadorian Clearing Procedures
(San Diego)**

There is new check-in procedure for Bahia de Caraquez, Ecuador, which in the last few years has become an increasingly popular place for cruisers to go to escape the summer heat, humidity,

lightning and rain of Central America. A similar new procedure will apparently also be in effect in Salinas, Ecuador. In essence, Ecuador is starting to treat recreational boats as merchant vessels, and are therefore requiring they use a ship's agent to clear in.

Having completed a haul-out at Puerto Lucia YC in La Libertad, on June 15 we headed back to Bahia de Caraquez. As we were doing so, we received a disturbing email from Tripp Martin, owner of Puerto Amistad in Bahia. He said officials weren't letting boats in or out of Bahia until a ship agency could be established there. Martin was working with Naguala

Ship Agency in the Galapagos to form a subsidiary agency in Bahia.

Fortunately, Alfredo, a friend who is from Bahia who owns the Saiananda Bed & Breakfast that also caters to cruisers, recommended that we sail to Manta instead and see Diego Reyes of the Blue Ocean Water Ship Agency. He assured us he could help. It was Diego who explained that all Ecuadorian ports are going through this change and that they are treating all foreign vessels as merchant vessels.

Blue Ocean's agency fee was \$150, plus a couple of smaller fees. Once we were assured that using the agency would permit us to return to Bahia, we decided to go ahead with the paperwork. That same day, representatives of four agencies — Customs, Immigration, Health, and Port Captain — plus two people from Blue Ocean, showed up at the Manta YC to stamp and fill out the paperwork. There were five sets of 11 pages worth of documents that needed to be stamped and signed, one set for each of the representatives and one set for each boat. Bruce Balan of the Cross 45 trimaran *Migracion* went through the process at the same time that we did.

As it was Friday, we were told that we wouldn't be able to get our international *zarpe* until Monday. But after several phone calls, we managed to get it at 8 p.m. that evening. In the end, there was the \$150 agency fee, \$28 in fees for the authorities, and \$4.42 for a *zarpe*. We were a bit surprised at the authority fee, as we were told that everything was to be included in the \$150.

Once we had our *zarpe* in hand, we phoned Martin to arrange for a pilot on July 3. Before entering Bahia, we were told to call *Costera* (traffic control) on channel 16 to get permission to enter Bahia. They were very nice, said that we were in their computer system, and that we could come in. The pilot was on time. He charges \$30 each for one boat, \$25 each for two boats, and \$20 each

Ex-cruiser Tripp Martin's Puerto Amistad is cruiser headquarters at Bahia Caraquez. He's trying to become a ship's agent to help out.



COURTESY PUERTO AMISTAD

CHANGES

for three boats. He now has a VHF radio and monitors Channel 69. Once safely anchored, we had to be boarded by the navy for inspection before we could get off the boat. We were also instructed to report to the port captain's office the next day with copies of our paperwork, passports and documentation.

The only glitch the next morning was at the Port Captain's office, and that was because the Blue Ocean agency didn't personally call the Cabo Reyes traffic controller. One phone call to Cabo Reyes from Diego was all it took for him to check us in. The fees for checking into Bahia were \$3.42 for the national *zarpe* and \$13.14 for the provisional.

Once Tripp Martin gets the ship agency going in Bahia Caraquez, cruisers will be going through him to check in and out of Bahia. We still don't know how much his fee will be.

Blue Ocean tells us that the \$150 we paid them includes their services for when we check out of Ecuador, and that the only additional fees at that time would be the international *zarpe* and possibly an immigration fee. We won't know for sure until we check out.

By the way, Saiananda just put in five moorings for cruisers and will be adding more. We're on one of them now, and all is *muy tranquilo*.

— hermy and jack 07/05/07

One of the attractions of Bahia Caraquez is that it's a great base from which to explore western South America — including the volcanos.



COURTESY PUERTO AMISTAD

Readers — Isn't that just the way it goes? As soon as something becomes halfway popular, a handful of government agencies want to step in, collect fees, and waste everyone's time with a bunch of paperwork that's just going to be thrown in a corner. When it comes to bureaucracy and cruising boats, Ecuador, bless its politically and economically troubled soul, seems to be headed backwards to the policies of Mexico in their bad old days. Let's hope Ecuadorian officials don't drive away a promising new source of revenue and interest in their country.

For more on Ecuador, see Cruise Notes.

Cadence — Apache 40 Cat

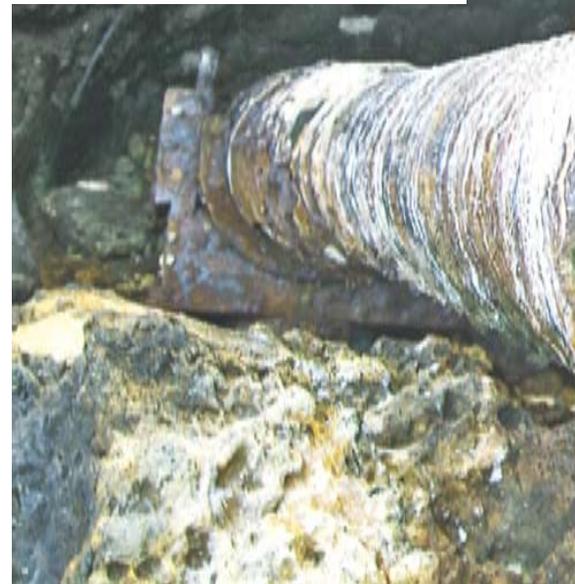
Frank Leon

Fear & Loathing in the Philippines (Half Moon Bay)

Surigao City, on the island of Mindanao in the Philippines, is — with apologies to John Steinbeck and Hunter S. Thompson — a mess, a stinking noise, a grating smell, a nightmare, a dog taking a dump on mainstreet. It was also my last chance to get a haircut and a beer before backtracking up Magellan's route through the Hinatuan Pass and northeastward to Guam. And since the muggy winds of the southwest monsoon were still late filling in, I figured I had some time to kill.

I dropped the hook on the muddy shoal across from the commercial pier. It was noisy and the floodlights would give the slough a prison yard-ambience at night. But it was either there or upstream in the open sewer of shantytown. I dinghied to the pier and tied up under the stern of a Vietnamese freighter off-loading pallets of rice. The street outside the port facility was dusty, hot and chaotic.

After several weeks of coasting through the secluded isles, the first burst of urban bustle takes one's breath away. I ducked into a food stall and ordered a tall, cold San Miguel beer, while I tried to remember what it was that was so important that I had to get it done that morning. The girls working the stall asked all the usual questions, starting with "Where you from?" and ending up with "Are you married?" It was another beer and the good part of an hour before they decided the midweek soap opera on the TV was more interesting than me, at which time I was left alone to ponder my



situation. "Let's see," I thought to myself, "it would be a good idea to get four more jerry jugs of fuel, and wouldn't hurt to do the same for drinking water. The chances of finding new flip-flops in my size were nil, but it wouldn't hurt to take a stroll through the dry goods section of the market."

From my seat in the back of the stall, I could watch the street scene and the human parade pass by. I was quite relaxed, with my feet up and my right arm resting on the back of the rattan couch. I remember a slight pinch on my elbow just as I got up, but thought nothing of it.

My first stop was a barber shop. The Philippines has the best \$1 haircuts in the world, but the hard fact of the matter is that all the shops are staffed by gay men. Very gay men. The biggest difficulty for me is to tell them to cut it short in a way that expresses the fact that I really don't care how my hair looks. When you live alone on a sailboat, meticulous

IN LATITUDES



BOTH PHOTOS COURTESY CADENCE

Inset; After his adventures in the Philippines, Leon returned to Guam and stared down the barrel of a WWII gun. Inset; Surigao City.

grooming is optional. The beautician of fortune on this particular morning was a pale, nervous young man with orange-red hair who, I suspected, spoke as little English as I did Tagalog. Noticing the pile of dog-eared fashion magazines on the table, I smiled and asked for a 'George Clooney' haircut. Big mistake. A band of beautician assistants and cousins of beautician assistants assembled, seemingly from nowhere, and the only item on the agenda was "What is a George Clooney?" A friendly type of fussiness broke out over me, their only customer. The fashion detectives began scouring the magazine archives, some going back to the long-haired '70s. The discussion broke down several times into giggles and laughter. In the Philippine culture, laughing often covers dissension, so this signaled a major confrontation. In this case the divide was between the high

fashion girly-girl types and the edgy, pseudo grunge types. Prince versus Billy Ray Cyrus, if you will. In the standoff, I managed to get out with a haircut short enough so that I didn't have to wash my hair everyday and long enough so that I didn't need sunscreen. And in the middle of all that fussiness, I got all my wayward ear hairs trimmed, too. I was happy.

My next stop was the ATM, followed by the gas station which, luckily, also sold recycled 20-liter HDPE jugs at a very reasonable \$2 each. After a moto-taxi ride back to the pier and a dinghy ride back to the boat, most of my chores had been completed. It was then that I noticed the small red welt on my elbow. I'd have guessed that it was a brown recluse spider bite if I didn't know there weren't any brown recluses in the Philippines. The next

morning my arm had swollen up, red and tight, from wrist to armpit. The welt had become a big red ball of ugliness. I was feeling all right, with no fever, but I reminded myself that the first Queen Elizabeth of England died of an abscessed tooth. I grabbed some breakfast and headed for the hospital.

