

Latitude 38

Latitude 38

VOLUME 363 September 2007

WE GO WHERE THE WIND BLOWS

SEPTEMBER 2007

VOLUME 363





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370

440

465

485

SP Cruiser 40

WAUQUIEZ

Performance Cruisers

40 Centurion

45 Centurion

41 Pilot Saloon

47 Pilot Saloon

BENETEAU

Racing

10R

36.7

44.7

50

BENETEAU

Cruising

323 343

37 40

43 46

49

523

57



BENETEAU 343



BENETEAU 323

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Cover: The UP-wind leg at last year's Big Boat Series.

Photo by: *Latitude 38/Andy*

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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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COMPAC 25
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BENETEAU 42s7
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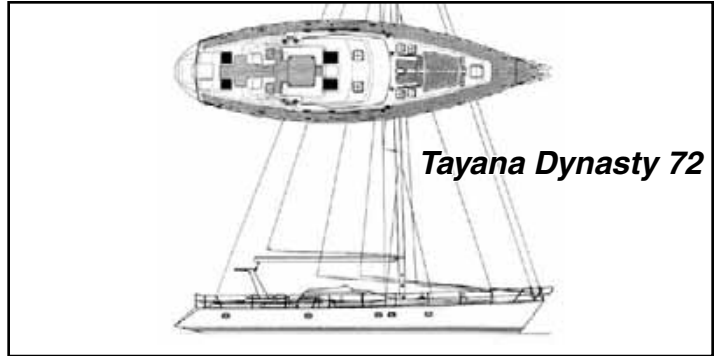
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4 to choose from Catalina 36, 2001



Hunter 40, 1986



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32' B-Boats B-32, '95.....	40,000	43' CATANA 431, '00.....	398,500
32' ELITE, '84.....	36,000	43' GULFSTAR CC Sloop, '79.....	84,900
32' MARINER, '72.....	19,950	43' HANS CHRISTIAN, '78.....	115,000
34' PETERSON, '78.....	33,000	43' GULFSTAR CC Ketch, '79.....	84,900
34' CAL, '69.....	13,000	44' LANCER PH MS, '80.....	99,000
34' HUNTER, '85.....	38,500	44' PETERSON CC, '77.....	119,500
35' HUNTER 35.5 LEGEND, '94.....	64,900	45' HARDIN CC Ketch, '81.....	152,000
36' CATALINA Mk II, '01.....	134,900	46' BALTIC, '76.....	189,500
36' ERICSSON, '81.....	55,950	47' ROYAL PASSPORT, '95.....	398,500
38' C&C, '86.....	64,500	47' BENETEAU 47.7 4C, '00.....	249,000
38' FREEDOM 36/38, '86.....	118,500	47' CATANA 472 CAIGO, '01.....	750,000
38' NAUTICAT, '76.....	119,000	47' BREWER by C.C. Chen, '72...	114,000
38' ROBERTS, '82.....	39,000	48' SAMPSON Ketch, '82.....	79,000
38' HANS CHRISTIAN, '86.....	137,000	48' MAPLE LEAF CC, '77.....	185,000
39' VAN PEER MS, '87.....	40,000	53' AMEL MANGO CC, '83.....	199,000
40' PANDA, '81.....	130,000	54' CUSTOM ROBERTS CC, '79..	279,000
40' CATALINA 400, '96.....	139,900	55' JOMARCO/ROBERTS, '87.....	179,000
40' NORTH AMERICAN, '79.....	65,000	65' CUSTOM CC PH Cutter, '94...	169,000
40' OLSON, '83.....	64,900	65' CT/SCORPIO 72, '84.....	650,000



57' CREALOCK/ROBERTS, '96 \$175,000
 Every inch of this custom center-cockpit pilothouse boat was well planned with safety, strength and ease of handling in mind. Below decks, the interior is partially finished, awaiting your personal touch.



49' PETERSON, '85 \$199,000
Starfire has won over 50 regattas and offers a nice inventory of racing and cruising sails. Although a very competitive race boat, she makes a truly comfortable cruiser. Extensive refit completed in 2006.



44' PETERSON CC, '77 \$107,000
 Great boat needing interior upgrade but with an excellent exterior. In 2006, seller invested \$17k in upgrades and improvements. Her 45' slip in a row 50' of slips is available with marina approval.



40' ISLANDER PETERSON, '81 \$64,900
 Asweet-sailing Doug Peterson design with incredible standing headroom throughout. Her fin keel and spade rudder make for a responsive boat and her excellent deck layout allows for easy maneuvering topsides.



36' CAL, '66 \$38,500
 This well maintained, double spreader tall rig Cal 36 is extremely competitive in Southern California PHRF coastal races. She is also easy to handle with an interior to make those trips to the islands a joy.



35' BABA, '81 \$110,000
Ya Tah Hey represents the winning combination of high-quality construction and cruising comfort. Designed by Bob Perry and built by Ta Shing, and ready to cruise with a new Beta Marine diesel with only 60 hours.



34' CATALINA, '89 \$59,000
Kira is a great performer yet she's very easy to handle. She's blessed with a very practical two-stateroom layout and numerous features that are tough to beat in this price range.



30' HOUT BAY GAFF-RIG, '93 \$68,500
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30' MUMM, '96 \$50,000
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30' CATALINA, '77 \$19,900
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29' FENIX MAXI 87, '83 \$13,900
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46' HUNTER 466 SLOOP, 2004
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46' HUNTER 460 SLOOP, 2000
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38' HUNTER SLOOP, 2001
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47' KETTENBURG SLOOP, 1958
 Fully restored. \$119,000



50' COLUMBIA, 1974
 Custom interior.
 \$199,000



30' WILLARD CRUISING CUTTER, 1976
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36' HUNTER SLOOP, 2003
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36' HUNTER, 2003
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27' GRADY WHITE WA 274, 2000
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- 1987 43' Spindrift \$179,900
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43' 1987 SPINDRIFT



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40' 1995 CATALINA

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- 1996 46' Viking Sport \$374,500
- 2006 44' Sea Ray \$489,000
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- 1984 43' Bestway \$144,900
- 1988 42' Ocean Alexander \$224,000
- 1984 40' Kha Shing \$139,500
- 2002 39' Mainship \$184,000
- 1965 38' Chris Craft \$47,500
- 1987 38' Riviera \$159,500
- 2005 36' Meridian \$279,000
- 1972 34' CHB \$42,500
- 1980 34' Mainship \$44,900
- 1984 32' Island Gypsy \$71,000
- 1989 32' Bayliner \$74,500
- 1997 31' Albin \$139,500
- 1982 31' Sea Horse \$44,500
- 2000 30' Pursuit \$94,900
- 2000 28' Albin \$124,950
- 2000 27' Sea Sport \$99,500
- 1997 26' Skipjack \$59,700



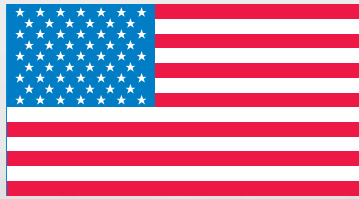
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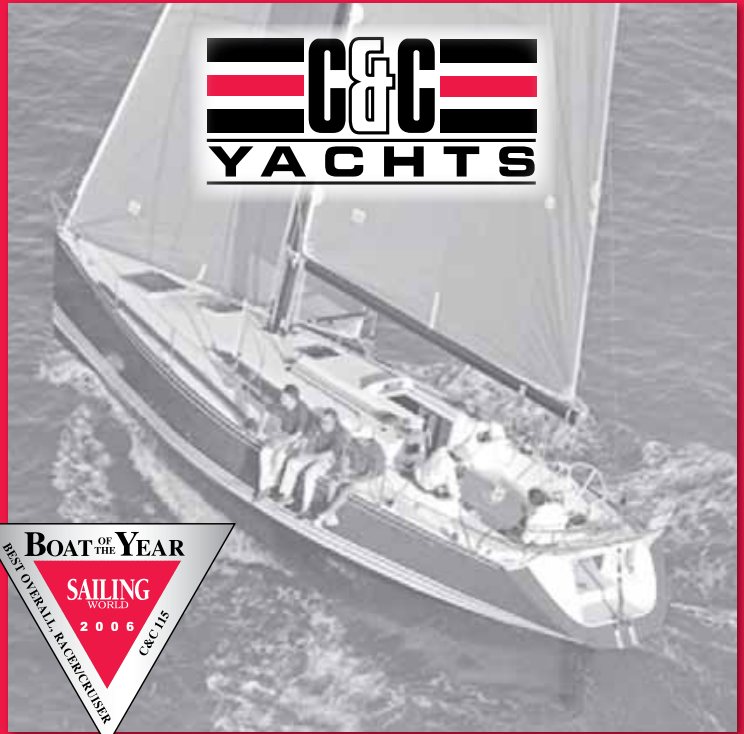
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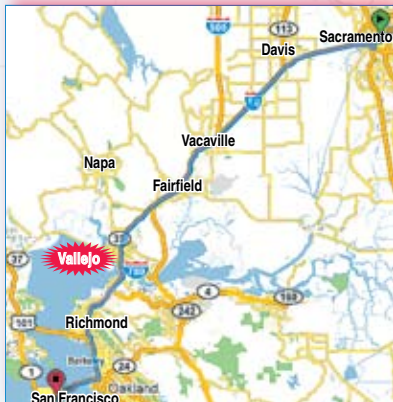
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37' C&C, 1984
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39' YORKTOWN, 1976, \$39,500



40' ISLANDER PETERSON, 1982
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39' NAUTOR'S SWAN SLOOP, 1984
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36' CATALINA SLOOP, 1984
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36' C&C SLOOP, 1981
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34' HUNTER SLOOP, 1986
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32' CATALINA SLOOP, 2003. Clean, lightly
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32' WESTSAIL CUTTER, 1976. New engine,
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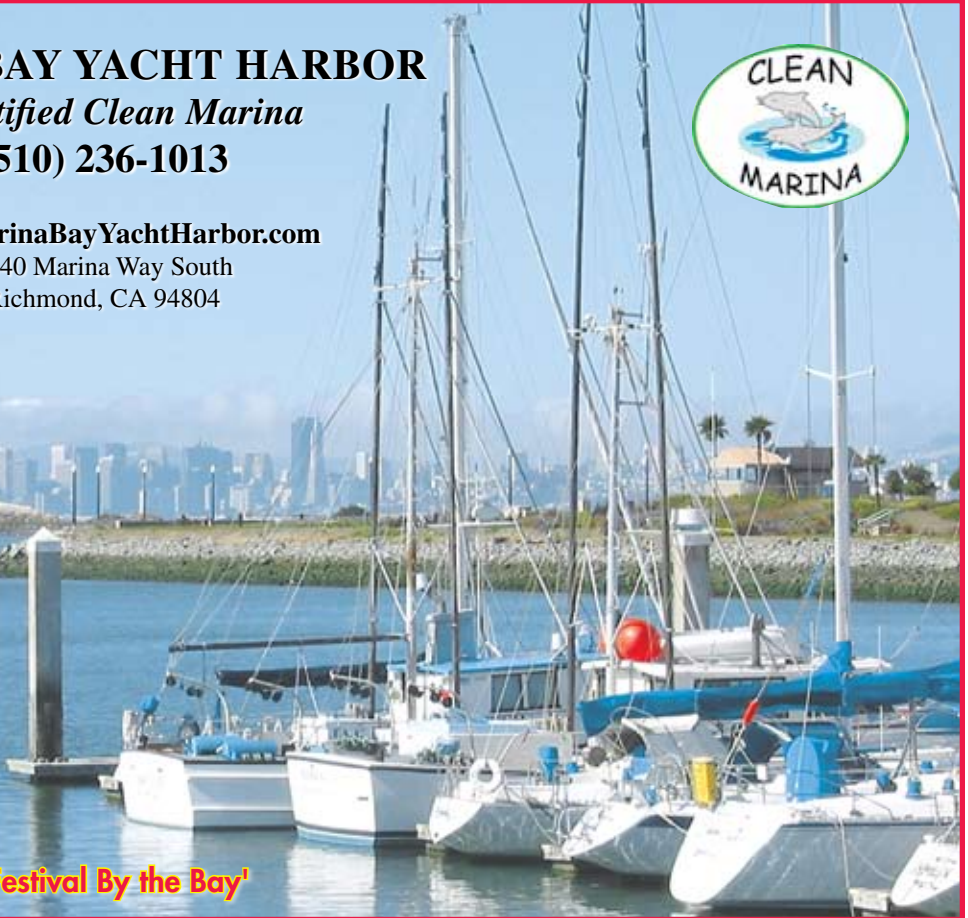
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- Basic Coastal (BCC).....Sept 8,9,15,16
- Combo (BKB & BCC).....Sept 3-7,17-21
- Bareboat Course.....Sept 7-9
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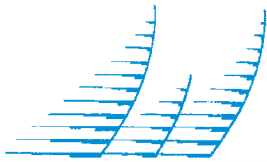
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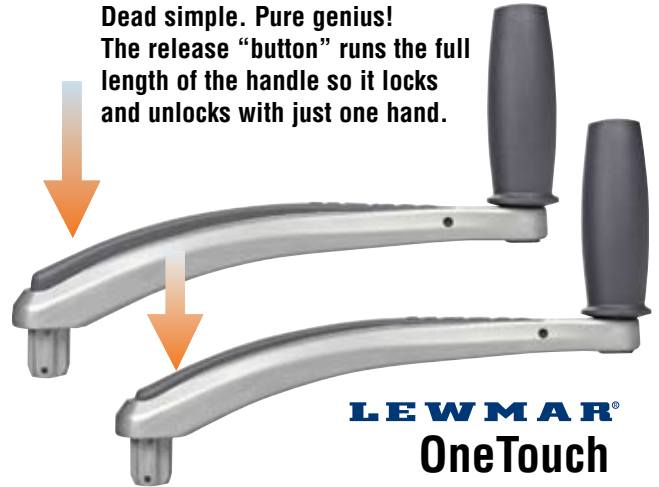