A private hospital is the only option for medical care in the Philippines. The one I chose was clean, although somewhat threadbare, and well-staffed with pleasant, bewildered-looking personnel. I was shown into a screening room for height, weight and complaint, then walked over to a doctor's office to wait. Finally shown in, I showed him the wound and explained how I thought it had happened. Expecting a course of some serious antibiotics, I was miffed when he asked me what I'd eaten for breakfast. He said if I didn't take anything more by mouth, he could get me into surgery that afternoon.

Whoa . . . surgery? He wasn't joking. A few hours later, I found myself dressed in a butt-less gown, strapped to a gurney, and surrounded by a bevy of helpful nurses who seemed even more bewildered than before. The I.V. went in just as I asked the nurse what kind of anesthesia they were using. Valium and sodium-something else was the reply. I closed my eyes for a moment as I asked if they reused needles. When I opened them again, I was alone in a different room. Through a grimy window I could see that the sun was setting. Groggily, I pulled the I.V. out and went to look for my clothes. I don't like hospitals. Besides, this one hadn't even asked me for the name of my next of kin.

I had an appointment with the doctor the next morning. He undid the bundle on my elbow, giving me a chance to see his handiwork. The swelling was much reduced, and there were now two drain-

Another view of the Surigao City waterfront. It's not one of the garden spots of the Philippines — or even the island of Mindanao.



CADENCE

CHANGES

age tubes sticking out of my elbow. My first thought? This isn't going to work well on a week-long singlehanded up-wind trip in the tropics.

"Doc, do I need antibiotics?" One of the rules of life in the Philippines is to always answer any question or statement with another question. It is as inerrant as the sunrise. True to form the doctor asked, "Antibiotics?" as if he'd never heard the word before. He then answered himself, "No."

"No?" I said, also answering his statement with a question. I always thought surgery, even minor surgery, needed a course of antibiotics. A few moments later he said, "Oh yes, you need antibiotics," which clearly demonstrated two other rules of life in the Philippines: no question ever has just one answer, and the truth is slipperier than a milkfish in a mud hole.

Back on the boat, still anchored off the commercial port, I set up a bunk cushion in the cockpit and made myself cozy. By now I really wanted to leave the Philippines, but I figured I couldn't get underway until I was sure everything was healing properly. My bottom-line criterion was if I wouldn't take a crew member with my elbow in such a condition, I shouldn't take myself. As the full moon rose, I gathered myself a couple books, my Ipod, the mosquito coils, and settled in for at least a night and a day of recuperation. Or so I thought.

The harbor tug came alongside about 9 p.m., and his searchlight filled the cockpit. Despite his broken English and the over-modulated hailer, I managed to understand that he desperately needed me to pull my anchor to allow the *Philippine Princess* car ferry to enter the port. A matter of life or death. Jeez Louise, I was at least 200 meters off the pier, how

'Cadence' on the hook. Sorry that we've used this photo several times already, but it's the only one we've been able to get.

much room did the guy need? I flat out refused for medical reasons. They went away, but came back an hour later. I got the same desperate plea, and they got the same refusal. They went away and then came back a third time. All right, it was midnight, I decided I'd better pull the hook or I'd never get any sleep.

I began hauling away with my left hand. Of the 80 feet of chain and 80 feet of line I had out, I brought about 30 feet on deck. I took it to the Simpson-Lawrence windlass and hauled again. I managed to get only another 30 feet on deck. I laid down and put both feet on the bar in low gear, but still couldn't budge it. The rode was bar tight. But thanks to the city lights, I could see that I was dragging. This was a puzzle, as I was obviously hooked on something very heavy, but it was still mobile enough to allow a light land breeze to blow me around. "Hmmm," I thought, "this is getting interesting." I had dropped the hook in 50 feet of water, but dragging now, the depthsounder was showing 95 feet under the keel. I figured I would have to release the anchor with a buoy and recover it in the daytime, possibly with my new friends on the harbor tug. I figured they owed me at least that much. To make things easier, I turned the boat toward the shoal to put whatever foulness was down there in the shallows before I cast off the line.

I watched the bow roller for strain as I motored into the shallows. Sixty feet, 50 feet, 40 feet — all the time expecting the rode to go tight and jerk *Cadence* to a rude halt. Finally, at 30 feet, I went to neutral and went forward. Lo! The line and chain came up, and the CQR nestled herself in the chock! Relieved, puzzled and amused, I secured the engines and let *Cadence* drift out of the harbor while I admired the moon and the quiet. An hour later I figured out what I had snagged in the harbor.

We drifted out into the night on the ebb tide. I wasn't tired, having had a great nap in the afternoon. Soon the *Philippine Princess* hove into sight, and from across the harbor I could see the tug and crew springing into action. There was already a magenta loom in the east promising the



sun would be up in a couple of hours. The port wouldn't quiet down till the ship left at midday, so there was no sense going back there. *Cadence* continued to drift east, and after an hour Surigao City was out of sight.

The throbbing in my arm subsided the next day, and the swelling was almost gone by the following evening. I knew recovery was well underway, so I let *Cadence* find her most comfortable tack into the open Pacific. Six days later, I sighted Angaur Island in Palau. I anchored precariously on the reef outside the boat landing and rowed ashore. I brought a scalpel, a mirror and a bottle of peroxide in a dry bag. Land crabs scattered as I walked the old concrete roads in the moonlight. By following the sound of the karaoke machine, I found the only bar on the island deep in the middle of the island. I ordered a beer and asked the bartender if he'd ever dreamed of being a doctor. "Doctor?" he replied. He was Filipino. I took off my bandage and showed him where the stitches were that



IN LATITUDES



COURTESY SARAH

Last month we had a short piece, minus a photo, on Fred Reynolds, above, who did passages on a lot of boats before buying his C&C 34 'Sarah' in Cyprus. She's now in Colombia, and Fred works in The City nine months and cruises three months. This was the first meal of his Atlantic crossing.

held the drainage tubes in my elbow. He cut them, and we were both amazed to see two full length Jolly Bee drinking straws emerge from the hole. The relief was indescribable. In my gratitude to the bartender, I spent the rest of the evening buying him beer and describing what it is like to snag a 1000-lb tractor tire with your anchor.

— frank 07/01/07

Radio Flyer — Corbin 39 James & Linda Rey Made It To The Canal (Berkeley)

We've had an exciting two-year journey since leaving Berkeley, but at last *Radio Flyer* has tasted the waters of the Caribbean. Our passage through the Canal was mostly uneventful — if you don't count the monsoon-like rains. But forget what all the guidebooks say, as *Latitude* has the latest scoop on the ever

changing rules and procedures of the ACP (Authority Canal Panama). Having cut those articles out for years, we finally got to use them. Here's our update for fellow cruisers getting ready to do the Big Ditch:

The first marina you can stop at is the Flamenco YC at the end of the causeway.

Don't bother. Our little vessel didn't make their megayacht cut. Besides, they wanted \$175/night for us to use their crappy wood docks and small bathrooms, and take attitude. We didn't think so. The next choice is the Playita — Little Beach — anchorage, which has a few private moorings and room for some boats to anchor. This suited our budget just

fine. The other popular option is to take a mooring ball at the Balboa YC, which would have been \$40/night. Except for the half-mile walk to the showers and getting pooped every time a Canal pilot boat passes, we're told it's a fun stop.

When it came time to do our Canal transit paperwork, we took out our *Latitude 38 Guide*, and opted for the 'taxi route' — which was an adventure in itself. For the less adventurous types, ship's agents Enrique Plummer (6674-2086) and Pete Stevens (6735-7356) are still around and reportedly do a good job.

Our Canal transit went like clockwork, and we popped out and into the Caribbean just in time for dinner. Once on that side, the choices are: 1) Anchor in The Flats, which given the industrial look, slimy holding and long dinghy ride to the yacht club, was not that appealing to us. 2) Get a berth at the Panama Canal YC, which has seen better days. It was described to us as "funky", but when we dinghied up, the hazardous medical waste incinerator 50 yards away was belching purple fumes from upwind of the club, which took the edge off the yet even more funky bar/restaurant. Lastly, there is Shelter Bay Marina, which is a brand new marina across the bay from Colon. It has new concrete floating docks, a restaurant with tablecloths, a plasma screen TV in the bar, and jacuzzi tubs in the showers. Pinch us. This doesn't come free, but for \$4 more a night than the Panama Canal YC charges, guess where we stayed? Included in our welcome package to Shelter Bay Marina was a current issue of *Latitude*. The marina manager is Bruce Winship, who headed south with his family aboard their Alameda-based Crowther 33 cat *Chewbacca*

With big tugs and lots of deckhands to fend off, a Canal transit shouldn't be hard on the skipper, crew or boat.



ELECTRONIC/RICHARD

CHANGES

on '00 Ha-Ha, and the four of them have been out ever since. Bruce admitted that he slipped the *Latitude* into our welcome packet when he saw the Berkeley hailing port on our transom. We've been here for a week, and during walks in the jungle that surrounds the place have seen monkeys, a sloth and birds galore. We even hiked to an old Spanish fort on the Chagres River.

What's next for us and our crew dog Sally? The San Blas Islands. We hope to make it to Cartagena for Christmas.

— James, Linda & Sally

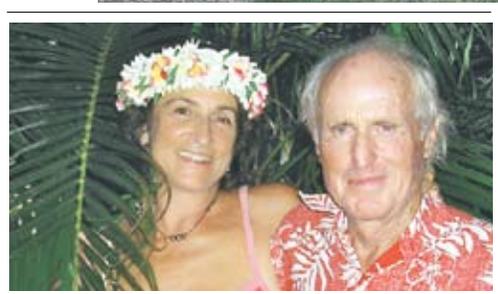
Readers — People often make a big deal out of a Canal transit, but as the 'Flyers' point out, if you use one of the taxi drivers for the paperwork, know how to handle your boat reasonably well, and have four competent line-handlers who can stay alert for the few short spells they need to be alert, it shouldn't be a problem. The funkiest part is in the last lock, as the current in the lock pushes your boat toward the doors of the lock faster than in the other locks. Make sure your line-handlers — and the Canal crew at the other end of the lines — don't let your boat get away. But that's only when you're transiting from the Caribbean to the Pacific.