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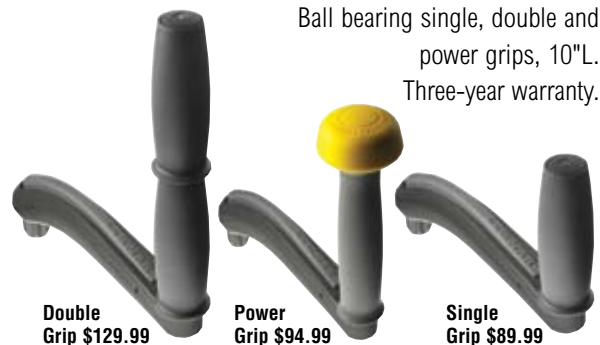


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- Sept. 1, 15, 29** — Free sail on gaff-sloop *Polaris* at Spaulding Wooden Boat Center in Sausalito. RSVP, (415) 332-3179.
- Sept. 2, 16** — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.
- Sept. 2-30** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.
- Sept. 3** — The unofficial end of the season: Labor Day.
- Sept. 5** — VHF Basics seminar at South San Francisco West Marine, 2:30-3:30 p.m. Info, (650) 873-4044.
- Sept. 5, 12, 19, 26** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Weds. All YC's members welcome. More info under the 'Events' tab at www.stfyc.com.
- Sept. 5, 19** — 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.
- Sept. 6** — VHF Basics seminar at Santa Cruz West Marine, 12-1 p.m. Info, (831) 476-1800.
- Sept. 7-9** — Caltopia 2007, the Bay's annual Cal rendezvous at Encinal YC. Info, www.calboats.org.
- 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** — Learn all about chartering at a free seminar at Brickyard Cove Marina in Point Richmond, 6:30-8:30 p.m. Info, (510) 232-7999 or staff@tradewindssailing.com.
- Sept. 8-9** — West Marine Fun Regatta at Santa Cruz YC. Kids 8-18 racing on Monterey Bay. Info, www.scyc.com.
- Sept. 8-16** — Northern California Fall Boat Show at Jack London Square in Oakland. Info, www.ncma.com.
- Sept. 11** — Full moon on Tuesday night.
- Sept. 11, 13, 18, 20, 25, 27** — Squadron Boating Course taught by Marin Power Squadron in Novato, 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. 13** — 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.
- 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. 15** — Marina Village Yacht Harbor Gate 11 Nautical Swap Meet in Alameda, 9 a.m.-1 p.m. No vendors, please!
- Sept. 16** — Brisbane Marina Lien Sale. Viewing at Noon, auction at 1 p.m. 400 Sierra Point Pkwy. Info, (650) 583-6975.
- Sept. 18** — Bottom Paint Basics seminar at South San Francisco West Marine, 6-7 p.m. Info, (650) 873-4044.
- 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. 23** — Autumnal equinox, aka: the first day of fall.
- Sept. 25-Oct. 16** — Boat Smart class by Santa Clara USPS on Tuesdays. For info, call DeWayn at (408) 225-6097 or register at www.usps.org/localusps/santaclara/PE.htm.
- Sept. 29** — Glen Cove Marina Swap Meet, 10 a.m.-4 p.m. Info, (707) 552-3236 or glencovemarina@gmail.com.
- Sept. 29** — Cheoy Lee Rendezvous at Ayala Cove on Angel Island. Info, brentsue@inreach.com or (415) 454-3234.
- Sept. 29** — 11th Annual PICYA Wheelchair Regatta, a



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

Oct. 4-9 — Fleet Week, including the Blue Angels. The sailors are in! Details, www.fleetweek.us.

Oct. 5-7 — Cruiser's Expo 2007, seminars for cruisers at Newport Beach West Marine. Info, (949) 644-9530.

Oct. 6-7 — 15th Annual Northern California Women's Sailing Seminar at Island YC. Info, www.iyc.org/wss.htm.

Oct. 14 — Oakland YC Open House for prospective members, 9 a.m.-Noon. Stay for brunch, \$9.50. RSVP at (510) 522-6868 or cwong@oaklandyachtclub.com.

Oct. 21 — Ha-Ha Welcome to San Diego Party at Downwind Marine, Noon-4 p.m. Info, www.baja-haha.com.

Oct. 29 — Baja Ha-Ha XIV Cruisers Rally begins!

Racing

September, 1977 — It Was Thirty Years Ago from a story titled *Singlehanded Race to Hawaii*:

We know a lot of our readers can't wait until 1979 so they can break *Merlin's* record run to Hawaii in an organized race. Good news, you don't have to.

The American Singlehanded Sailing Society will hold its first Singlehanded TransPac June 15, 1978. The race will start near the Farallon Islands 30 miles west of the Golden Gate Bridge and will finish in Kauai, Hawaii. The Society plans to hold the race on even numbered years beginning with the 1978 race.

The American Singlehanded Sailing Society is devoted to promoting singlehanded offshore racing for those sailors wishing to test their skills and equipment against an open ocean environment. A long-range goal is to test and improve the quality of offshore equipment and sailing techniques.

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. 6 — Intro to Yacht Racing seminar, 6-7 p.m. at Sausalito West Marine. Learn how to get into racing on the Bay from certified NRO Jeff Zarwell. RSVP, (415) 332-0202.

Sept. 8, 1973 — The 17 entries in the Whitbread Round the World Race set off from Portsmouth, England.

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 — Double Angle Race. Start in Santa Cruz or Monterey and finish at Moss Landing. Elkhorn YC, (831) 566-2009 or www.elkhornyc.com.

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 City-front 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.

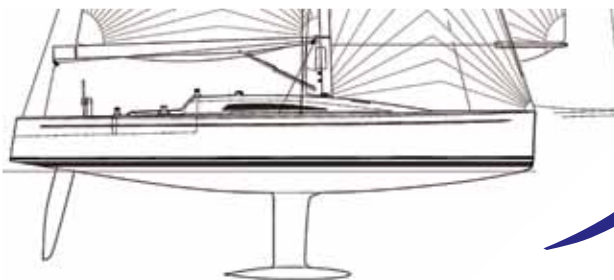
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CALENDAR

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

Sept. 21-23 — 2007 Finn North Americans. CPYC, Bob Carlen at carlen@jps.net or www.nafinnclass.org.

Sept. 22 — Jack & Jill Race. MPYC, www.mpyc.org or (831) 372-9686.

Sept. 22 — YRA-OYRA Southern Cross, SRYC, (415) 459-9828.

Sept. 22-23 — Catalina 34 National SF Cup, GGYC. Race and Cruiser divisions. Info, (650) 341-9209.

Sept. 22-23 — Veeder Cup. SCYC, (831) 425-0690.

Sept. 22-23 — J/24 & Express 27 Regatta. RegattaPRO, (415) 595-8364.

Sept. 22-23 — 2007 Lightning Class PCCs. RYC, www.sfbaylightningclass.org.

Sept. 22-23 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyf.com.

Sept. 22-23 — Totally Dinghy Regatta. RYC, (510) 237-2821 or www.richmondyc.org.

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. The last of the WBRA series. Info, www.yra.org.

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

Sept. 30 — Black Lace Ladies' Race, BVBC. UPDATE: Event was cancelled for lack of participation. Sorry!

Oct. 6 — 4th Annual VNA & Hospice Regatta on Monterey Bay. MPYC, www.mpyc.org or (831) 402-3181.

Oct. 6 — Wallace Cup, a PHRF championship for East Bay clubs. OYC, www.oaklandyachtclub.com.

Oct. 6-7 — SSS Vallejo 1-2, a mellow way to end the short-handed season. Info at www.sfbaysss.org.

Oct. 6-7 — Fall One Design. SFYC, www.sfyf.org.

Oct. 7 — El Toro Stampede. RYC, www.richmondyc.org.

Oct. 12-14 — International Master's Regatta, a J/105 regatta/reunion for seniors. StFYC, www.stfyf.com.

Oct. 13 — YRA-HDA Yankee Cup, IYC. Info, www.yra.org.

Oct. 13 — YRA-ODCA Champion of Champions, IYC. Info, www.yra.org.

Oct. 13 — YRA-OYRA Junior Waterhouse, RYC. Info, www.yra.org.

Oct. 14 — Women Skippers Regatta, a fundraiser for Tall Ship Semester for Girls. SYC, www.syconline.org.

Remaining Beer Can Regattas

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

BAY VIEW BOAT CLUB — Monday Night Madness Fall Series: 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.

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

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

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45' Hunter 450, '00, Fall Asea.....\$229,000
44' J/44, '90, Phoenix.....New Listing \$239,000
40' J/120, '98, Hot Tamale.....Reduced \$219,000
40' J/120, '95, Attitude**.....\$199,000
40' Tripp, '92, Snake Oil**.....\$89,900
40' Elan, '04, Tupelo Honey.....\$259,000

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CALENDAR

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

ISLAND YC — Summer Series, Friday nights: 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 Thurs. 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: 9/5, 9/19. Eric Arens, (510) 841-6022.

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

SAUSALITO YC — Summer Sunset Series, Tuesday nights: 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: 9/8, 10/13, 10/14. Larry Westland, (510) 459-5566.

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.

September Weekend Currents

date/day	slack	max	slack	max
9/01 Sat		0148/3.7F	0503	0739/3.3E
	1050 2349	1351/3.2F	1646	2002/4.7E
9/02 Sun		0246/3.4F	0609	0832/2.6E
	1134	1439/2.7F	1730	2054/4.6E
9/03 Mon		0353/3.1F	0723	0930/1.9E
	0055 1229	1534/2.2F	1822	2153/4.3E
9/08 Sat		0234/4.2E	0623	0936/3.6F
	1239 2357	1531/2.2E	1822	2119/2.7F
9/09 Sun		0323/4.3E	0706	1016/3.7F
	1315	1605/2.7E	1909	2205/3.0F
9/15 Sat		0119/2.9F	0434	0704/2.6E
	1021 2307	1315/2.4F	1605	1919/3.8E
9/16 Sun		0202/2.7F	0524	0745/2.2E
	1049 2356	1351/2.0F	1635	2002/3.6E
9/22 Sat		0050/3.6E	0502	0813/2.8F
	1126 2230	1339/1.7E	1702	1946/2.0F
9/23 Sun		0147/4.0E	0547	0853/3.3F
	1205 2328	1429/2.4E	1752	2039/2.6F
9/29 Sat		0044/4.3F	0405	0634/3.3E
	0944	1239/3.2F	1527	1849/5.3E
9/30 Sun		0138/4.1F	0506	0724/2.7E
	1028 2334	1325/2.8F	1610	1938/5.2E

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LETTERS

↑↓ I GOT HERE FIRST, AND I'M NOT MOVING!

I've got a little more on the 'liveaboard gang' that keeps their boats in the anchorage at Clipper Cove. I've spoken to a few of them about the fact that they are taking up the best anchoring spots available in the cove, leaving the rest of us — who work hard to pay for a slip in a marina the rest of the time — to anchor further out in the wind when we get to visit for



LATITUDE / JR

Several of the boats at Clipper Cove seem to have taken up permanent residence, making it difficult for average sailors to use the anchorage.

a couple of days. I mentioned that I also wanted to be able to enjoy the nice spots in the cove. Their response was that no one should be paying slip rents, that all the waterways should be free to all, and that everybody should be

able to anchor wherever they want for as long as they want. They also said that, because they got there first, they have every right to stay put.

So as you can see, their mentality is that of the typical radical hippie boater type, and you can't reason with them. For them, the concept of having a job and keeping your boat in a marina when you're not using it so others can enjoy the cove, makes no sense.

So good luck to anyone who wants to use the Clipper Cove anchorage but them. And the next time you see kids swimming along the shore, know that these people have no holding tanks and/or service that comes by to empty them. Everything they 'deposit' goes into the waters of the cove, which doesn't get flushed out that well during the changing of the tides. I haven't seen any floaters yet, but I think it's just a matter of time.

Frustrated Boater
Emeryville

F.B. — Our view is that the problem is not so much with the 'liveaboard gang', but crap government. Clipper Cove remains under the authority of the Navy, but they left long ago, and no other law enforcement agencies have stepped in to fill the vacuum on a regular basis. What makes it funny is that the Coast Guard, which is charged with enforcing environmental laws, has a base at Yerba Buena that is, what, an eighth of a mile away?



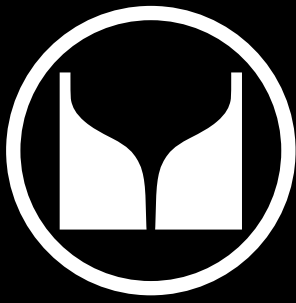
LATITUDE / JR

How come boats with out-of-date registration stickers — or no registration at all — never seem to get cited? Unless they're kept in a marina.

What makes it funny is that the Coast Guard, which is charged with enforcing environmental laws, has a base at Yerba Buena that is, what, an eighth of a mile away?

Of course, the selective enforcement of the law is nothing new on Northern California waters. As anyone who has kept a boat on Richardson Bay knows, boat registration, and safety and environmental laws only apply to boats in marinas, not boats/derelicts anchored out on the other side of the channel.

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LETTERS

We're not positive how boats anchored out acquired sacred cow-dom status, but have been told that a few years ago John Burton, then the California Senate Pro Tem and second most powerful man in California, simply handed down an edict like he was the Pope and Richardson Bay was Italy. We've never understood why the anchorage hasn't been renamed in his honor.

Mind you, we're not against boats being anchored or moored out on a semi-permanent or even permanent basis — as long as it's done in an orderly manner and the boats involved comply with basic navigation and environmental requirements. It's done in many places around the world and works well. When it's done helter-skelter, as is the case in Clipper Cove, the results are all too predictable.

↑↓ TALK ABOUT HAVING A SCREW LOOSE

I've just returned from a two month trip aboard *Cheyenne*, a 50-footer that started life in '76 as a Kiwi-built Whiting 45. She's been heavily modified and stretched to 50 feet. We had a wonderful sail from Los Angeles to Mangareva, then up through the Tuamotus to Fakarova, where I got off.

I'm writing because of an incident that happened while anchored for two days in the lagoon at Amanu. Having arrived late in the day, we anchored about a mile west of the entrance channel. We were in 40 feet of water, and the anchor was set well. That night the breeze filled at 25 to 30 knots from the southwest, putting us on a lee shore. The anchor held, but in the morning we decided to move to a calmer anchorage on the other side of the lagoon. We found a lovely spot with a big sandy patch in 15 feet of water. But when we raised the hook the following morning, all that came up was chain!

It turned out that the allen head machine bolt on the swivel between the chain and anchor had backed its way out on the anchor side. We'd been using this swivel for the last five years, and had anchored many times between Canada and Mexico. I'm not sure who made the product, but the allen head machine bolts are nicely set in so there is nothing to bind



LATITUDE / LADONNA

on the bow roller. The problem is that it's held in by nothing but being under tension, and there is no way to pin or wire the bolt in place. We may replace the bolt with something that can be wired or pinned.

Are anchor swivels that don't rely on tension, such as this one, more reliable?

After retrieving the anchor, we asked ourselves what would have happened if it had let go in the stronger winds the night before. I guess we were lucky, as I read of the same thing happening to another boat with a swivel problem. They were in more than 15 feet of water, however, and lost their anchor.

I guess it's just one more thing to add to that long list of 'check on me's'.

Dave Fox
Capitola

Dave — We just purchased one of these types of swivels — there are several designs — from Ha-Ha sponsor Quickline

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Dan and Carol Seifers have given up their well-loved Gemini catamaran and are picking up their new

Seawind 1160 in Sydney, Australia, this winter. Actually, it will be summer down there. The Seifers plan to visit with the native cultures before setting sail for the South Pacific.



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LETTERS

USA. It works much better than our previous system, but we have to admit to casting a jaundiced eye at the bolt held in place only by the fact it's under tension. We can conceive of situations in which the bolt would come out of tension, come out of the swivel entirely, and our boat could end up on the rocks. We're talking to owner Randy Boelsems about ways to pin or wire the bolt, in which case we'd be completely happy.

↑↓ WE APOLOGIZE FOR THEIR MISTAKE

On July 9, I sent the following message to the U.S. Coast Guard Web Mail:

"On the morning of July 6, 2007, I was sailing the Oakland/Alameda Estuary on my 27-ft sailboat. I was stopped twice by the Coast Guard for 'impeding the right-of-way' under Rule 9. There was no commercial traffic in the area, just similarly sized sail and powerboats. When the Coast Guard red inflatable pulled alongside, it was just after I tacked away from a dock and was heading on a starboard tack. The only traffic in the area was another small powerboat that changed course. The Coast Guard official said he 'didn't care what I had up there,' referring to my sail. When I asked what I should have done to avoid hitting the dock, he replied, 'Throttle back.' I explained that I didn't have an engine and was sailing. His reply was that I 'should have altered course' — which I thought I had done.

"Rule 9 applies to narrow channels and commercial vessels with limited draft. But in this case there was no question about commercial vessels, as none were in the area.

"I have talked to several other mariners in the area, and they all feel that the Coast Guard's action was not correct. I've been sailing in this area for 30 years and have never had such an experience. But I'm sure it's happened to others and will happen again.

"I have always been a supporter of the Coast Guard, the Auxiliary, and am a member of the U.S. Power Squadron. But this behavior on the part of the Coast Guard ruined a good day of sailing."

I received the following reply from the Coast Guard:

"Thank you for contacting the USCG Navigation Center. Your inquiry has been forwarded to USCG Sector San Francisco for further action. For further communication on the matter, please contact Sector San Francisco at 415-399-3523."

I never heard from anyone again. I would have at least expected an email explaining the situation.

Ron Spitz
Sandpiper, O'Day 27
Alameda

Ron — You should have gotten an explanation that read something like this:

"Dear Mr. Spitz: We're sorry about the incident that occurred on the Oakland Estuary on the morning of January 6. Rule 9 states that a vessel of less than 20 meters in length or a sailing vessel — that would be you — shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway. Since there were apparently no such vessels in the area, the Coast Guard crew that stopped you were in error. We apologize for their mistake. In addition, the crew should have known that, by having sail up, your boat had the right-of-way over powerboats that have no trouble navigating in the Estuary. We promise to review the rules with our people on patrol so that such mistakes won't happen again. Sincerely, Admiral Big Cheese, United States Coast Guard, Washington, D.C."



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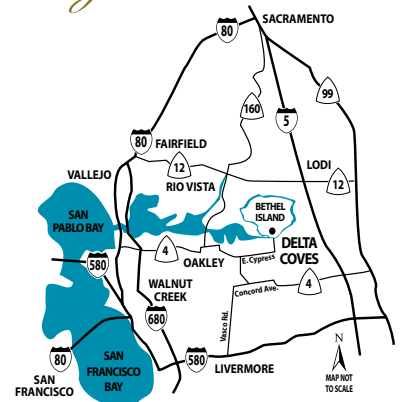
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LETTERS

⇅ I STILL HAVEN'T FOUND WHAT I'M LOOKING FOR

This letter comes from a 23-year-old woman looking for her place in the world. I currently live part-time on my parent's boat in sunny San Diego, but I am looking for something more. I want to be a part of a great adventure. I may not be the most experienced sailor, but I think that I have a lot to offer. I'm a former preschool teacher, and currently hold my CA Multiple Subjects Teaching credential. If there is anyone out there wanting to take their family on an adventure who is looking for someone to join them to help with their children's schooling, I would be perfect for the job. I'm a kind and fun-loving person. I'd be willing and wanting to share the sailing responsibilities, as well as be there for the children and family.

It's hard to explain it all in a letter, but I'm doing my best to network. I want to combine my two passions in the same life — my love of travel, sailing and adventure, and my passion for teaching.

If you have any suggestions as to how I can get this out to the sailing community, I would greatly appreciate the help.

Erin
Planet Earth

Erin — Based on the assumption that you really are ready to walk the walk, we have just the program for you. Like all hard-core sailing adventures, there is an element of risk in it both ashore and at sea, but that comes with the territory, particularly when you're a young woman and just starting out.

If you've already got a little bankroll — say \$4,000 — stashed away, you should spend all your time between now and November 1 sailing at every possible opportunity. It doesn't matter if it's a beer can race, helping deliver a boat up to Newport for nothing, or whatever, just get on every moving boat you can and soak up as much knowledge as you can. If you don't have a \$4,000 bankroll, don't worry about it, just split all your time between now and November 1 making as much money as you can and sailing as much as you can. Forget the guys and forget hanging out with friends — you're in boot camp for your Great Sailing Adventure. Three months from then, they're going to be doing the same old, same old. You'll be living life to the max, and likely be having a social life the likes of which you've never seen before.

On November 1, catch a flight to Spain, then make your way to Palma de Mallorca. Have some good little posters of yourself with some nice photos, then hit all the marinas, boatyards, and crew hangouts. Try to befriend women your age who are already on boats. We don't suppose we have to warn you about guys. Take darn near any job you are offered — it will likely be day work cleaning the inside of big boats — at almost any rate. Sure, you'll get rejected a bunch of times and/or taken advantage of, but so what, you'll be learning at every step and you'll be making your way into the relatively small group of people who travel the world on boats. Once you get a foot in the door of that world, getting the rest of your body in will be easy. What's more, once you're in at one place, you're also in at much of the rest of the sailing world.

A tip on working. There are lots of half-hearted, unreliable, hard-partying workers in the sailing world, particularly at the lower levels. If you stand out as not being one of those, you'll be noticed quickly and more likely get the better opportunities sooner.

Why not just put your name on a million crew lists? Because being on the spot is 90% of the battle. Any captain will tell you that a willing boatworker who is right there on the dock is worth a hundred boatworkers who are somewhere else. All

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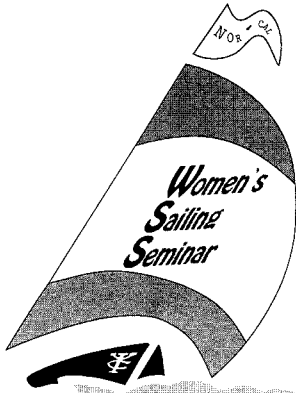
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LETTERS

it takes is being in the right place at the right time a couple of times and you're in there.

If, after 10 days in Palma, you're still not finding what you're looking for, fly to Las Palmas in the Canary Islands on November 11, where, two weeks later, some 225 boats will be leaving on the Atlantic Rally for Cruisers to St. Lucia in the Eastern Caribbean. It's the same drill as in Palma. Get your poster up, go to all the many events, be gregarious, and befriend as many people on boats as you can. If you're a 23-year-old woman who is really willing to work, there's no way you won't get offers. Naturally some of them will be of the 'with benefits' nature, but you don't have to put up with that crap. Always wait a day or two before accepting an offer, as it will give you time to ask a lot of questions about the boat and crew in order to make a better evaluation.

If you can't get a ride for the ARC, you'll have to seriously evaluate what you're doing wrong. You can still fly to Antigua in December and give it a third try, but if it comes to that, you just might not be cut out for that kind of life.

On the assumption that you'll get multiple offers for the ARC, pick the one with the most knowledgeable crew, then be a sailing-knowledge sponge all the way across the Atlantic. That way, when you arrive in St. Lucia in the middle of December, you'll have 3,000 ocean miles under your belt and should know how to be a real asset on a boat. As a result of the crossing, you'll have scores of new sailing friends with whom you've shared a major life experience. A number of these friends will be on boats that will need crew to head up or down island. If you liked the ride you had across the Atlantic, stick with it. If you didn't — jumping ship at the end of a passage is as normal as tradewinds in December — find a boat heading to Antigua or St. Martin, the two compact and busy sailing centers of the Caribbean. Along the way, and when you get to either place, you'll see lots of familiar faces and boats, and shouldn't have any trouble finding some kind of job that will at least keep you fed and having fun. It will be the beginning of the Caribbean season, and you'll want to participate in as many events as you can — the New Year's Eve Race and Party in St. Barth, the January Classic Regatta in St. Martin, the Heineken Regatta in St. Martin in March, the BVI Spring Regatta in March, Carnival whenever that is, Antigua Classic Regatta in early April and Antigua Sailing Week at the end of April and in early May. By the time the season is over, you'll have shared many great adventures with hundreds of people you never met before, many of whom will be your friends for years to come.