*It's wise to follow all the orders given by the ACP and your Advisor — not that we've always done it. We came through with Big O about 14 years ago, and when we got to Lake Gatun we were instructed by Canal Control to anchor for the night. Our captain, Antonio des Mortes, who used to be known as the 'Caribbean terrorist' before terrorists got a bad name, picked up the microphone and said, "Canal Control, this is Antonio des Mortes, I'm the captain of Big O, and we will be completing our transit tonight." He'd do stuff like that all the time, which is why **Why go through the Panama Canal? To visit the amazing San Blas Islands. This is the control tower at the Porvenir Airport.***

our hair turned gray before it should have. Canal Control calmly responded that we were commanded to stay in Lake Gatun and not continue. "No," Antonio replied with finality, "we're going through tonight." Then he switched off the radio. Our Canal advisor just shrugged his shoulders. To top things off, when we got to the narrow Gaillard Cut, Antonio passed a ship! In fact, we were later given photos by the pilot of the ship. By the time we got to the Miraflores Lock, we'd made arrangements to make bail and all that. But much to our surprise, nobody said anything. It was a fun stunt, but it hadn't been worth the stress. And with the Panamanians having since taken control of the Canal, we sure wouldn't try it now.

Cruise Notes:

If you want a **slip in Mexico** this winter, we strongly encourage you to hit the phones and email right now, because it's going to be relatively slim pickings in the more popular areas such as La Paz and Banderas Bay. If you signed up for the Ha-Ha, you can find all the numbers and addresses in the **Latitude's First-Timer's Guide To Cruising Mexico** that was included in your entry packet. Having made just a few phone calls ourselves, we've learned that **Marina de La Paz** and **Costa Baja Marina** in La Paz are already all but booked solid for the high season. In Banderas Bay, Dick Markie of **Paradise Resort Marina** tells us they will be at capacity, and **Marina Vallarta** generally runs out of slips quickly, too. Fortunately, **La Cruz Marina** in nearby La Cruz, which has long been the site of one of the top five cruiser anchorages in Mexico, will open this winter, and Christian Mancebo says they still have a good selection of slips. If you don't call him at 011-52-322-293-4064 or email him at info@marinalacruz.net now, don't come to us whining in December about not having a good place to leave your boat in Banderas Bay. By the way, La Cruz Marina is the latest Ha-Ha sponsor. Of course, if you're an active cruiser, you won't have to worry too much about a slip, for, as we've long reported, there's a great free anchorage near almost every major marina in Mexico. But if you're going to be a 'commuter cruiser', who will



be flying back and forth between work in the States and your boat in Mexico, you won't be able to do without one.

For many years, the common wisdom was that you do a **South Pacific Milk Run** — California, Mexico or Panama to New Zealand — between April and November, making sure you get to New Zealand by November to avoid the risk of getting nailed by a tropical cyclone (aka hurricane). That thinking has changed a bit over time. Quite a few owners now choose to leave their boats in French Polynesia, which has only rarely been hit by tropical cyclones. There hadn't been any from about 1910 until there was a spat of them in the early '80s, but there have only been a couple more since, none of them devastating.

Fiji is another popular place for folks to leave their boats. In fact, that's where 'Commodore' and Nancy Tompkins have kept their Mill Valley-based Wylie 38+ **Flashgirl** since last November, when they got a job delivering a catamaran to



IN LATITUDES

PHOTOS COURTESY FLASHGIRL



Spread; 'Flashgirl' in storage at Vuda Pt. Note the keel hole for another boat in the lower right. Inset; Nancy and Commodore, eager to go.

Japan. There are several places to leave a boat in Fiji, but the Tompkins chose Vuda Point Marina on Vita Levu, where the monthly storage fee for their 38-footer has been \$350. As with most other yards in Fiji, holes are dug for keels, and the bottom of the hulls sit on tires, so even if there are very strong winds the boats can't be knocked over. Although no tropical storms passed by Vita Levu this last season, *Flashgirl* nonetheless suffered two types of damage. The first was mildew. "Everybody who has been there for years says that mildew hasn't been a problem — until this year when they had an unusually large amount of rain," reports Nancy.

The other damage was caused by a careless gardener. Having been going to sea for more than 70 years, Commodore is persnickety about the look of his yacht, so he had her bright red hull repainted

a short time before in New Zealand. It looked fabulous. But while the boat was in Fiji and Commodore and Nancy were back in California, some not particularly aware gardener went around the gravel yard slaughtering weeds with a Weed Wacker. Unfortunately, he kicked up a lot of gravel in the process, resulting in 60 chips, right down to the primer, in *Flashgirl's* paint job. What makes it exasperating for the Tompkins is that last fall they'd sailed an additional 300 miles to avoid the extensive amounts of pumice in the water that was a result of Metis Shoal erupting to form Metis Island. *Flashgirl* now looks beautiful once again, but the big question is who is going to pay for the repainting. The important thing is that the 75-year-old Commodore and

Nancy will splash the boat in the next couple of weeks, continue exploring Fiji, then either sail up to the Marshalls or down to Australia — whichever country has fewer Weed Wackers — for the next tropical cyclone season.

In preparing a *Changes* for next month on Jack van Ommen's single-handed passage up the east coast of Brazil to Trinidad aboard his Gig Harbor, Washington-based Najad 30 **Fleetwood**, we had a short phone conversation with him, and got to ask a few questions. For example, having left Alameda on *Fleetwood* and sailed almost all the way around the world via South Africa — he's currently in Portsmouth, Virginia — was there ever a time in the two years that the 70-year old got lonely? "No, not really," he said, "I've done a lot of singlehanded." Well, has he ever been scared? "Oh course, a number of times! The most recent was off Richard's Bay, South Africa, when *Fleetwood* was layed flat in the water, knocking off the dodger and causing water to pour inside the cabin. But naturally she came right back up." Is a 30-ft boat too small for sailing around the oceans of the world? "No, I don't think so. Although when I got my boat, never in the world did I think I'd do all the stuff I have with her."

Although van Ommen could finish his circumnavigation quickly by sailing through the Canal and up to Santa Barbara, he figures it's actually going to take him another four to 10 years. That's because he's first going to sail to northern Europe and spend a couple of years in the Baltic countries. Then he's going to spend a couple of years in the Med. By that time he'll be ready to sail back to South America to learn Spanish. And only after that does he want to continue on to California, completing his loop around the world. By the way, during **After a solitary crossing of the Atlantic, the urbanized parts of the Brazilian coast came as a shock to van Ommen.**



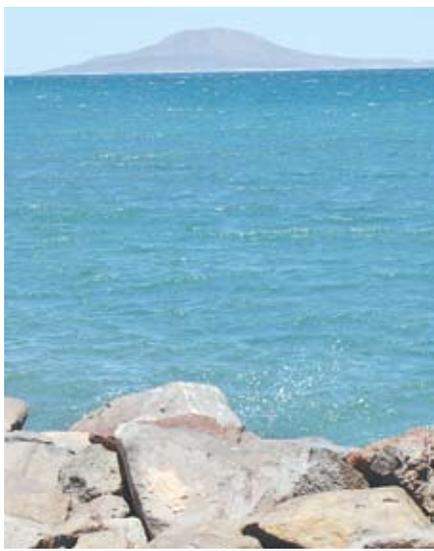
JACK VAN OMMEN

CHANGES

a visit to the Bay Area in mid-July, van Ommen met up with Bruce Wallace of the Berkeley-based C&C 38 **Bianca**, who he'd met 18 months earlier in French Polynesia. The two went sailing in the Delta on Wallace's Prindle beach cat. "It was a lot of fun," reports van Ommen, "but a little uncomfortable compared to my *Fleetwood*."

If van Ommen can enjoy beach cat sailing in the Delta at age 69, all that long distance singlehanded sailing must be doing him good.

"We were part of the Baja Class of '86-'90 aboard our Columbia 30 **Oasis**, write Jim and Jeanie Long of Dallas, Texas, "but had to abandon that lifestyle in order to afford a bigger boat. Now we're officially retired and aboard our new boat, the Lancer 39 *Oasis*, and currently in Guatemala's Rio Dulce waiting out hurricane season. We originally planned on having our boat trucked to the Sea of Cortez, but didn't realize that it is 15 feet from the bottom of the keel to the top of the pilothouse — which means we have to get her to the sea on her own bottom!"



ELECTRONIC/RICHARD

Isla Coronado in the Sea of Cortez, as seen from the panga harbor at Loreto. So many wonderful anchorages, so little time.

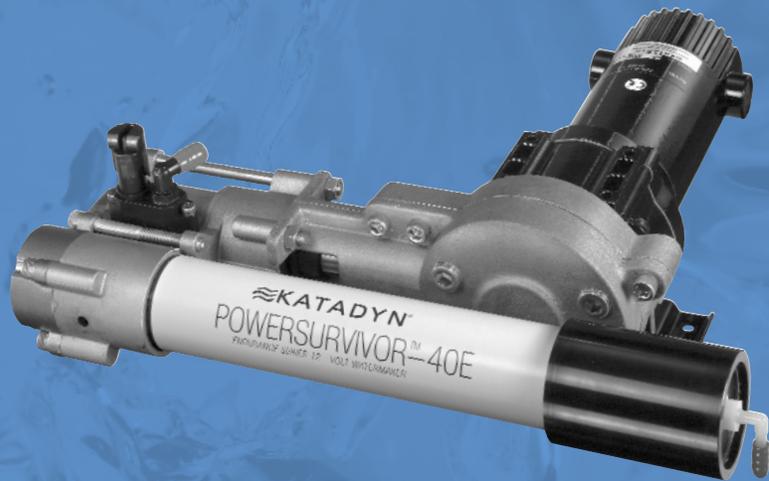
The Sea of Cortez is like a first love to many cruisers. No matter where they go later in life, they always have an itch to go back to their first.