With the end of Sailing Week in April, you'll have a big decision to make. Boats will be looking for crew to the Northeast, the Med and the South Pacific. You can pick one of those destinations or decide that you've had enough and return to the normal life in California. No matter what you decide, you'll have just experienced six of the most memorable months of your life.

As we said in the beginning, there will be some dangers and risks. Since we don't know you, we have no idea if you're mentally and physically ready for the challenges, so you'll be on your own in more ways than one. But we can assure you that this is the classic way for people — such as Doña de Mallorca — to hook into big sailing adventures.

It's possible to do the same thing in the Pacific, but there aren't anywhere near the same number of opportunities or large boats which offer the kind of situation you're looking for. Good luck — and don't forget to write.

↑↓ CAN WE GET OUR VISAS IN CEDROS VILLAGE?

We're heading to Mexico again this winter, but a bit after the Ha-Ha as we want to stop a lot along the way. One of the

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LETTERS

places we want to stop is Cedros Village on Cedros Island. Do you know if we need a visa ahead of time? Ideally, we wanted to wait until Cabo to get ours so as to postpone how long it would be before we had to renew it. We got our visas in San Diego prior to the '03 Ha-Ha, and nearly didn't get a renewal.

In the last year or so you published the names of some antennas that were said to help pick up WiFi signals from greater distances. Do you remember the name of the products?

Tim Harmon
Luna Sea, Irwin 37
Sonoma

Tim — *Cedros Village is a port of entry with a Port Captain and an Immigration office at the airport on the south end of the island. So if you stop there, it's likely you're going to have to get a visa and start the clock ticking on your 180 days. You're likely to run into the same problems if you go into Mag Bay. As you know, those doing the Ha-Ha won't have to get visas until Cabo, as the two stops, Turtle Bay and Bahia Santa Maria, are not ports of entry.*

As for the latest on WiFi and antennas, check out the following letter.

⇅KEEP YOUR WIFI SET-UP SIMPLE

My reaction to John Navas's Tapping Into Shore-Based WiFi article that appeared way back in the April issue is: "It's sure going to keep me very busy next year!" Since I retired and we started cruising in '04 — and did both the '04 and '06 Ha-Ha's — I've been very busy helping folks with their radios, computers, WiFi connections and other technoid stuff. I've seen all kinds of WiFi set-ups, including those described in the article. In my opinion, the article may seduce some people who are outfitting their boats for Mexico into spending a lot more money on equipment that they won't be able to keep running once they're away from the geek who set it up for them.

I've seen quite a few boats with permanent installations with Ethernet client bridges that just plain don't work in the real world of cruising. Remember, you'll be moving from place to place, and you will need to be able to connect to a wide range of shore WiFi access points, all of which are set up differently! This also means dealing with a wide range of methods used to control access. Most client bridges have problems with some or all of the access control methods, and some just plain don't play well with strange access points. There are a few totally open and free access points, but not enough to rely on. Based on anecdotal evidence only, I would go so far to say that, of all the client bridge installations I've seen, most don't work!

Here are some examples of the wide range of access control methods:

1) The Vallarta YC at Paradise Village uses the MAC address of the WiFi adapter as its access control method, which is the hardware address unique to every WiFi adapter made. The easiest way to get it right is to look at the printed sticker on the adapter. Folks who try to look it up on the computer often give the club the wrong address. This same approach is used by Rick's Bar in Zihuatanejo.

2) At the Isla Navidad Marina in Barra de Navidad, you get a 'ticket' with a secret code at the concierge desk at the Grand Bay Hotel. These tickets are good for a specific time frame — one hour, 24 hours, a full month — from the time you first connect. This requires that you go through a curious

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LETTERS

log on process with your computer. Similar techniques were used at Marina Palmyra in La Paz the last time we visited.

3) Other locations use secret encryption keys that you need to set in your WiFi adapter's configuration.

I strongly recommend avoiding the investment in a boat-wide internet access Ethernet client bridge and other complex gear — unless you're geek enough to thoroughly understand it, reconfigure it, figure out how to connect to strange access points, and generally keep it running. This gear can also cost quite a lot. I've seen installations that cost well over \$1,000.

I suggest keeping it simple. We have and use both of the following: the Hawking Technologies \$60 HWU8DD. As mentioned in the article, it comes with a six-ft USB cable. I recommend getting a 10-ft extension cable, putting it in a Zip-Loc baggie, and putting it on top of your boat's cabin — or better yet, on top of your boom. If it's windy, put a soft SCUBA weight or something similar in the baggie to keep it from blowing around. And take the unit in when you're not using it and overnight to keep it out of the dew.

If you're going to be at anchor a lot, consider Netgate's \$200 EUB-362-EXT Marine Kit. This comes with a higher-power USB adapter and an omnidirectional external marine antenna. With this set-up, you can run the antenna outside and keep the adapter down below out of the elements. You can mount the antenna permanently if you want, but we just run ours up a halyard when we're at anchor. We used this set-up when we were anchored in Tenacatita, and could occasionally hit an open access point in four-mile-distant La Manzanita.

We found that the combination of these two adapters works best in the variety of circumstances we've seen. We have yet to find a place where a permanent installation with a client bridge works and either the Hawking or Netgate doesn't. In San Diego, for instance, there were too many access points around Shelter Island for the omnidirectional Netgate setup to work. We saw over 40 of them online, and half were on WiFi channel 6! We had to use the Hawking and aim it at the access point we were using to have any success at all. At anchor away from it all, however, where we swing around, the Netgate works great. In those situations the Hawking is troublesome, as it won't stay aimed in the right direction.

By the way, I don't own stock or have any interest in any of the companies mentioned.

Bill Finkelstein and Mary Mack
Raptor Dance, Valiant 50
Paradise Village Resort Marina, Nuevo Vallarta

↑↓ I NEVER REALIZED I WAS AN ELDERY SAILOR

I've read with interest your articles on elderly people who still sail. Never did I realize that, at age 77, I am one of them. Nevertheless, on January 2 I'll be sending my Little Harbor 62, currently at the San Francisco YC, through the Canal to the East Coast. I plan on spending a year with her there, mostly in the Bahamas and Charleston.

By the way, does the publisher of *Latitude* still remember doing the Long Beach YC's Long Beach to Cabo and La Paz Race in December of '81? I still remember us on my Cheoy Lee Offshore 47 *Pericus* and the publisher on his Freya 39 *Contrary to Ordinary* with all those girls, becalmed near Catalina after a small front came through, just after the start.

John Alden Williamson
Pericus, Little Harbor 62
San Francisco YC

John — We remember being briefly becalmed next to your

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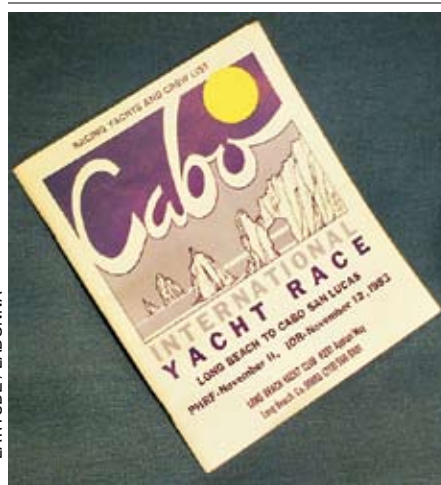
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LETTERS

Offshore 47 off Catalina as though it were yesterday, although we can't remember whether it was at the beginning of the '81 Long Beach to Cabo and La Paz Race or the '83 Long Beach to Cabo Race, both of which we did. We do, however, remember being glad that neither of us had done the '79 Long Beach to La Paz Race, in which just six of the 21 boats finished because of one of the worst storms ever in the Sea of Cortez.

As luck would have it, we just came across the program for the Long Beach YC's '83 race to Cabo, and it had a wealth of interesting information. For example, the 937-mile race to La Paz started in '65, back when we're certain the 'city of peace' was nothing like it was today — or even was 20 years ago. We note that you started doing the race back in '71. As we paged



There was lots of great information in the Long Beach YC Cabo Race program from '83.

through the program for '83, we were surprised at the number of folks who are still in sailing: Jeff Madrigali and John Jourdane who were on Brooke Ann, Tom Leweck on Heat Wave, Sam and Pete Heck on Mimi B., Mike Campbell and Rob Wallace aboard Cambell's Cal 40 Murphy's Law, Mike Priest on Rodeo Drive, Doug Baker and Bruce Nelson on

Baker's sled Saga, Norm Devant on Salsa, Craig Fletcher on Aleta, Dennis Choate on his Brisa, Bob Lane on his Medicine Man, and Dick Deaver on The Shadow. We also note with pleasure that we'd apparently nipped you for second in PHRF in the Cabo Race the year before — although you did cream us after the upwind leg to La Paz was factored in. Great times!

↑↑ IS 86 THE NEW 45?

Maybe you can help us with a problem. Last year I designed and began building a 28-ft trimaran. I hope to have it finished by November or December of this year, trailer her to San Carlos, then sail her down to La Cruz in Banderas Bay. Unfortunately, this means there would be very little time for serious 'big sea' trials. I've designed and sailed bluewater monohulls across oceans, but have no previous experience with multihulls. And at age 86, like my wife, I'm a little apprehensive given this lack of multihull experience to start in the Sea of Cortez with an untried vessel.

Although I'm an avid reader of *Latitude*, I haven't kept up with the Ha-Ha folks this year, and wonder if you know of any trimarans in the Ha-Ha where I might sign on as crew. I think it would be worthwhile for me to do the outside route south prior to taking my own boat south inside the Sea. I've done the former trip three times on monohulls already, two of my own design, and I'm in excellent physical health for my age — my balance and strength aren't what they once were, but are adequate for the normal duties expected of good crew — and I would enjoy making the trip with someone else. Where can I look for crew positions?

Jack and Muriel Taylor
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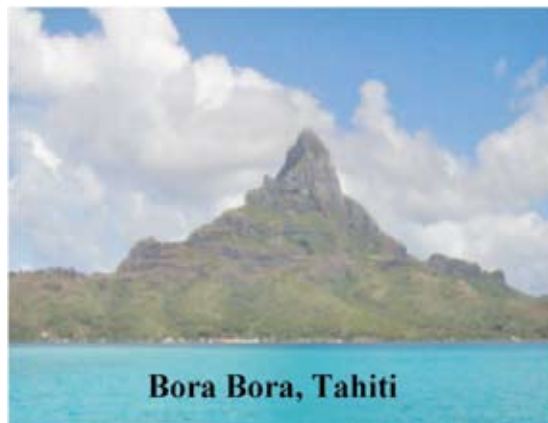


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LETTERS

Jack and Muriel — Congratulations, you've just set a record. Prior to your letter, the oldest people we knew who started construction on a new sailboat was a couple in their early 80s. It's true that theirs turned out to be the spectacular 155-ft Vitters-built ketch Timoneer, but the same principle applies.

As far as finding a crew position on a boat heading south, we'd highly recommend that you add your name and bio to our Mexico-Only Crew List, and check out the list for Skippers Looking for Crew list. This new online list is much more dynamic than the old lists we used to publish in the magazine every October, allowing skippers and crew to add info and even remove their names when they find a berth/crew. All the forms and instructions can be found at www.latitude38.com/crewlist/Crew.html. Good luck!

↑↓ **DON'T WHIP OUT THE PELLET GUN JUST YET**

I want to pass along a possible solution to folks who are bothered by sea lions coming aboard their boats and making a mess, a topic that has been much discussed in *Letters* of the last two summers. What I'm referring to is the Scarecrow Sprinkler, which is available from Real Goods of Hopland, CA. You can view the product at www.gaiam.com/retail/product/16-0023.

Here's the description from their catalog: "Hook the Scarecrow Sprinkler up to your garden hose and stake it. The smart motion sensor detects an intruder up to 35 feet away, and sends a full pressure blast of water right at it. It switches off immediately, using a conservative two cups of water per discharge. You preset the detection area (protects a 1,000-sq. ft. area) and sensitivity to prevent triggering by household pets. Sensor sensitivity is automatically dampened in windy conditions, to avoid false triggers. Up to 1,000 discharges on a single 9-volt battery (not included). Reinforced nylon stake with sturdy step and hose flow-through. 24 in. high overall." The retail price is \$89.

Although it's designed for a garden or yard, I'm sure it could easily be adapted for a boat, perhaps even hooked up to one's washdown system. The solution is based on the fact that sea lions hate to be sprayed with water.

Jerry LaCroix
Planet Earth

Jerry — It sounds like a possible alternative to the one suggested by the folks in Newport Beach, which runs almost \$700. It would be necessary, of course, for the boat to be hooked up to shorepower or have the batteries charged on a regular basis.



WEBB LOGG

NOAA recommends checking with local authorities before going after pinnipeds using rubber bullets and paintball rifles — and paintball tanks like this one, too.

It should be noted that last May the National Oceanic and Atmospheric Administration (NOAA) came up with a list of harbor seal and sea lion "deterrents" that are legal under the Marine Mammal Protection Act of 1972. Some things that are allowable might surprise you, such as paintball guns, rubber bullets, fire crackers, propane cannons, slingshots, cattle prods, super soakers, pepper spray and the like. But before you run out and buy a paintball gun and play Rambo with the sea lions and harbor seals, here are some things to remember:



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LETTERS

1) You can only use these methods if you own developed waterfront, decks, floats, docks, piers, bait receivers or have a vessel on a mooring or at anchor that is being threatened.

2) If you seriously injure a sea lion or harbor seal, or injure bystanders, you'll be in a heap of trouble.

3) The use of suggested deterrents may be in violation of local laws and regulations. For example, before loading up on fire crackers or paintball guns to discourage seals and sea lions from coming on your boat in Newport Harbor, you're going to want to clear it with the Orange County Sheriff's Department.

For details on NOAA's suggestions, visit www.nwr.noaa.gov/Marine-Mammals/Seals-and-Sea-Lions/Detering-Pinnipeds.cfm.

↑↓ YOU MAY NOT HAVE HEARD MY FEEBLE VOICE

In your reply to a letter on page 52 of the August issue, you say that you are the only ones who have consistently pushed for multihulls to race in the America's Cup, but that's not quite right. I've been doing so for a long time. But since I lack your excellent bully pulpit, you may not have heard my feeble voice.

The closest it came was after the dumb Michael Fay 'big boat' versus Dennis Conner's *Stars 'n Stripes* catamaran mismatch in 1988, when a new race rule was in the works. I was — quite out of place — at a Newport, Rhode Island, gathering of yachting movers and shakers discussing what had to be done. Every time I mentioned multihulls, the reaction was either a frozen silence or instant derisive dismissal. They wanted change: their change.

As Larry Ellison has recently illustrated, to the America's Cup people, a multihull is only useful to rescue them from an embarrassing rule interpretation. History repeats itself while a few of us continue to enjoy our fast sailing.

Dick Newick
Newick Nautical Design
Sebastopol

Dick — We're happy to stipulate that you favored multihulls for the America's Cup long before we did, but as you were on the East Coast for most of those years, we didn't hear your voice in



YVAN ZEDDA / GROUPAMA

For many years, Dick Newick has maintained that multihulls, such as this ORMA 60 'Groupama II', would make for thrilling America's Cup sailing.

the pre-internet days. As you've probably read, the BMW Oracle challenge calls for boats that are 90 feet long and 90 feet wide. A lot of people seem to interpret that as calling for catamarans. Correct us if we're wrong, but wouldn't 90' by 90' more accurately describe a trimaran rather than a catamaran, for the beam on the latter are usually 50% or less of the length?

For readers not familiar with Newick, he started on multihulls in the Caribbean, moved up to the Northeast, and became one of the most influential and successful multihull designers and builders ever. He's designed over 150 multihulls, many of the plans for which can be purchased at www.dicknewick.com.

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LETTERS

IT SMELLS LIKE AN ILLEGAL TAX TO ME

I read with interest Mark Johnson's August letter in which he expressed his shock at being expected to pay property taxes on property — a government-owned marina — that he doesn't own. I keep my boat in Los Angeles County, where I rent my slip from the city of Long Beach, which owns the marina. My slip is taxed by the Los Angeles County Tax Assessor, and I have to pay that tax.

As Johnson stated, I don't see why I should have to pay the property tax for property I don't own. It smells like an illegal tax to me, so I've copied the Howard Jarvis Tax Payers Association to see if I can pique their interest in fighting it.

Bob Daniel
Huntington Beach

Bob — The downside of fighting such a tax is that, if you win, the city could just raise the slip fees accordingly to cover the tax they would then owe to the county. And they'd probably add another 10% for their trouble and to discourage troublemakers such as you.

Incidentally, Dennis Williams, who parks a plane in Sacramento, says that Sacramento and most other counties assess property tax on those who rent space for plane tie-downs. It's called a 'possessory interest tax'.

YOU'VE GOT A GREAT TRIP PLANNED

I am planning to take my Jeanneau 41 *Snow Goose* south from Puerto Vallarta to the Panama Canal, and then onward to Florida or the Caribbean area. I would like to begin November 1, after the end of hurricane season, and would appreciate advice on the best times to do this and, after transiting the Panama Canal, the best route and times to complete the journey. I'm not in a particular hurry and would be prepared to park my boat as required. So far I've consulted sources such as *Charlie's Charts of Mexico*, J.A. Rogers' *Cove Hopping South to Panama*, John and Pat Rains' *Cruising Ports: Florida to California via Panama*, and David Wilson's *A Captain's Guide to Transiting the Panama Canal*.

I want to know if it makes sense to leave Puerto Vallarta about November 1. The main concern, I gather, is to get past the Gulf of Tehuantepec by waiting for a good weather window at Huatulco, then sticking close to the beach. Ditto for Papagayos.

Should I park my boat in Panama, say at the Panama Canal YC on the Pacific side, as mentioned by Wilson, to wait for winter northers to abate in the Western Caribbean? I gather there is no good place to keep a boat on the Caribbean side of the Canal. I also gather the winds in the Western Caribbean can be strong from January until the end of March. On my way north, I'd like to stop at Providencia, cruise the Bay Islands of Honduras, Guatemala's Rio Dulce, Belize, Isla Mujeres and on to Key West. Once in the States, I'd like to continue on up to New York.

Or, would it be better if I pushed on from the Canal to Barranquilla, then head north to Jamaica? This, of course, would involve dealing with the winter trades in the Caribbean. Are there any other options. Would it be better if I didn't start until next spring?

Larry Mosher
Snow Goose, Jeanneau 41
Crested Butte, CO

Larry — You've got a great trip planned, and since you're not headed to the Eastern Caribbean, we think your timing is just about right, too.

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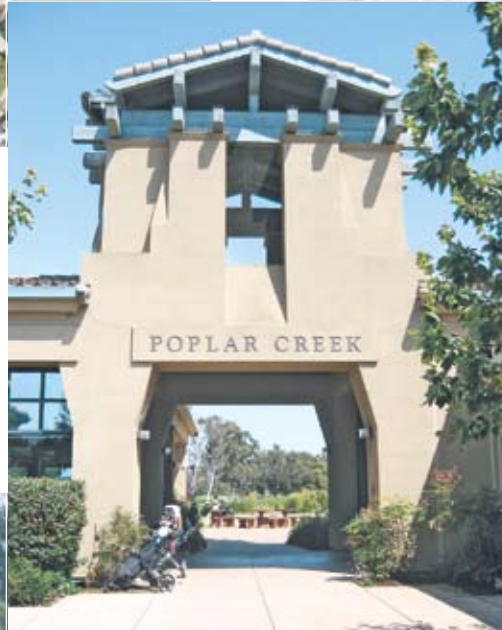


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Winter is the time to go south in Mexico toward Central America and the Canal, and if you leave right at the end of hurricane season in early November, you'll be giving yourself the maximum amount of time to enjoy the stops along the way. Your only real weather worries will be the Tehuantepeckers, which are easy to predict and therefore easy to avoid. The Papagayos aren't as strong but are less predictable. And because the coast is almost west to east where they blow, you need to take care not to get blown offshore because it will be a heck of a long way back.

The weather can be brutal in the Caribbean, particularly from December through February when the trades are often reinforced. If we were you, we'd try to get through the Canal by the first half of January, at which time you could leave your boat at the new and very nice Shelter Bay Marina across from Cristobal while you briefly return home. Much has changed in Panama in recent years, so beware of outdated guides. For example, the much-loved Pedro Miguel Boat Club, located inside the Canal next to the Miraflores Locks, is no more. You're also going to want to pick a good day or two and sail out to the fabulous San Blas Islands, which are protected from the swell, where you're going to want to spend at least a couple of weeks.

The big decision after San Blas is whether to sail up to Cartagena which, unlike Barranquilla, is a great cruising destination, and then up to the Western Caribbean, or west to the Bocas del Toro, another great cruising destination, and then northeast up the Western Caribbean. You pretty much have to pick one or the other because they are in opposite directions. Leaving from Cartagena gives you a better sailing angle to the Western Caribbean, but it's a longer distance.

No matter where you decide to go next, the Caribbean trades and the Northers coming down from the States shouldn't be as strong or as frequent by March. As such, that's a great time to head north for all the Western Caribbean delights that you mentioned. You can spend a couple of months enjoying the stops on the way up to Key West but, by mid-June, South Florida could pass for a sauna, so you'll want to be on your way to New York.

If you have to return home during your trip, you can leave your boat at any number of places in Mexico, two places in El Salvador, in Nicaragua, on both sides of the Panama Canal, Cartagena, Bocas del Toro, Belize, Guatemala, Isla Mujeres and all up the East Coast. You shouldn't have any trouble getting good weather reports, particularly in the Caribbean where you'll want them the most. Have a great trip!

↑↓CHART #1 IS REQUIRED


I read your comments about Chart #1 in *Lectronic*, and want to report that it's been required on every vessel over a certain size — I can't remember what size — for a long time.

While we were getting ready to do the Ha-Ha two years ago at Marina Village in Alameda, the Coast Guard offered free safety inspections during the weekend boat shows. Since we were shaking down our boat *Daydreams* after major repairs necessitated by hurricane *Marty*, my wife thought an inspection would be a good idea. I must admit that I was reluctant to submit our boat to the inspection, but figured it was well worth it for my wife's peace of mind. One of the first things the Coast Guard asked for was a copy of — you guessed it — Chart #1. Digging around in the chart table, I found a copy, which pleased the Coasties. The rest of the inspection went great, too, which made my first mate happy.

One of the best parts in Chart #1 are depictions of the

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LETTERS

light configurations for various types of commercial vessels and what they might be up to. And there's a bunch of them. Chart #1 is so full of great info that it should be on all boats even if it wasn't required.

J.D. and Crew
Daydreams, Pearson 385+
Alameda

J.D. — We think you may be confusing Chart #1 with the USCG Navigation Rules which is required on all boats 12 meters (39.4 feet) or longer. Regardless, we agree that Chart #1 is a great resource that every boater should have in their chart table.

Here's something we — and we bet most other sailors — didn't know. Since 2005, every boat with a motor in California has been required to have a decal at both the engine controls and next to the engine exhaust on the outside of the hull warning against carbon monoxide poisoning. The 2004 law was enacted to help prevent deaths caused by 'teak surfing' behind powerboats, but the wording includes all "motorized vessels," including sailboats with engines, which are decidedly hard to 'teak surf' behind. The labels have been sent with all boat registrations since '05. If you 'lost' yours, you can order them online at www.dbw.ca.gov/codanger.asp.

↑↑ I'M GLAD HE'S ALIVE AS NOW I'M GOING TO KILL HIM

I don't know if vessels not heard from in the Bahamas can make the news in *Latitude* or not, but here goes. It's been five weeks since I've heard from Brit Nick Watson of the 26-ft gray-hulled *Joy*. When last heard from on June 20, Watson was planning to leave Staniel Cay, head north through the Bahamas, with a final destination and ETA unknown.

Joy is a steel boat with a soft chine and is very strong. She has a 6-hp Yamaha mounted on her stern, but no dodger, bimini or roller furling. She has no name on her hull, but has the following registration on her bow: SSR113740. As for the 6'1" Watson, he has blue eyes and is a very competent sailor.

There haven't been any hits from his EPIRB, but EPIRBs don't always work. Such a long time without word from Watson is highly unusual and is becoming very worrisome. If anybody knows of his whereabouts, please contact me at seaclarity@yahoo.com.

Christine Watson
Clarity, Cal 36

Readers — Just a day later we received the following update from Watson: "Thanks to the Abaco Cruisers' Net in



COURTESY CHRISTINE WATSON

Marsh Harbor, I learned that Valero reported seeing *Joy's* skipper looking fit and well while paddling his kayak for exercise around Fox Town, Abaco, and was reportedly headed for Green Turtle Cay. I'm so glad

that Nick is alive and well, because now I can kill him for making me worry so much about him!"

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LETTERS

satphones and SailMail — we used to get calls from worried spouses, children, parents, and girlfriends about their loved ones being overdue on boats. In the end, not one of them ever had been in trouble, they just never bothered to report that they were well. The funniest of all were the kids, who got so angry with their "irresponsible" parents who didn't keep in touch from their boats. The parents, of course, thought this was hilarious, given all the torment their kids had caused them by not checking in during their teenage years.

↑↓NOW WE KNOW WHAT HAPPENED

Many thanks for your August issue report that the folks on the Albin Vega 27 *Lealea* made it to shore safely. We'd been on a month-long cruise on the west coast of Vancouver Island and, for weeks, every marine weather forecast we heard from Environment Canada included an alert for the overdue sailing vessel en route from Hawaii to the San Juan Islands. Then suddenly the notices just stopped. We, of course, had no idea whether they had arrived safely, been confirmed sunk, or the Canadian Coasties had just given up on them. We're delighted to read that Chuck and Laura Rose made it back safely.