"After 35 days and 3,100 miles, we

arrived in La Paz, Mexico, from Honolulu," report Bill and Jean of **Mita Kuu-luu**. "The weather leaving Hawaii was unusual, as we had southerlies. Since California is too cold for us anyway, we sailed directly to Mexico rather than via San Francisco. Given the southerlies, we started making easting right away. Unfortunately, we were haunted by a series of high pressure systems, so we rarely had wind of more than 10 knots. That was a good thing, because we were on the wind for 32 of the 35 days! Most of the trip was so smooth that we didn't even have to use drink-holders. After arriving in La Paz, we were saddened to learn that many boats in the bay had been broken into by thieves. So far, only the unattended boats have been victimized, but we worry that it will only be a matter of time before attended boats and/or boats in the marinas are broken into. People who had been planning to come down to Mexico and leave their boats unattended at anchor should be aware of this."

Thanks for the heads up on La Paz.

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To each their own, but we would never recommend that anyone leave their boat unattended on the hook for any length of time anywhere, both for their sake and the sake of boats around them. As for theft, we think unattended boats anchored out in places like La Paz Bay are many times more vulnerable than in the marinas, most of which have good security.

In an update to their *Changes* in this issue, Hermy and Jack Vogt of the San Diego-based *Iwa* want to make sure that nobody gets the wrong impression about Ecuador. "Even though cruisers now have to use a ship's agent and pay fees, the new check-in procedures should *not* discourage cruisers from coming here. Ecuador is a wonderful and economical place to visit, and Bahia de Caraquez is very cruiser-friendly. Unlike mainland Mexico and Central America all the way down to Panama, there is no rain, no lightning and no humidity during the summer. The average temperature is 75 degrees year 'round. We have cruised up and down the coast of Ecuador as

far as Salinas, and found lots of nice places to duck into on our way from Bahia to Puerto Lucia YC near Salinas. There are two wonderful islands to anchor off, Isla Plata, where you have to pay because it's a National Park, and Isla Salango, where there is no charge. Bahia Caraquez is also a very safe place to leave a boat for a week or even the season, either on her own hook or on a mooring. There are currently 45 cruising boats here now, but many of the owners are back in the States. By the way, *Iwa* has been our home since we bought her in '84. We left San Diego to go cruising



When in Ecuador, don't miss the guided tour of Isla Corazon. Folks who have done it, however, say it's best during high water.

in '99, spent six years in Mexico, came down through Central America last year, and are loving Ecuador."

More on Ecuador, the country named after the equator and whose Mt. Chimborazo, because the earth is an ovoid, is actually further from the center of the

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earth than is the top of Mt. Everest:

"We have a favor to ask of cruisers," report Dave Crane and July Brum of the San Diego-based Islander Freeport 41 **Revenir**, now in Bahia Caraquez, Ecuador. "Since many of you have been 'out there' for years, we trust your judgement and need your feedback. As many of you know, Ecuador enjoys a great climate without any lightning, has a very low cost of living — fuel is still only \$1.03/gallon — and it a great place to tour inland. It's also the gateway to the Galapagos and the South Seas. These factors have made it a magnet for cruisers in recent years. However, a recent law now makes it mandatory for cruising boats to use an agent when entering the country. Such agents typically charge \$150+, and none are located in the cruising ports of Bahia Caraquez or La Libertad, which makes it mandatory to stop at the commercial fishing port of Manta. As you can imagine, the cruising community is upset about the new regulation, and Ecuador's Minister of Tourism is worried about losing cruiser revenue. The Minister of tourism wants to make a presentation to the Minister of Defense as soon as pos-



COURTESY PUERTO AMISTAD

Ecuador is known for hats. The one above isn't a 'Panama hat', but real ones are only made in Ecuador, and only by the light of the moon.

sible to see if these new regulations can be lifted, so we're looking for statistics to help him justify a change. With that in mind, can anybody — perhaps a leader of the Southbounders — give us an idea

of how many boats coming down the Pacific Coast, or through the Panama Canal, are potential visitors to Ecuador — and the Galapagos — each year. We also need to know what the reaction has been by cruisers in other countries when they reach ports that require the use of a ship's agent? And would you change your mind about visiting Ecuador and/or the Galapagos if the current agent requirement remains in place? Please contact us with your responses at: svrevenir@hotmail.com.

It's hard to come up with hard numbers — but we'd guess that 250 boats work their way down the Pacific Coast and south of Mexico each year, and that Ecuador has the potential to draw hundreds more that are already south of Mexico. You could contact the Panama Canal for statistics on small boats coming through the Canal, but if we're not mistaken, the number is about 1,000 a year. We'd speculate that at least half of them would be potential visitors to Ecuador. As for the effect of having to use a ship's agent, we can report that many cruisers — ourselves included

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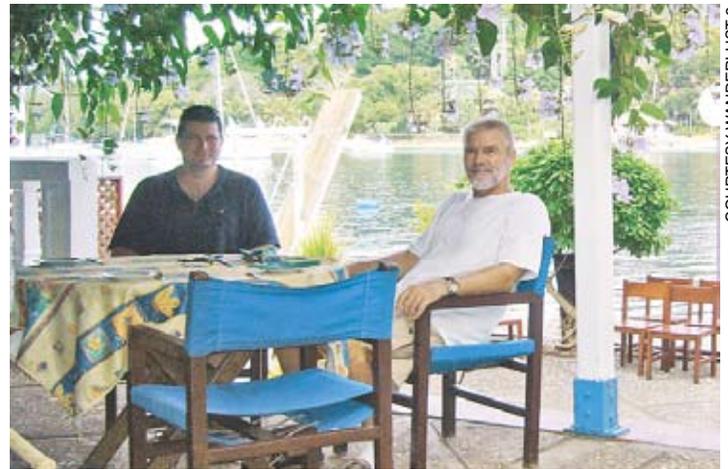
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— boycotted certain ports in Mexico for several years because of the time and expense using them entailed. It's hard to measure the exact effect, but it's clear that, all things being equal, cruisers will prefer places without lots of paperwork and fees to places that require them. You might also look into a study done by the Caribbean nations that showed them that yachts added more to their GDPs than did cruise ships. Contact Sally Erdle at *Caribbean Compass* for where to get more details.

If we told you that Mike Harker of the Manhattan Beach-based Hunter Mariner 49 **Wanderlust 3** had reached Port Vila, Vanuatu, by mid-July, and no doubt will have reached Australia by the time you read this, you might suspect that an often shorthanded 11-month circumnavigation is relatively easy and safe. It's not. Harker did the French Polynesia to Samoa leg singlehanded, but not without nearly killing himself. It all started, as do many problems in the South Pacific, in the middle of the night with three big squalls bearing down, and him alone and not having slept in 23 hours. To make

a long story short, he ended up with a triple wrap in a billowing headsail, a sail that was flogging so hard it seemed as though it was about to throw the rig right out of the boat. Desperate, with great difficulty, Harker made his way to the small lee of steep-to and uninhabited Karoraina Atoll. Unable to anchor, he drifted as close to the coral shore as he dared, brought a stool from down below to the foredeck, and stood on it so he could reach the wraps and knots that were eight feet above the deck. We mentioned that Harker hadn't slept in nearly two days, but did we also mention both his legs have been paralyzed from the knee down for more than 20 years? Thanks to a magnificent effort, he nonetheless got the three terrible



After the 'triple wrap' episode, Harker was happy to enjoy several days of peace and quiet at the French-ified Port Vila YC in Vanuatu.

knots and wraps undone! Bursting with the pride of an exhausting and difficult multi-hour job well done, he promptly did a face-plant on his way back to the cockpit, rolling under the lower lifeline, heading unimpeded for the blue waters of the South Pacific. After a fraction of a second, he couldn't figure out why he wasn't swimming. He soon realized it was because one of his paralyzed legs



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CHANGES

had jammed between a shroud and a stanchion. With yet another great effort, he finally — just as **Wanderlust 3** started scraping against the coral of the atoll — pulled himself back aboard.

It wasn't anywhere close to being Harker's first near-death experience, nonetheless, those are the kinds of incidents that make you reassess what you're doing with your life. Harker explains what he now has planned after his finishes his circumnavigation: "After my boat comes out of the Miami Boat Show in February, I'd like to head down to St. Martin for the Heineken Regatta in March, to Antigua for Sailing Week in April, then across the Atlantic for the summer of '08. But this time I'd like to do the Eastern Med, Black Sea and Greece, before heading down to Thailand. I figure that means I can be back in California in the fall of '09 for the Ha-Ha, which is where I got started sailing in the first place." In other words, the incident off Karoraina Atoll has anything but stunted Harker's enthusiasm for adventuring under sail. "It's always been the journey and never the destination that's appealed



WANDERLUST 3

The roller furling headsail on 'Wanderlust 3' wasn't a problem until the squalls came around late one night.

to me," he says. "I once rode a Harley 'bagger' from Hollywood up to Portland, across Canada to Portland, Maine, down to Hollywood, Florida, then back to the real Hollywood — in just four weeks. It

was all about the challenge and joy of being alone along the highways of America, taking advantage of the freedom. I have that same attitude toward sailing."

"We're not sure if you remember us, but you did a *Latitude* Interview with us back in July of '95," write Jim and Ann Cate of the custom 46 Sayer-designed sloop **Insatiable II**. "We're back again after a three-year absence from what we call the Excited States, and we just read your article on Paul and Susan Mitchell's 25 years of cruising aboard **White Cloud** and more recently **Elenoa**. Good going! The 'Elenoas' are old friends, and it was good to see them gracing the pages of *Latitude*. Besides our sharing many a South Pacific anchorage with them, we visited them for a couple of weeks on their canal boat in France a few years ago. As for us, we're still stuck in the South Pacific Eddy. After a dismasting in '96, we spent six months — and a shocking amount of money — rectifying that indiscretion, and then carried on as before until '03. The combination of encroaching geriatric-ism and the low Aussie dollar led us

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to part with our beloved PJ Standfast 36 **Insatiable**, which had been our home for 17 years and 86,000 ocean miles starting from San Francisco Bay, and buy a new boat. We were looking for a high performance cruiser of extraordinary quality, and with accommodations for us, two adult kids and two grandkids. We found examples of this combination a bit scarce in Oz, but perseverance and good-timing resulted in our now owning *Insatiable II*. She's a one-off designed by Jon Sayer, an Aussie designer best known for ULDB-style racers, and built by Gary and Sue McAuley. McAuley is a master shipwright, and the couple had the boat for their own use, so he spent lots of extra time on beautiful joinery belowdecks. Her construction is strip plank composite, which to our surprise makes for a very stiff hull. Her big fractional rig mast makes her fast — sometimes faster than we'd like, ho, ho, ho. But we've done about 25,000 miles on her now, and are gradually getting used to her personality. She is in Morton Bay, Queensland, while we're back in the States, and we

can't wait to get back and resume a normal cruising life. By the way, we're happy to see that *Latitude* hasn't lost its irreverent quality, despite the publisher's alleged withdrawal from the helm, that we have all admired for lo these many years. It looks as though you did a good job of shanghaiing the right crew to carry on the voyage!"

Of course we remember you, and thanks for the kind words. As for our loosening our grip on the helm, we put in 80+ hours of intense work in the last seven days, so the loosening is still a work in progress. But at least we've started to make sure we take a chunk of each month off, too. Our goal is to be able to get enough time off that



Jim and Ann Cate, as they appeared in the photo that accompanied their Latitude interview back in '95. They had the same boat for 17 years.

it would make sense to take *Profligate* on the Puddle Jump.

Prior to taking off from the Galapagos to the Marquesas last month, Liz Clark of the Santa Barbara-based Cal 40 **Swell**, and her crew, mother Millie, made guesses as to how long it would take to

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complete the 2,884-mile passage. Mom guessed 25 days, while Liz guessed 23. It turned out to be a case of 'daughter knows best', as they completed the voyage in 23 days. They did, however, have such a rough ride in the beginning that Millie didn't come out of the cabin for four days. But since they arrived in the spectacularly beautiful Marquesas, we're sure Millie's forgotten all that and is probably bending Liz's arm trying to get her to take her the rest of the way around the world. Look for a report on their passage in the September *Latitude*.

Two things cause women to feel nauseous. One is their first offshore passage, the second is the early stages of pregnancy. Combine the two and you'll get an idea of how Antonia Murphy of the Pt. Richmond-based Mariner 36 **Sereia** felt during a crossing to the Marquesas last month with her husband Peter. "We sailed 2,900 miles from Isla Isabella in the Galapagos to Fatu Hiva in the Marquesas in 26 days. Our *Rei-Rei* is no speed demon, but she did beautifully. In fact, we racked up our best 24-hour run ever — 148 miles, which means we did



SHANNON SWITZER

Although this is a file photo, Liz has an exuberant 'just made it across the Pacific' smile on her face while hanging inside 'Swell'.

better than hull speed for an entire day and night." As it was, the combination of seasickness and morning sickness proved overwhelming to Antonia, so Peter had to singlehand the boat, prepare all

the meals, and do all the dishes while Antonia "puked her way across." But upon arrival in the Marquesas, Antonia was quick to regain her powers of observation and wit:

"The Baie des Vierges is one of the most spectacular anchorages in the Pacific. It used to be called the Baie des Verges, which means Bay of Phalluses, because of the great, penis-shaped volcanic outcrops. But the grouchy Catholic missionaries were having none of that, so they added an 'i', and now it just means the Bay of Virgins. Whatever you want to call it, we were seriously glad to have gotten there."

Holly Scott of Alamitos Bay reports that she and several other West Marine employees will be over at Two Harbors, Catalina, on August 11 for the **Ha-Ha Preview and Reunion**. "I'll be bringing some West Marine goodies to hand out as well as some cool portfolio bags for the owners of boats that have already signed up for the Ha-Ha."

After the last Ha-Ha, Holly wrote to say that she was selling the Cal 30 she

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then owned in order to buy a Cal 40, a more suitable boat for the Ha-Ha. Some folks are all talk and no action, but that's not Holly. "I sold my dear Cal 30 **Catspaw** to a good home and bought the Cal 40 *Flying Cloud*, which I've renamed **Mahalo**. I miss *Catspaw*, but am working non-stop to make *Mahalo* just as wonderful. My Cal 40 had been all tricked out for the '03 TransPac so there were a million new 3DL sails and other fancy stuff — but she was a guy's locker room inside. "Ummm . . . is there a lid for this toilet? Why does it smell like a holding tank if there isn't one? Eeeeeuuuuu! How did you guys cook if the stove wasn't hooked up? Did you ever run the water-maker? If that's a waterheat, why isn't there a shower? Did you know that the pink stuff in the bilge is because there's a fuel leak or three? What happened to the radar antenna and the windlass? You cut the cable to the radar?!" Anyway, she's coming along fine. By the way, I did find the toilet lid under the sink. I hope to see everyone at the Isthmus on the 11th."

"We wanted to let our cruising friends

know that we made it to the Chesapeake Bay," report Joe Brandt and Jacque Martin of the Alameda-based Wauquiez 47 **Marna Lynn**. We left Alameda in October of '01 and did that falls Ha-Ha. As we worked our way up the Chesapeake, we picked up T.I. Martin, Jacque's dad, in Deltaville, and he's still with us here on the *Sassafras River*, which will be our home base for the next year. T.I. was 87 years old when he was one of our four crew on the Ha-Ha, and is still going strong."

Good on your dad! Our goal is to be around for Ha-Ha 42 in 2035, at which time we'll be 87.



T.I. Martin with his daughter Jacque. He did the Ha-Ha with her when he was 87, and they still sail together.

"I would like all cruisers to know that I was robbed in San Blas, Mexico, approximately 70 miles north of Banderas Bay, on July 2," reports Jean Claude Denois of the Fuji 35 **Papillon**. "I had been anchored in front of the *capitaneria*, and one evening I dinghied back to my boat to find two men aboard. I had to put

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CHANGES

up a fight, and then they swam away. Nonetheless, I had to go to the emergency room to get some stitches. I'd been told that it was safe to anchor in front of the *capitaneria*, but it was not."

We hate to hear stories like that. But at least we can honestly say it's the first time we've heard of a cruiser finding someone on their boat in Mexico in many years.

"Our friends Rosie and Alan Ralph, who are from England but purchased their Island Trader 51 ketch **Serendipity** in San Diego, have had a problem with one of the Mexican cruising guides," report buddyboaters David and Betty Lou Walsman of San Diego. They borrowed our new edition of the Rains' *Mexico Boating Guide*, and used it to cruise from Isla Carmen on the west side of the Sea to Topolobampo and Atlata and on the east side of the Sea. They said their experience was so different from what they were led to expect by the guide that folks heading to Mexico would be interested:

"We had such big seas crossing the Sea of Cortez that part of the bowsprit broke. Once we got to Topo, we went to

anchor opposite the two marinas mentioned in the Rains' guide. But it was so shoal that we nearly ran aground. When we went round the corner to where there was sort of a harbor, it was choc-a-block with shrimpers moored to the wall. But it was still too shallow for us to reach the wall, so we anchored, and the next day went to the marina office. The very nice lady in the marina said it was a private club and they don't have moorings for visitors. She admitted they had given a temporary berth to another transit boat because it had come in during the wee hours and was just waiting for the seas to calm down to leave. When we explained that we were doing the same, she offered us a berth for up to four days at about \$50/day — although she couldn't tell us what the controlling depth was getting in. When we asked the cost of just using the dinghy dock, she said it was \$50/day — the charge is the same no matter what size boat! Telling her that we'd think about it, we

went down the road and met a friendly fellow who told us that the Club Nautico was closed. So we turned back, at which point a taxi driver told us Club Nautico was open. So we retraced our steps and were about to enter the Club Nautico — only to see the first fellow, who had his boat moored there! He explained they were about to have a fishing tournament and didn't have room for transient boats. He kept telling us to catch a ferry from the opposite side of the bay, clearly not understanding what we wanted. Then he shouted to the security guards, presumably to shut the gates to make sure we knew that we weren't welcome! There was a Pemex dock nearby, and the operator told us, in broken English, to come back the next day for fuel.