Gary Wyngarden
Wanderlust, Hunter 37.5
Orcas Island, WA

Gary — It would make sense for authorities to report the disposition of cases of boats they've been searching for, but we have no idea if they do, and if they do, for how long. Does anybody know about this?

↑↓DECONSTRUCTING HUMOR

There was a time when *Latitude* could dish it out, and take it, too — and without references to "stupid" or "Beavis and Butthead." In the June issue you'd wondered, "Had any lesbians gone around the world?" To which I responded in the following month's *Letters*, "Was your inquiry geographical in nature?" I was just poking fun at your staff for the composition of the sentence, and could really care less about other peoples' sexual orientation. On the other hand, I have clearly offended your feelings about what is and is not politically correct, and to that I say damn that rap music and Starbucks super caffeinated go-fast drinks. Calm down *Latitude*, don't blow a head gasket, and call off the dogs.

Jerry Metheany
Rosita, Hunter 46
Neither Roeing or Wading, Mazatlan, Mexico

Jerry — You seem to have missed the point completely, as our response had nothing to do with lesbians, political correctness, rap music or go-fast drinks. The hallmark of a Beavis and Butthead 'comment' is taking an innocuous word or statement, hearing it as being sexual in nature, and being excessively amused by it. For example, upon hearing a woman order two chicken breasts from a butcher, Beavis and Butthead would snigger, "She said 'breast', snort, snort, heh heh. Wonder if she's a lesbian? Heh heh."

So when we, having just written about a gay couples' circumnavigation, wondered in print, "Have any lesbians gone around the world?" everyone in the world knew exactly what we meant. It would have been more precise to have substituted 'circumnavigated' for 'gone around', but there was nothing wrong with the composition. Your "Was your inquiry geographical in nature?" response was pure Beavis and Butthead. And yes, their comments are stupid by design. Nonetheless, we thought it was worth publishing, thanks mostly to the clever



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LETTERS

Roe versus Wade joke we managed to slip in. And by the way, we don't own any dogs.

↑↓GOODBYE OL' FRIEND

I read your August 13 *'Lectronic* report on the fire and sinking of the Hatteras 68 *Grunt* at her mooring at Cherry Cove on Catalina. What a loss! It's unbelievable! I spent many days and nights aboard *Grunt*, which was a beautifully maintained yacht at every level. Greg Grani, her owner, is a great friend and a very competent owner, captain and pilot.

Having spent many hours aboard up on *Grunt's* tuna tower, it made me so sad to see the photos of the boat on fire and on the bottom. I'd caught many of the catches of my life from that boat. Goodbye ol' friend.

Rel Vrooman
Southern California

Rel — It was indeed a somber Sunday morning at Cherry Cove, seeing the once-magnificent boat on the bottom. Several of the harbor patrol folks and shoreboat drivers spoke



MARLEY ISLER

very highly of Greg and his wife Debbie, and the way the boat had been maintained and run. The important thing, of course, is that nobody got hurt.

*It turned out to be an expensive weekend for insurance companies in Southern California as, just several hours before *Grunt* caught fire, the 65-ft powerboat*

There were persistent rumors at Two Harbors that Grani plans to rebuild his big sportfisher and return next summer.

scendo was driven onto the southeast breakwater at Newport Beach. She sank in 135 feet a short time later. Given that both boats were probably worth in excess of \$1.5 million, it's going to take a lot of insurance premiums to cover those losses.

↑↓DELIVERY SKIPPERS HAVE FEELINGS TOO

This July I was on my way from Florida to California, and put into Turtle Bay to top up the fuel for the last leg. There was only one yacht in the anchorage and, while I was negotiating my diesel purchase with the great panga fuel operation there, Mr. and Mrs. Cruiser hopped in their dinghy and came over to do the social thing. Looking at our considerable spare fuel capacity and the three young guys on our boat headed north, they correctly identified us as delivery crew. I didn't say a word, but my crew confirmed that we'd come up from Manzanillo, were bound for San Diego, and would leave as soon as we'd got all our diesel.

"You won't make it to San Diego," Mr. Cruiser promptly declared. "It's going to blow 35 knots. I've been up here before."

I remained quiet, but one of the boys replied that we'd be all right.

"Yeah," responded Mr. Cruiser. "You delivery guys don't care when you break stuff because it's not your boat."

His response is the reason that I'm writing this letter. If it was just this particular cruiser who had aired such a view, fair enough. But in over 10 years and over 130,000 miles of

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LETTERS

offshore deliveries, I've ended up taking a lot of social calls from members of the so-called cruising community, and far more than a couple of times I've heard the same insulting line that basically says, "It's not your boat, you don't care." The truth is that delivery captains care more than they get credit for, and for a number of reasons:

1) Gear breakage due to stress of weather obviously weakens the yacht and diminishes her performance. It's not our boat, but she still has to take us to where we're going safely. The more that breaks, the more we're in danger.

2) If you don't care, you can't do a good job, which means your reputation will go down the drain and you'll soon be out of work. Unless, of course, by 'delivery captains' these cruisers actually mean any cowboy who can sail a boat and will do it once in a while for kicks. I'm talking about professional delivery captains, not those who just take jobs.

3) Unlike most of the cruisers, who are responsible for their own boats, we are answerable for the safety and condition of boats that we could not afford in a lifetime of work. Taking a half-million dollar yacht you've never sailed before and had only three days to prepare, with an unknown quantity for crew, and gales as well as calms to negotiate, is not all fun and games. Plus, 9 times out of 10, your employer has little notion of what's entailed sailing a yacht 5,000 miles on short notice, and therefore has unrealistic expectations.

Earlier this year, I delivered a catamaran from the West Indies to Richmond in your Bay Area. At one point the owner forwarded me a story concerning a 60-ft cat that was delivered from roughly the same place to San Francisco in a month. His unstated point was that I'd better get a move on. Well, we were 15 feet shorter, with correspondingly less speed and fuel range, with three crew as opposed to six, had no autopilot, and had to deal with several problems the yacht had since I'd delivered her from the shipyard more than 7,000 miles away. But that wasn't a big deal, I was just about to get moving. Just because a "Please, as soon as you can" is added doesn't make it sound less like a "Get a move on" call.

As most *Latitude* readers know, a cat that was being delivered to the Pacific Northwest in December of last year was flipped off the coast of Oregon, and none of her three crew were ever seen again. The captain worked for the same company I used to work for. There is ample room to criticize his decision to leave with such an unfavorable forecast, but the set of factors that comes to play in a delivery skipper's mind when it comes to making decisions is considerably different from those which influence a cruiser deciding over the same matters. The outcome in that case was horrible, but for every gamble that goes wrong, there are hundreds, big and small, that pay off handsomely.

Now I don't tell the cruisers I meet how I feel about the way most of them just live on boats and call it sailing. I abstain from telling them that they don't really need to spend all that money on security gizmos and gadgets since they are never going to get into any serious weather anyway. And I refrain from saying that I think that someone who can't be trusted to stay on a deck in 15 knots of wind without a harness probably shouldn't be at sea to start with. I rarely point out what a boon the internet has been for worriers and procrastinators, who can always find "something building up there" as a good reason not to take off. It's been great for people who love to look at monitors and listen to radios and other peoples' opinions of the weather more than they actually enjoy being out in the weather and dealing with it.

Nor do I mention that I can't think much of the love some people have for sailing and the sea when they spend 9/10ths



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LETTERS

of their time tied up or anchored. Or that I'm more impressed by doubled bilge pump capacity and oversized ground tackle than I am by all the lights, blinks, screens, satcoms, deep freezes, televisions and other add-ons. That I hold to the deep belief that despite the great efforts of the industry — that I work in and benefit from — and press, not everyone can be a sailor.

I also know very well that there are plenty of cruisers out there who have sailed far longer and farther than I have, who can sail circles around me, and that some others have far more mechanical, navigation, meteorological, medical and you-name-it knowledge and experience than I, and that I'm as likely as the next man to make mistakes. We're not in a competition of any kind, as the seas are still largely free and all should be free to do it their own way. I wish good luck and great joy to all, regardless of how people choose to do their sailing/boating. But the next time you meet a delivery crew and feel inclined to visit, please show some respect by not making the 'you don't care, it's not your boat' comment.

By the way, we left Turtle Bay after we got our diesel, never saw more than 25 knots of wind on the way to San Diego, and didn't break a thing. I was on a plane heading to my next boat while Mr. Cruiser, according to his own stated plan, was still anchored in Mexico, waiting for his 'weather window'.

Jorge Ventura
RYA Yachtmaster, Delivery Captain

Jorge — It's hard for us to understand why you would care what Mr. and Mrs. Cruiser think of the way you handle your professional responsibilities. What you're doing and what they're doing are worlds apart, and based on a five-minute encounter, their knowledge of you, your crew and the boat you are delivering is slim to none. Besides, we can't tell you how many times we or Doña de Mallorca have taken off with Profligate when others expressed concern about the weather conditions. After last year's Ha-Ha, for example, a number of sources said it was going to blow 25 to 30 knots on the nose on the way from Cabo to Puerto Vallarta, which resulted in many boats delaying their crossing. For them, it was probably the right decision, and we'd never criticize it. But de Mallorca figured that 25 knots on the nose was well within what she and Profligate had experienced many times before, and therefore was no reason to stay in port. They made it to Puerto Vallarta without ever seeing more than 15 knots. It's up to each skipper to get the best weather information, then make their own decision about what's best for them and their boat. Unless it's an obviously lunatic decision, we agree with you, people should keep their opinions to themselves unless asked.

As for owners not understanding why it takes so long to get a boat from Place A to Place B, we do, having done it plenty of times ourselves. Sure, we've known of cases where delivery skippers bringing a boat from the Caribbean to the Bay Area have paused in Costa Rica for a month to do some on-the-side day charters to pad their wallets, but with professionals, the delays tend to be real.

As for the month delivery from the Caribbean to the Bay Area by the cat referred to, it's no doubt the time three years ago when we sailed Profligate from Antigua to Panama, after which Doña de Mallorca and her volunteer crew brought the boat the rest of the way to San Francisco. Making that 5,000-mile trip in just under a month is not something anybody should take as being anywhere near the norm. After all, we had 12 crew for the fast tradewind trip from Antigua to Panama. Then we paid a \$2,200 premium because we had to get through the Canal the next day as opposed to the next week. Finally, Doña de Mallorca



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LETTERS

then pushed the big cat relentlessly for 3,737 miles in just 19 days, making just five short stops for fuel and two overnight stops. She benefited from mostly benign conditions, particularly on the last leg from San Diego to San Francisco. Originally



LECTRONIC / RICHARD

Despite Doña de Mallorca's soft and gentle exterior, there's a hard-charging delivery captain inside.

we'd intended to stop in Southern California for a month to wait for good weather, but when she and the crew got to San Diego, Commanders Weather gave her 47 hours of mill pond conditions going north. Not about to look a gift horse in the mouth, she and her tired crew hauled ass north in calm conditions, not seeing any wind until Montara, just 15 miles shy of the Golden Gate. In all, she and her crew made it from Panama to San Francisco at an average of over eight knots — stops and all — which is truly amazing.

If we were to deliver 'ti Profligate, the R&C 45 catamaran that we have in a yacht management program in the British Virgin Islands, from the Caribbean to the Bay Area, we'd figure on two months for the trip. And if it actually took three months because of a combination of engine problems, breakdowns, Canal delays, crew problems and other factors, we would not be surprised.

We know there are a few cushy yacht delivery jobs, but by and large it's a very tough way to making a living, which is why we have the utmost respect for the real professionals.

↑↓ I'VE NEVER READ ANYTHING OFFENSIVE

I'm just reading the August *Latitude* and feel compelled to respond to Lyn Reynold's letter about the smile on the face of the model who was holding up some phones in a photo in *Sightings*. Your response to him was right on.

I'm a mature woman of the '50s or earlier era, and have been reading — and very much enjoying — *Latitude* since its inception, when I was living in Squaw Valley and didn't even have a boat. In all those years I have never seen or read anything in *Latitude* that I thought was offensive or disrespectful to any gender. *Latitude* is the greatest sailing magazine going, so keep up the good work.

Roswitha Hutson
Paradise Express

Puerto Vallarta and Big Bear Lake, CA

Roswitha — We appreciate your support. We pride ourselves on being cheeky and playful from time to time, but not disrespectful.

While we've had some tiffs with Lyn Reynolds recently, he and his wife Tessa are a very interesting couple, so we were saddened to read the following letter.