"We came in and got fuel the next day," Rosie reports, "at which point Alan did something daft. He got his wedge of pesos out and counted out the cash to pay for the fuel in front of the attendant's face. You should have seen the Pemex guy's eyes bug out! I thought Alan was tempting Providence and the honesty

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of the Pemex guys. Then we motored around through the ferry port into this huge 'inland sea', which is completely hidden from the Sea of Cortez. It was beautiful, but extremely isolated. There were two things in the Rains' Guide that were wrong. This "inland sea" doesn't have a tropical jungle or colorful birds, but rather is as barren as the Baja peninsula side. The guide also suggests that Topo is like a Greek town, in that houses go up the hillside. Frankly, that's an insult to the Greeks. Yes, the town does sprawl up the hillside, but it's the normal Mexican mix of shacks and unfinished buildings, not the lovely white houses with blue doors that are so emblematic of Greece. We had a restless night, as the port captain failed to answer our calls. Indeed, he failed to answer the calls of tankers waiting for pilots to guide them into port. Frankly speaking, we felt very vulnerable being the only boat there, with unlit *pangas* coming and going all night

"But the worst was to come," Rosie continues. "Having sailed overnight,

we arrived at the entrance to the Atlata Lagoon around lunch time. Even outside the port there was only 30 feet of water, so we anchored for a few hours to wait for high water to get over the bar. We motored in past many *pangas*, but couldn't figure out a path into the lagoon, as it seemed to be all shoal. After an hour of looking, we were extremely tired, so we gave up. When two guys in a *panga* full of dead manta rays came by, I beckoned them aboard to ask for guidance. Their response was emphatic — *no one* goes to Atlata that way. One of the men got a 10-ft pole out and made soundings to get us to deeper water, but we still ran aground. After their tow rope broke once, he eventually got us free. After anchoring in 15 feet, he said he'd be back the next day. I explained there were mechanical reasons that made us want to leave at high water, so we did. We made it out, but please tell everyone that we found the areas of deep water near the island, not near the middle where it had ap-

parently once been deep, and that the channel buoys don't accurately mark the channel. When we later got to Mazatlan, we were told that cruisers do come in to Atlata, but we think they must have been on multihulls."

In the 20 or so times we've taken our boats to Mexico, we've never done the mainland coast of the Sea of Cortez, in part because south of Guaymas it's so 'lagoony', with shifting bars that have to be crossed to get into the lagoons. Just one look at the nearly 10-mile entrance across a sandy bottom to get to Topolombambo should be enough to give most mariners pause. It's true that Singlar is supposed to have a facility there with 20 berths and every imaginable service as part of the 'Escalera Nautica', but apparently that hasn't happened.

We'd be delighted to hear from you! **If you're out cruising**, please email us a short report on what you've been up to. Don't forget a couple of high resolution photos, and your pertinent information, such as boat name, boat type and hailing port. Your friends would love to see you in print!

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

As we often explain in these pages, the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and 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 200 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.

The application packets currently being mailed out contain special offers from the sponsors listed in this ad.

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

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BRISTOL CHANNEL CUTTER \$60,000. 28-ft on deck, 37-ft overall, 1982 Canadian built. Westerbeke 4-35 diesel, classic small cruiser. See: <www.ablboats.com/details.asp?ListingID=79008> Call (626) 391-7066 or jluvalle@mcn.org.

PACIFIC DOLPHIN 28. S&S-designed fiberglass sloop. Tiller, Yanmar diesel. Hawaii vet. Includes permanent Moss Landing slip, B42. Hauled July 2007, also just waxed and varnished. In good, ready-to-sail condition. See: <geocities.com/slu_mark/svpilar.html> \$8,500. (831) 768-8306.

RANGER 26, 1973. 9.9-hp Johnson Yachtwin. North Sails sail inventory. Spinnaker and rigging to fly it. New deep-cycle battery. Clean boat. Complete package ready to sail away. Full winter cover. Great Gary Mull SF Bay sailboat. \$4,000/obo. (209) 915-7057 or (209) 406-8316.

CAL 2-27, 1975. Good condition, basic boat with great weekender/liveaboard potential. Atomic 4. New exhaust and bilge pump, 4 bags of sails. High freeboard, great for SF Bay. Efficient belowdeck/galley plan with lots of storage. \$5,000/obo. Call (707) 344-1178.

CUSTOM EXPRESS 27. Hull/deck/keel not class legal. Built by factory to be beer can racer, needs to be finished. \$3,000/obo. (831) 818-3366.

PEARSON TRITON 28.5, 1962. A gem. 1st place Classic winner So-Bay OP-Day, 2006. 18-hp Yanmar, freshwater cooled. 7 sails including spinnaker. Barient, autopilot, standing headroom. Haulout 4/05. Located Redwood City, CA. (650) 327-0190. Will email photos: cdroth2@sbcglobal.net. Asking \$13,000. Certified check only.

CATALINA 27, 1983. Clean, diesel, dinette, Sausalito berth. 4 self-tailing winches, all lines led aft for singlehanding. Autohelm, pole, spinnaker. Pineapple 120, 90, 75 sails. Built-in charger, VHF, Loran, GPS, extras. \$12,000/obo. (415) 924-6722.

ERICSON 27, 1973. 1988 Westerbeke diesel, 800 hours. GPS plotter, newer cockpit and interior cushions, Force 10 heater, roller furling, spinnaker, new bottom paint. A very nice boat. Located Emeryville. \$10,500. Call (707) 964-7917 or (707) 357-1309.

CATALINA 25, 1983. Swing keel with trailer. Excellent condition, with newly added gelcoat, new Harken roller furling, Lewmar self-tailing. Comes with 9.9 Mercury ob 4-stroke motor. \$9,800. Call Dave (209) 985-6221.

29 TO 31 FEET

ALBERG 30 CRUISING SLOOP built by Whitby BW, Canada, 1964. Good singlehanded Bay boat, ready to cast off. \$9,500. For more info, visit: <http://home.earthlink.net/~trterry/flyer/index.html> or call (650) 592-0622 or email: trterry@earthlink.net.

SANTANA 30 RACER CRUISER. Excellent condition. Built by Schock, 1979. Located Berkeley Marina upwind slip. Asking \$15,000. Sails: 2 mainsails, 2 jibs, spinnaker, gennaker, storm jib. Volvo Penta diesel engine, good running condition. Fiberglass hull, no blisters. Robert (510) 526-5260 or (510) 542-7244 (cell).

CATALINA 30, 1982. 15-hp diesel, wheel steering, pedestal controls, good sails, roller furling jib, lazyjacks, upgraded electrical, VHF, radar, and much more. Santa Cruz slip available for a year with purchase. \$20,000. (831) 476-4349 or email: Konnie1952@comcast.net.

ISLANDER BAHAMA 30, 1978. Freshwater Tahoe boat. Volvo diesel, roller furling, 150 genoa, adjustable backstay. Chartplotter, VHF, stereo, self-tailers. Wheel steering, pressure water, new holding tank, standing headroom. Original boat and engine manuals. \$23,000. Call (775) 762-5818.



BEAUTIFUL VAN DE STADT 29. Asking \$5,500/obo. Teak deck, glass hull, inboard Volvo Penta engine, tabernacle mast, extra sails. Pocket cruiser, sail it across the ocean. Beautiful boat, kills me to sell it. Need money for moving. Eric (415) 999-1203.

ERICSON 30+, 1980. Universal Atomic diesel. Everything replaced for 2002 departure to Mexico and Central America. All systems maintained in great shape. New paint in 2006. Includes Tinker folding RIB dinghy with Yamaha 2.5-hp motor. Located in Panama. \$40,000. Email: wda3559@yahoo.com.

SANTANA 30 IN VALLEJO. Clean in and out, diesel, maxprop, roller with 70-90-130 jibs, full battens main, jacks, spinnaker. \$17,000. Call (707) 935-8898 or email: robclair@comcast.net.

CATALINA 30, 1981. Wheel. New 7.5 main. New furling 8 oz. 100% jib. Rebuilt A4, 50 hours. Recent re-rig: standing and running. Aluminum spreaders. Mast rewired. Delta Shade attaches to dodger. Green canvas/sail covers. Nice, balanced boat. San Rafael. \$26,500. (530) 235-4908.



ERICSON 29. New rigging, rudder and post, mast paint, bottom paint. 3-cyl 25-hp Universal diesel, Harken self-tailing winches, furling sail. See on web: <www.RonBishop.com> Channel Islands Harbor, pool/spa/free club included. Low slip fee. \$17,000. (805) 736-1529.

PRICE SLASH: 1977 PEARSON 30. \$7,500. Fast. Solid. Sleeps six adults. Clean. Roller furling. Jiffy reefing. Dodger. Fin keel. Outboard engine only. Wheel steering. Inboard engine capable. RWC Marina. (650) 380-5535.

CATALINA 30, 1976. Tiller, roller furling, electric head, four sails. Atomic 4 needs repair. \$6,500/obo. (415) 296-0396 (eves) or (510) 893-0718.

ERICSON 29, 1972. Universal diesel, rebuilt two years ago. Tiller, VHF, jiffy reefing, depth, Dutchman system, Harken furling and more. \$12,500/obo. (510) 758-0709.

SANTANA 30, 1977. Very clean. Six bags of sails, one spinnaker with pole. Autopilot, windlass, 2 VHF's, one handheld. Volvo diesel, new bottom job 8/06. Alcohol stove and BBQ. Located Delta. Call for more info. \$12,000. (530) 273-5122.

BABA 30, 1979. Illness forces sale of Perry-designed double-ended cutter lying Avila Beach. Photos at: <http://members.aceweb.com/m32b64> Newer paint, rigging, sails. Trades considered, delivery available. \$49,500/obo. Call Kirk (805) 773-5512 or captankirk@charter.net.



HUNTER 31, 1984. 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 30 amp dock electric cords, two Danforth anchors. \$35,000/obo. Call Carlis (775) 626-2679.

HALLBERG-RASSY MONSUN 31, 1978. Hull #678. Volvo Penta MD11C. Ollie Enderlien design. Late May 2007 haulout, fresh bottom paint. Lived in fresh water for 10 years. Beautiful cruiser. Berthed in Santa Cruz, CA. \$40,000. (805) 239-7760 or (805) 712-4514.

CAL 29, 1973. Great boat. 30-hp Atomic 4, lines led aft. Sails in good condition. Standing headroom, sleeps 6. Restored interior with beautiful teak, inner spring mattress, 3-burner stove, newer electric lighting, VHF, GPS, speed/depth meters. Emery Cove Marina. \$9,500/obo. Loren (530) 228-1827.



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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 \$15,500. Stuart (510) 325-5966.

CAL 2-29, 1975. Wheel steering, dodger, fore and aft anchors, full sail inventory, pressure water, microwave, propane cooktop, refrigerator. Cabin cozy, clean, 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.

HUNTER 310, 1997. Lanikai. Wonderful Bay boat and beyond. Spacious cockpit and belowdecks. Aft queen berth, plus forward vee, full galley. Loaded. New Quantum main, furling jib. 2006 Garmin network GPS/Radar with cockpit display. Autohelm autopilot. Depth, knot, wind. Well-maintained, bright and clean. Great value. You'll want to spend every weekend on a new adventure. In Sausalito. \$52,000. For pics and details e-mail: dennish@novagrps.com or call (415) 883-8771.

FARALLON 29, 1976. Hood roller furling like-new condition, original mainsail good condition, all lines led aft. 285 hours on 18-hp Yanmar diesel, Furuno radar, windlass, 4 anchors, 300' of 5/16" chain, 5" compass. Mariner depthsounder, Horizon VHF radio, Mariner knotmeter/log, tilted Autohelm, battery charger with 2 new batteries, double sink, 3-burner propane stove with oven, microwave, TV, stereo, holding tank, inflatable dinghy, new dodger, teak floor. Well maintained, seldom used. \$18,000. Steve (707) 433-2043 or email: scdtevis@gmail.com.

CAL 31, 1980. New mast standing and running rigging, full battened main, 5 headsails, wheel steering, 16-hp Universal diesel, feathering propeller, propane stove, pressure water, bottom painted 5/2007, VHF, depth, speed, Asking \$24,000. Ventura. Call (805) 701-5622 or email: mike@vhby.com.



DUFOUR 30, 1969. Arpege. Great condition, hauled 8/06. Yanmar diesel, VHF, fathometer, stereo, Origo stove, safety gear, 6 winches, 5 bags sails, 3 anchors. Nice, woody below decks. Very clean. Excellent on SF Bay. \$12,000. Robert (415) 205-0464.

32 TO 35 FEET

SOVEREL 33-2, 1985. Flexi Flyer is a winner. Fast, beautiful, well maintained, new bottom, fresh sail inventory. <<http://flexiflyer.blogspot.com/>> \$31,000. (408) 656-9919.

ERICSON 35, 1973. ZOOM. Blindness forces sale. 1999 OYRA Season Champion boat. 2nd and 3rd in Monterey races. 3rd in Benicia Jazz Cup. Excellent race/performance boat. Legal liveaboard berth, Oakland. \$20,000/obo. Michael (925) 250-0133.



ALLIED SEABREEZE 35 YAWL, 1972. Classic bluewater cruiser, fiberglass, full keel, beautiful lines, oversized winches, propane stove/oven. Yanmar diesel, new 1998. Owner upgrades. \$38,000/obo. For info: (310) 683-8959 or see <www.logofperdida.com>

PEARSON 32 RACER/CRUISER, 1979. Harken jib roller furler, fully battened main, gennaker, Navtek backstay adjuster, 1,250 hours on original Universal M-15 diesel. Electronics: Autohelm autopilot, Furuno radar, Interphase digital depth gauge, Jefferson depthfinder, Signet knotmeter, West Marine Loran-C, 25-watt VHF/FM marine radio. New: 19-gal custom aluminum fuel tank, two batteries, electric fuel pump. Documentation: Original boat, gear and electronics manuals; 1995 boat and engine surveys; maintenance, dive and haul records since purchase in 1995. \$22,000. (510) 525-2754.

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.

1983 MOODY 34 CENTER COCKPIT sloop. Roomy cruiser built in England to Lloyds specifications. Crossed Atlantic and Pacific. 35-hp Thornycroft diesel, new Larsen roller furling jib and UK asymmetrical spinnaker. Hauled, painted 6/07. Slip in Moss Landing, \$37,500. Call (831) 685-1815.

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PEARSON 34, 1984. Legendary, built to last. Freshwater boat and dry-covered winter stored until late 2004. New sails 2006. New bottom paint. Will provide many years of safe and fun cruising for any couple or family whether experienced or inexperienced in sailing. Sleeps six adults comfortably. Teak and holly sole, dinette with settee opposite, drop-leaf table, double quarter berth aft to starboard. L-shaped galley, head with shower starboard, V-berth forward, chart table mid-ship. Stable Bay boat which, because of its adjustable draft, can go into shallow water Delta or lake areas that other sailboats cannot. Garmin GPS chartplotter, autopilot, other extras. Located Napa/Vallejo. \$49,900. Call Alan (707) 299-9202 or NewfoundlandCA@aol.com.

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.



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WESTSAIL 32, 1977. Factory finished. Volvo 25-hp diesel. Interior remodel partially completed. Materials on hand. Exterior, spars, rigging, sails and equipment in good to excellent condition. Many extra items included. Death forces sale. \$30,000/obo. Winchester Bay, OR. (559) 917-8209.

CATALINA 320, 1993. Pristine condition. Very little wear on new engine and rig. Motivated seller. \$65,000/obo. Call or email for pics and details: (510) 548-9986 or 320@ideasoup.net.

MARINER 32, 1979. Great solid cruising boat. 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 Matthieu (408) 732-7340.

1986 HANS CHRISTIAN 33 CUTTER. Original owner, good to excellent condition, new bottom 10/07, 80-gallon fuel, 90-gallon water, Kenyon tapered spars, navtec backstay adjuster, all rigging and winches oversized, Sea Tiger windlass, 1 Bruce and 1 CQR with 75' chain/rode. Seaward stove/oven/heater LPG, Cool Mate refrigerator, microwave, Yanmar 3QM30 freshwater cooling, Icom IC-725 SSB, weather fax, Icom IC-M55 VHF, Autohelm 7000, Raytheon R20 radar, Raynav- 570 Loran, Si-Tex A310 satellite navigator, Harken Mk III jib furling, new Sutter sails 2003, 3/4-oz. reacher drifter, 1/2-oz. spinnaker with 4" pole and rigging, 130 genoa, 75-amp alternator, True Charge battery charger, 2 battery banks, Sony stereo with CD player, 2-man raft, more. \$115,000. Located Lake Tahoe, CA. (775) 287-9360 (days) or (775) 852-0321 (eves).

35-FT WILLIAM GARDEN KETCH. Perkins diesel 4-108, runs, service, d new fuel tank. New mainsail, new mizzen. Hauled out Oct. 2005, rudder beefed up. Nice sailing ketch anchored out in Richardson Bay, Sausalito. \$7,000. Sam (707) 884-4836.

36 TO 39 FEET

ISLANDER 36, 1977. Perkins 4-108, new rigging 2002, 2 self-tailing Harken 44s, 2 self-tailing Barlow 25s. Dodger, covers, holding tank, macerator, propane stove/oven, radar, chartplotter, VHF, bowroller, 2 anchors/chain and rode, carpets/curtains, Avon/ob. Alameda Marina #204. \$55,000/obo. Arnie (415) 999-6751 (cell) or (415) 383-9180 (hm) or email: arnoldgallegos@comcast.net.



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IRWIN 38 CENTER COCKPIT, 1983. Excellent condition. Loaded: Nobletec, Raymarine, bow/stern, windlass, davits, dinghy. Possible slip Newport Beach. Ready to cruise or live onboard. More pictures and gear inventory: <www.centrifuge.com/irwin.htm> \$79,900. (949) 466-6600.

HUGHES 38-FT SLOOP. Built in 1970 in Canada. 60 hours on new engine. Pictures available. Asking \$29,000. Possible Monterey slip. Call (831) 915-4984 or (831) 775-2475.

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HANS CHRISTIAN 38T, 1979. Bluewater cutter. Bottom and batteries 2006. Full keel. Tons of equipment. List upon request. Good sails and engine. AB Cold Plate 2003. Radar, autopilot, Monitor windvane. \$102,000. Marina Bay. Mike/Jean (510) 672-5820/19.

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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. \$46,000. (650) 906-1713. SF Marina.

EXPRESS 37, 1986. Carl Schumacher design, racer, cruiser. Large sail inventory. Race ready. Yanmar diesel, wheel, Autohelm, radar, SSB, roller furling. Comfortable for cruising. Located in Long Beach, CA. Reduced to \$69,500. Call Bob (714) 749-8407 for spec sheet.

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ISLANDER 36, 1973. Original owner, well maintained. New Yanmar diesel, Harken roller furler, headliner, windows, carpet, teak, upholstery. North racing sail inventory. 2003 Zodiac RIB. \$39,500/offer. Call (415) 435-4950 for photos.