↑↓ A LAST FAREWELL TO SAN FRANCISCO BAY

Six weeks ago, while sailing off Angel Island in heavy weather with my wife Tessa, I was hit in the head by the boom. Days later I was taken to the hospital emergency room with a massive brain hemorrhage. We are now putting *April Dancer*, our Fairweather Mariner 39, up for sale. We plan to return to our family in England. Therefore, we wish farewell to all the

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LETTERS

delightful people whose company we have treasured, and bid our last farewell to San Francisco Bay. It's been a wonderful 30 years, and our hearts will be here forever.

Lyn Reynolds

*April Dancer, Fairweather Mariner 39
San Jose*

Lyn — We're very sorry to hear about your injury and the news that you'll be leaving. We wish you a full recovery — and pleasant sailing in Old Blighty.

↑↓ LEARN AUSTRALIA'S 96-HOUR RULE OR ELSE

Please pass the following along to all Pacific Puddle Jumpers and others thinking of taking their boats to Australia: It is imperative that everyone learn and understand the latest rules and regulations of Australian Customs, and learn them at least 96 hours prior to entering any Australian port. Failure to observe the '96 Hour Rule' may result in your arrest and fines of between \$3,000 and \$16,000, plus 'court costs', which may exceed \$20,000!

Don't believe it? Well, it happened to James and Dorothy Manzari, an American couple. They were operating on written — but outdated — yacht entry instructions given to them by an Australian Consulate! It also happened to Bram and Magda Goedhart, an elderly Dutch couple. A magistrate fined them less than what the Manzaris were required to pay "because they aren't rich Americans."

For details on these and other Australian Customs horror stories, go to http://thecoastalpassage.com/recent_issues.html, and follow the instructions. *The Coastal Passage* even provides email addresses for Australian officials so that you can get their side of this squabble. I regard *The Coastal Passage* and Bob Norson, the editor, as Queensland's counterpart to San Francisco's renowned *Latitude 38* and its publisher.

Miles B. Lewis

*Miles Ahead, Ericson 39
Alamitos Bay*

Miles — Thanks for the kind words and yet another heads up on the situation in Australia. Readers need to understand that the Australian rules are strict and, depending on one's communications systems and the weather, can be very difficult to comply with. We note that certain parts of the cruising world seem to be going through a period of much greater regulation than in the past. Australia, Ecuador and Panama are all making life more complicated and expensive for cruisers.

↑↓ A LITTLE BIT AT A TIME

For reasons that will become obvious below, I'm a little embarrassed to write this letter. I was bitten by the sailing bug about 30 years ago when I met Mike and Rebecca Greenwald, authors of *The Cruising Chef*, at tiny Marsh Harbor in the Bahamas. When I heard their stories of cruising in the Med and observed their lifestyle, I became infected. Since then, this dream has festered on, and has been the end of one marriage and another serious relationship.

I like to create paradises, and have done so with two properties in Sonoma, the last one being a 35-acre parcel in the hills outside of town. For the first year we had no electricity, took outdoor showers, had kerosene lamps for lights, and used an outhouse. We did have propane systems for hot water and a fridge. For the next six years, I used solar panels and car batteries to run a 12-volt system that I wired myself. We used a diesel generator to pump water from a deep well and to power a pump to push the septic uphill to leach lines. We

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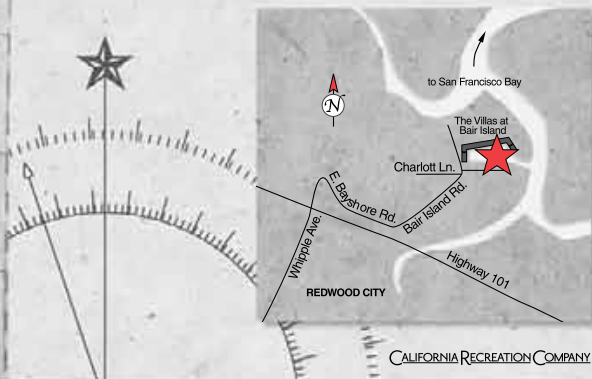
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LETTERS

finally got PG&E, but the only reason we needed it was to avoid hauling the big generator around.

My point is that I did all of this myself, in addition to having all the usual animals and gardens of a small farm, and putting up fences, building corrals, creating a small lake, and hosting a lot of fun parties. I was a do-it-yourselfer who knew everything about how to make a farm work

Then I literally sold the farm and bought my beautiful Marquises 56 *Amani*, which is Swahili for peace. I've always seemed to live the life of bigger is better, work hard, but spend all the money as soon as you make it, and don't worry about anything. Well, that's changed.

I had a lot of custom work done to the boat in Seattle — hardtop with solar panels for the cockpit, wind generator,



LECTRONIC / RICHARD

Marquises 56s — such as this one, 'Dolce Vita' — are wonderful and luxurious cruising platforms.

DirecTV, surround-sound Bose, and other things like that. The result is a sexy, luxurious floating condo with an all-wood and suede interior, dishwasher, clothes washer, trash compactor, watermaker,

every satellite gimmick you can think of, and even central vacuuming. My cat has a fantastic layout for sailing and a social life.

Needless to say, there is a lot to keep track of with regard to wiring, plumbing, and sailing stuff that I'm not familiar with, such as navigation. I'm having trouble getting my head around it all, which is a new experience to me. Being a total novice at sailing, I worked with some excellent instructors, and got some confidence. Nonetheless, I've learned that a boat as big as mine has a lot of momentum, and overpowering her is a mistake.

I also made a mistake by spending more money on the boat than I made selling my property — I'd planned to pay off all my debts before going cruising — so I've had to continue working.

My plan had been to leave for parts unknown and never come back to what I consider to be the madness of the United States, and California in particular. The Golden State has been ruined by traffic, pollution, suburbs, politics and ignorant government bureaucrats.

What's embarrassing is that I haven't been anywhere with my boat other than San Pablo Bay. Part of the reason is that I'm still in debt, but the other part is that I don't feel as though I have enough experience. I've turned down several offers to go on the Ha-Ha, but haven't felt aggressive enough to find regular crew, and am stuck on wanting to have a female partner in all this. I do love living at an end-tie in Vallejo with sky all around, quiet and solitude. I love sleeping on the water, my only companion being my cat Freddy.

But if you have a boat such as mine, you're supposed to go somewhere. I feel guilty at having such a beautiful boat, not knowing all the systems, and just using it as a floating condo. By the way, I'm a psychiatrist, so I probably get caught up in my psychodynamics. I guess I need to be reassured.

Doug Smith
Amani, Marquises 56
Vallejo



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2000	41'	J/125, <i>Shadow</i>	SOLD
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
2002	40'	C&C 121 Xpress, <i>Anasazi</i>	\$229,000
2006	37'	Delphia.....	Base price \$152,127
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Doug — We don't have to be a licensed shrink to tell you that feeling guilty about something that doesn't harm anyone else is a waste of your time and energy. If you really enjoy just living on the water in Vallejo and not sailing anywhere, stop feeling bad and just enjoy it.

If, on the other hand, what's really troubling you is having not realized you and your boat's cruising potential, we, who know what it's like to own and operate a large catamaran, can tell you it's all a matter of what made-for-dummies movie psychiatrists would call 'baby steps'. If we may be so bold, we're going to outline them for you:

1) Realize how much you've got going for you — specifically, a personal history of self-reliance and a great boat on which to go cruising.

2) Realize that having a luxurious boat with all the goodies can often be an obstacle rather than facilitate cruising pleasure and success.

3) The way to become comfortable with your boat is to mentally restrict yourself to the basics, which are three — that your boat isn't sinking, that the steering system works, and that you have some means of propulsion, be it sail or power. Beyond that, everything else is details. Some of the details are important, to be sure, but you've got to keep your priorities straight.

4) Why you don't accept invitations to do the Ha-Ha is beyond us, as it's a great learning experience, particularly on somebody else's boat for the first time. But the heck with that, let's make your goal to do the Ha-Ha next year on your own boat. Here's how you do it:

a) Despite the fact that your cat is — at 56 feet by 26 feet — so big, she's nonetheless incredibly easy to maneuver because her two engines are more than 20 feet apart, she has integral keels, and always stays flat. Unlike monohulls, you can easily make your cat go circles in her own length and do all kinds of other tricks. Start out by spending two hours a weekend for the next two months becoming an expert at maneuvering your cat under power, with both one engine and two. We've been to your berth several times with our seven-ft-longer and four-ft-wider cat and know that it's a squeeze, making it the perfect place for you to practice. Worried that you might get a few scratches? That's life. No courage, no cruising. After two months of practice and learning from your mistakes, you should have that aspect of your boat's operation down cold.

b) Get comfortable under sail. To do this, go out into the center of San Pablo Bay where there is plenty of room, then, when the wind is blowing less than 15 knots, put just the main up. Don't try to sail anywhere, just see what happens when you do different things — such as let her be on her own with the main in tight, then the main in loose. Will she feather into the wind, tack, jibe or just pick up speed going backwards? Then force the boat to jibe on her own, carefully noting what happens to the main, the rig, the steering and everything else. Then do the same things with the jib up and in progressively stronger wind. The whole goal is to become familiar with your boat's habits so that you know how she'll react in any circumstance. After a couple of months of doing this for several hours each weekend, your boat won't have any more major surprises for you.

c) Get into heavy daysailing mode. Every weekend sail your cat to The Brothers and back. You can take crew, but if you really want to learn to sail and to get to know your boat, don't have them help with anything but making lunch, working the stereo and helping dock. Doing everything yourself is, to our thinking, the key, as it's the only real way to become one with your boat. Sailing in San Pablo Bay is great, because it offers a

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variety of conditions, from light to very strong winds, from flat water to big chop, and with all kinds of interesting currents. It's the perfect place to practice with a big cat like yours.

d) The next step is overnight sails to places like Clipper Cove, Pier 39, Richardson Bay, Angel Island and all the other spots. Not only will this help reinforce all the things you learned on your daysails, but will help you become proficient at anchoring.

The thing to remember is that adversity is your friend. Engines crap out when you're about to enter the Vallejo Marina? Once you've figured out how to deal with it, it won't be such a problem the next time. Overpowered while beating to weather in 25 knots and don't have the manpower to reef the main? You'll learn to ease the traveller all the way down, flatten the main like a pancake, and feather. Snag the anchor on something that won't move on the bottom of Clipper Cove? You'll figure out a response. It might ultimately be to buoy the anchor and come back later with a diver, or even abandon it, but when the same thing happens to you in some distant place, you'll have been down that road before.

Since adversity is your friend, remember to welcome it.

By next spring, you'll be ready to stick your nose out into the ocean and start dealing with ocean swells, then make short trips up and down the coast.

Navigation is nothing to be feared in this day and age. If you have three independent GPS systems, know how to use your radar, have a depthsounder, and use common sense, you shouldn't have any problem. Particularly if you make a habit of crosschecking the data you get from your instruments and the way you digest it.

Volker and Mai Dolch of the Belvedere-based Marquises 56 Dolce Vita did the Ha-Ha and cruised Mexico in 2002. Volker died of cancer too short a time later. As part of working through the grieving process and also as a tribute to her much loved husband, Mai decided that she would not only learn about her cat, but how to be the skipper. It wasn't easy in the beginning, and there were times of doubt, but she's persevered, doing another Ha-Ha, another trip to Mexico, and still has other cruising plans.

It's common for men to say that when they find the right woman, they'll go cruising. Once they get past their 20s, women



COURTESY DOLCE VITA

aren't that interested in men with potential, they want men who have accomplished something. As such, if they are interested in an adventurous cruising life, they would naturally gravitate toward someone who has a history of competence in that area. You may be able to offer a cruising-positive woman a lot now but, if a year from now, you've gotten your cruising stuff together and are doing the Ha-Ha with confidence, you'll be just that much more interesting and attractive. As women often say, "It's just as

easy to fall in love with an experienced sailor as an inexperienced one." Or something like that.

There are two areas we can't help you with. The first is the complicated nature of all your systems. We deliberately kept Profligate simple and non-luxurious because we'd rather sail and have adventures than fix things. You need to work your

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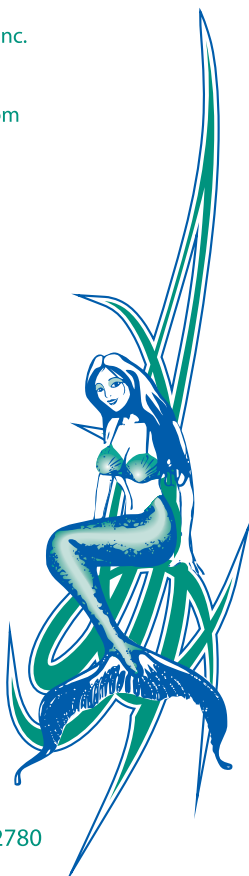
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systems problems out with experts. Or you can follow the lead of Ramon Carlin, who won the first around-the-world race with his Swan 65 Sayula back in the day. Since then, when anything non-critical breaks, he just throws it away or ignores it. He's de-evolved his boat into a simple one. The second thing we can't help you with are money problems. If you're a psychiatrist, you should be able to make a lot of money in the 15 months before the next Ha-Ha, as god knows there are a lot of people around who need help. Making money during the week working to help others, then playing during the weekends to help yourself sounds like a good and healthy plan to us. You could also solve your money problems by trading down to a smaller and less complicated cat.