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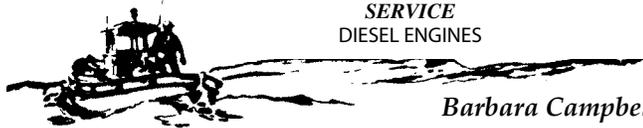
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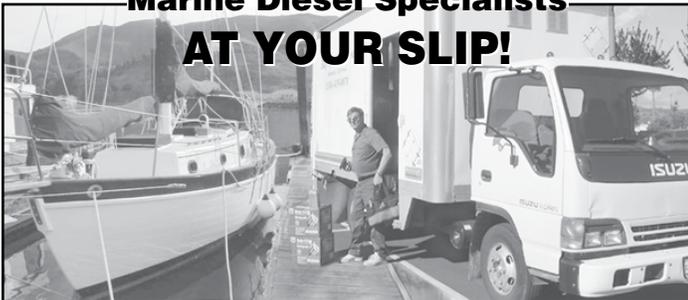
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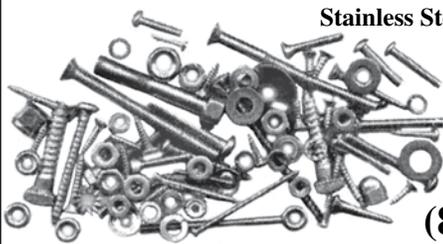
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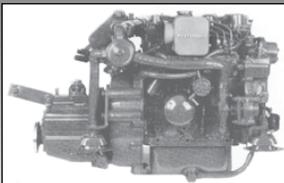


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26-FT CATAMARAN, 2000. 26' x 15'. Core cell construction, open solid bridgedeck, 9.9-hp 4-stroke electric start, sleeps 4, bimini with 3-sided enclosure. Located near Rio Vista, CA. Asking \$26,000. (916) 203-8517.



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PROUT SNOWGOOSE 37 CATAMARAN 1983/2003. Pre-Elite model. \$119,000. Located Pacific NW. Excellent ready-to-cruise condition. For details of upgrades, equipment, and photos: <http://www.user.dcnnet.com/airstreamer34/prout> or call (778) 318-2991.

CORSAIR F31 TRIMARAN, 1999. #122. Square-top main, rotating mast, jib on furler, screecher on bowsprit furler, bimini, custom raised seats aft, 12v refrigerator, see web page for photos and equipment list: <http://web.mac.com/coshow> \$88,000. Located OR. (503) 625-6318 or coshow@mac.com.

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65-FT WOOD CLASSIC, 1939. Heavy built ex-trawler. GMC 12V-71, 21-kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. More pics/details: ancona@mcn.org. Asking \$112,000 or any reasonable offer. Call (707) 964-5423.

TRADE OR SALE OR DONATE: 1974 68-ft x 20-ft working steel trawler/office/home. 1,200 sq.ft. of space. Legal live-aboard. Trade value: 45 to 70-ft sailboat or cash or terms. Be creative. Berkeley slip. See: <www.myclassicboats.com> Email: GaryKJennings@msn.com or call (510) 665-7716.



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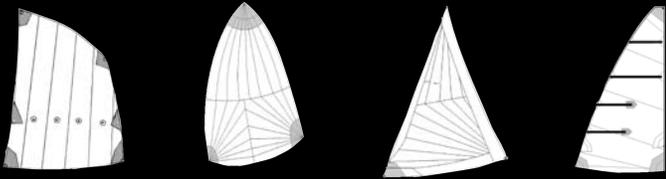
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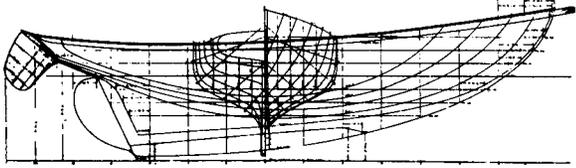
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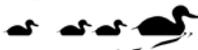
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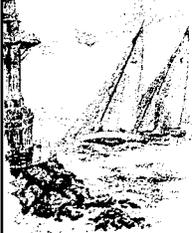
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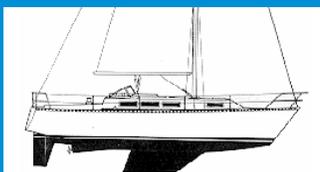
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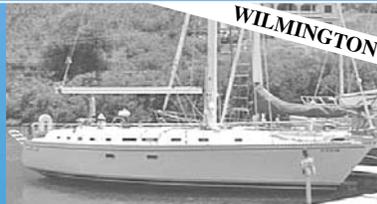
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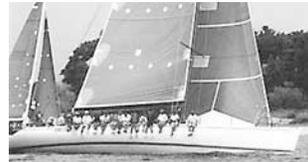
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REDUCED

See at:
www.marottayachts.com

42' CHEOY LEE GOLDEN WAVE, 1984 Designed by Bob Perry to look like a Swan topside and a Valiant 40 below. Never cruised, she shows nicely – sails in fine shape, low time on the trusty Perkins 4-108 diesel, heavy duty stainless steel, dinghy, davits/radar arch, electric windlass, radar, etc. **\$99,000**



NEW LISTING

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SISTERSHIP

40' SEAWOLF KETCH, 1973

This is THE nicest Seawolf we've seen in years – repowered, new decks and cabin, hull Awlgrippped, and looks NEW! Also possible Berkeley liveaboard slip. **\$78,000**



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38' BENETEAU, 1990

Moorings 38 model, designed around a modified First 38s5 hull, a sleek, fast two-stateroom two-head racer/cruiser, perennially popular on the brokerage market. Clean, with a new suite of sails and a rebuilt Yanmar engine. **\$69,500**



See at:
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36' SWALLOWCRAFT SCYLLA KETCH, 1979

Very nice aft cockpit motorsailer built in Korea to European quality standards. New listing, additional information available soon. **\$69,000**



See at:
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40' HUNTER LEGEND, 1987

6'5" headroom throughout, QUEEN berth aft, plus a roomy cockpit and well-designed plan topsides – it's a hard-to-beat package (especially at a price well below \$100,000!). Clean, low engine time and transferable Sausalito slip. **\$69,000**



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36' ISLANDER, 1983

The Islander 36 is one of the most popular 36-ft sailboats ever built, and this particular late-model example is VERY clean inside and out. With \$20,000 spent over the past several years, the boat needs nothing. **\$59,000**



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41' PEARSON RHODES SLOOP, 1965

With her East Coast pedigree and lines reminiscent of a classic Hinckley or Alden, she turns heads wherever she goes. With a full keel with cutaway forefoot and updated systems, she sails like a dream on the Bay. **\$59,000**



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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**



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40 CHEOY LEE OFFSHORE 40, 1968

Ted Brewer said, "No one yacht is perfect, but this Philip Rhodes design comes very close." Always a 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**



See at:
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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**



NEW LISTING

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36' ISLANDER, 1974

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39' CAL, 1979
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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**



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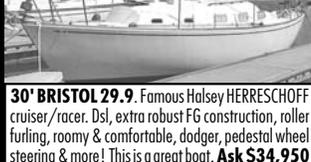
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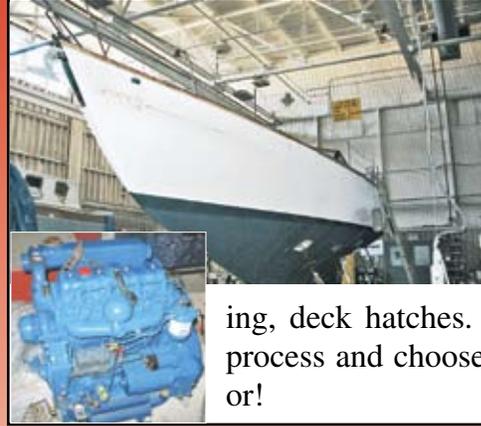
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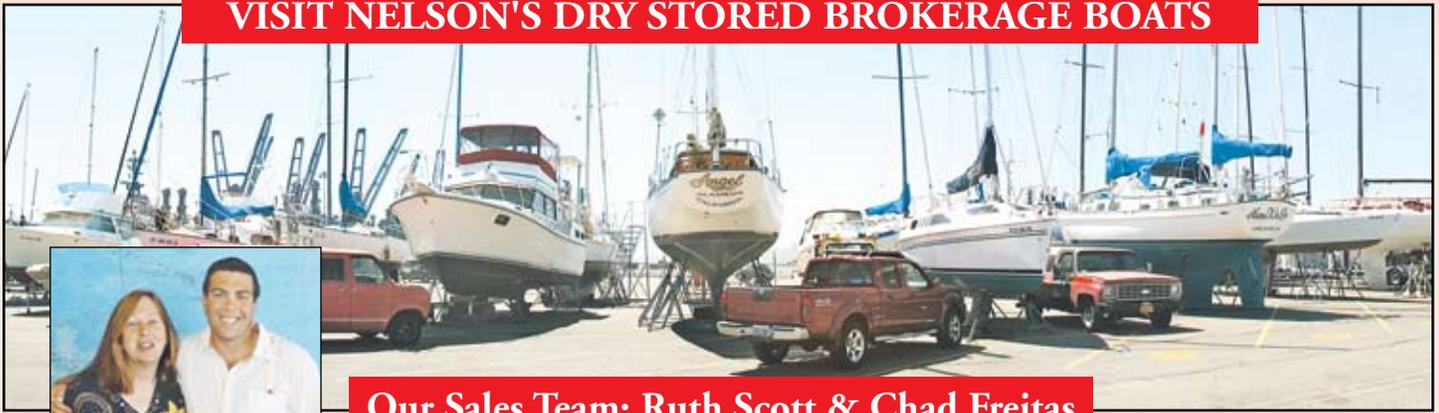


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