If you just put your mind to implementing the plan, you have no idea how much pleasure and satisfaction awaits you.

If we sound like know-it-alls, it's because we know how to completely screw up, too. See this month's Sightings.

↑↓ A NEW PROFESSION: BOAT GENEALOGIST

I have two racing trophies that were awarded to the Farallon Clipper Gauntlett, and would like to know how to contact the present owner. The cups were presented by the Corinthian YC in '55, '56 and '57 for the Midwinter series.

Latitude is one great publication!

Paul Oz
Planet Earth

Paul — Thanks for the kind words. Based on some fast work with our calculator, we determined that at least one of those trophies is over 50 years old. In all probability, you'd need a boat genealogist to discover what name Gauntlett goes by today — assuming that she's even floating. Given that the current owner surely has no connection with the cups, we suggest that you present them to the Corinthian YC to pass out as special trophies for this year's Midwinters.

↑↓ WILL THE REAL ANGELA PLEASE STAND UP?

While looking at the April 17, 2002 issue of *Lectronic*, I saw the name Angela de Vargas and her photo. That happens to be the name of a relative that I haven't seen for many years. I can't tell for sure if it's her, but it sure looks like it could be. I'm thinking it's likely her because she really enjoyed surfing



ELECTRONIC / RICHARD

We don't know how many Angela de Vargases there are, but this is the surfing and sailing one.

and because she had some relatives who lived in the San Diego area. My parents used to live in Manhattan Beach, and back when Angela's parents used to live in Monrovia, she'd stop by our house on her way to the beach. If you could help me find out if she's the Angela de Vargas that I'm related to, I would very much appreciate it.

Ted Moody
Lakewood

Ted — We'll be happy to publish your email address — kb6cus@verizon.net — and if it's her, and she wants to contact you, she can. Good luck.

↑↓ BAREFOOT YACHT CHARTERS RUINED MY BOAT

In 2002, after years of dreaming, I flew off to South Africa

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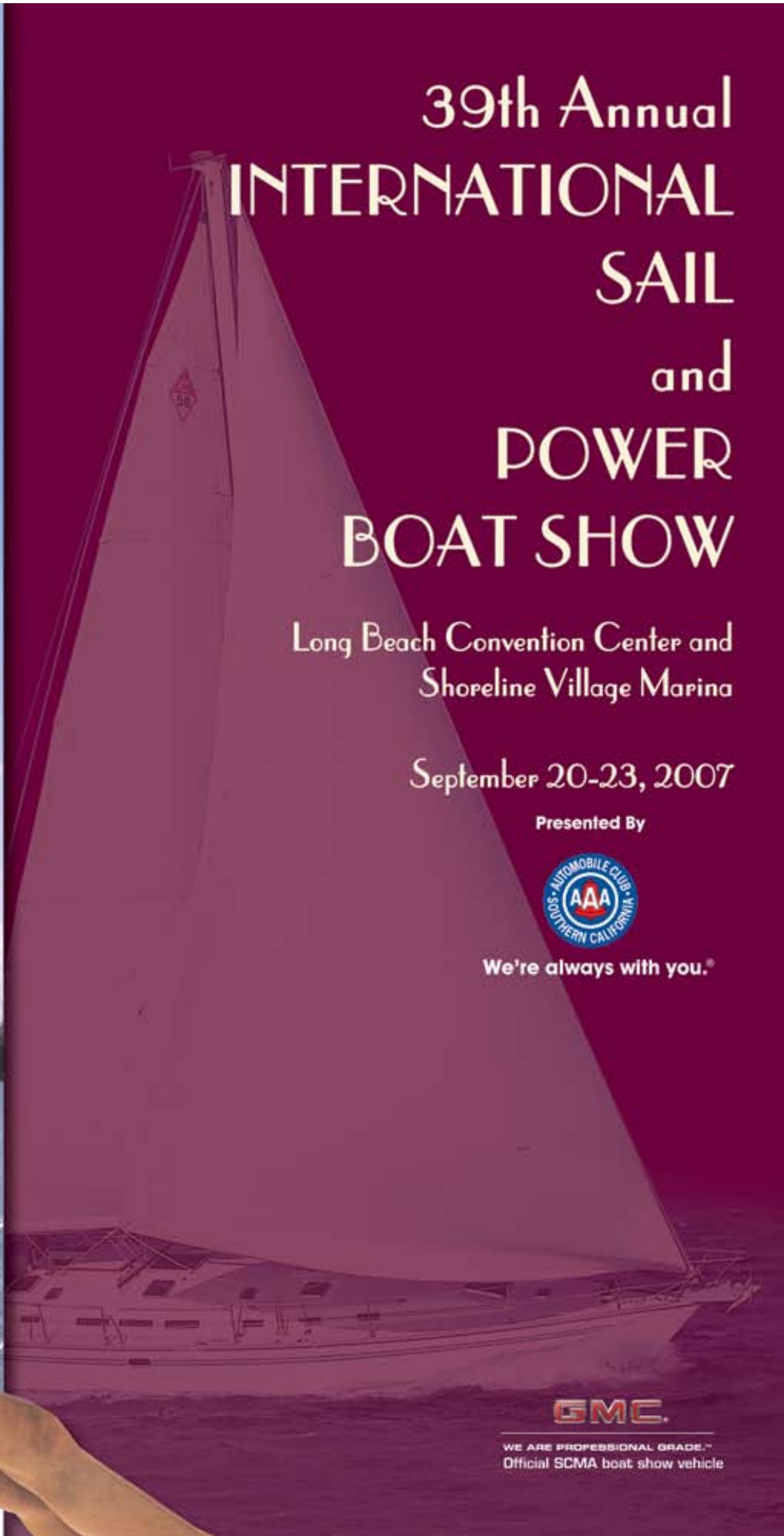
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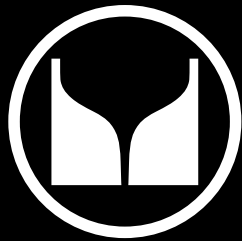


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with money and cash advances. The South African Rand was quite low at the time, and I was able to score a great deal on a used '94 St. Francis 44 catamaran. Other than a Hobie 16, it was my first boat. Labor was so cheap in South Africa that I went crazy. Even though *Birdwing* was in pretty good condition, I spent about \$30,000 on a major refit — including rebuilding the rig and one engine, putting in new upholstery, cockpit cushions, solar array, wind genny, new genoa, screecher, linens, kitchenware, a surfboard and so forth. In addition, I spent thousands on new tools and spares. I was hoping to charter the cat in the Caribbean until I could afford to go cruising.

Two South Africans and I had a great 6,000-mile sail from South Africa to Trinidad. When I got to the Caribbean, I realized that I'd gone way over my budget and needed to go back to work. I made the assumption that if I put her into a yacht management program, she would be well taken care of and looked after. I chose Barefoot Yacht Charters in St. Vincent.

One of my big concerns had been theft. I didn't think putting *Birdwing* on the hard was safe, and Seth at Barefoot Yacht Charters told me that all the people with boats in their program were given a secure storage locker for their personal gear. That sounded good to me. *Birdwing* was with Barefoot from December '02 until June of '06. During that time she grossed about \$125,000, of which I received about \$15,000. The rest went into maintenance, repairs, cleaning and fees. I figured that \$20,000 to \$30,000 a year would have been enough to keep her in excellent condition.

But when I got back to the boat in January of this year, I realized that about \$16,000 in damages had been done by Barefoot skippers and charter guests. Barefoot's owners, Seth Narendra and Mary Barnard, informed me that they weren't responsible for any of the damage — which included six bent stanchions, a bent bow pulpit, a kink in the port cap shroud, a trashed screecher — which was not supposed to be used at all by Barefoot or their charterers — and a shredded 1.5-oz spinnaker they had billed me about \$600 to repair. In addition, there were cracks in both sugar scoops from being backed into docks, damage to deck-to-hull joints from hitting docks, a rowing dinghy full of cracks, a bent boarding ladder, and the galley woodwork had been painted with house paint. But worst of all, they painted the hulls of my boat without asking permission. Not only would I not have given them permission to paint the hulls, but they did a crap job of it, and charged me \$3,000! The original gelcoat had been fine, so I can only assume that it had been so scraped up that they had to paint it.

I'm no master shipwright, but is it good practice to glue expensive new teak and holly saloon flooring over the old carpet?

Listen to what Seth says happened to my six-man liferaft, which he'd taken to his house and stored in his garden shed. According to him, the gardener accidentally inflated it, then had to cut it with a knife to deflate it in order to get out of the shed. He refused to take any responsibility for the raft, so I asked that it be sent, at my expense, to St. Martin for repacking. When I got to St. Vincent in January, the liferaft was missing and Seth and Mary said they don't know where it is. So I guess that's gone.

Sometimes things got broken through negligence — such as someone dropping the EPIRB and breaking the antenna. I was billed for that. Another time somebody got a reefing line caught in the wind generator, breaking the blades. I was billed for that, too.

I wish that was all, but it's not. Here's a list of my personal



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7th	Cheetah	Petersen 68	Chris Slagerman
Division IV			
1st in division and 1st overall	Reinrag2	J/125	Garnier Family
6th	Bolt	N/M 55	Craig Reynolds
Santa Cruz 50/52			
2nd	Horizon	SC 50	Jack Taylor
5th	Fortaleza	SC 50	Jim Morgan
8th	Adrenalin	SC 50	Dave Clark
Division V			
7th	Tango	J/133	Mike Abraham & Phil Rowe
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gear and boat gear that was missing from her when she left the Barefoot fleet: a \$1,300 bronze sextant in a wooden box; a \$150 Baja fuel filter; a \$140 Bosche jigsaw; a \$150 speargun in a case; a \$350 professional pop rivet gun; a \$40 metal vice; the \$3,500 six-man liferaft; two \$500 North spinnaker snuffers; a \$100 stainless pressure cooker; a \$70 set of wood oars; two new \$110 water pumps; a \$177 Nico snatch block, a \$150 longboard bag, and lots of other items that I could itemize. In all, it was only about \$8,500 worth of stuff, but I'd spent months gathering just what I wanted for my boat. I can't help but wonder if Barefoot knew my gear would be stolen by their employees, or was it simply appropriated by the Barefoot maintenance department?

It wasn't until I'd taken my boat away that I realized my beloved Plath sextant was gone. I emailed Mary and asked her where it was. "Please believe me when I tell you that we have no more of your gear," she wrote. But when I called Jasmine, the receptionist, she said she had my sextant under her desk! She asked Mary where it was, as it had recently disappeared, and Jasmine told me that Mary had it at her house. Mary wouldn't respond to my emails to have it shipped to me at my expense in Trinidad, so I had to sail all the way back to St. Vincent to get it.

I was thinking that maybe the employees are so poorly paid that they're forced to steal from boats in the management program to survive. I remember the head carpenter at Barefoot telling me he was making \$50 U.S. a day in '05. Shawn Starr, my South African friend who sailed across the Atlantic with me, got a job at Barefoot when I put *Birdwing* into the fleet, still works there, and is an excellent skipper. He makes \$100/day for skippering. It seems a bit low to me.

In addition to all my lost stuff, my boat suffered from a long list of crap workmanship.

I now realize that there were so many red flags that I should have pulled my cat out of the fleet much earlier. One red flag was that, when I questioned them about anything, I would get the run around, no reply at all, or was told to come and get my boat if I wasn't happy. And, on several occasions, Seth told me to keep some information "confidential" — like they had some secrets to keep. Unfortunately, I couldn't get the time off to take my boat out of the program earlier.

I'm happy that the boat was enjoyed in those three years, and I'm happy with normal wear and tear, but the expenses seem excessive, and I'd love to know if others have had similar experiences with yacht management companies. Or was I just naïve?

Vincent Pastore
Birdwing, St. Francis 44
Trinidad

Readers — We've published this long complaint letter, and the following even-longer response letter, not to tarnish the reputations of the owners or the business, but to give folks considering putting a yacht into a yacht management program a realistic idea of the kinds of problems that can arise.

↑↓ BAREFOOT YACHT CHARTERS RESPONDS

Representing Barefoot Yacht Charters, I'd like to respond to Vincent Pastore's accusations:

His Yacht:

1) In late '02, he contacted us regarding placement of his yacht in our fleet. Contrary to his claim that he "chose Barefoot" he had, in fact, approached other companies, but they weren't interested because his boat was eight years old at the time. When he finally came to us, we accepted him — on

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Poop.

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LETTERS

the condition his yacht be in perfect condition. As a gesture of goodwill, we waived the first three months of management fees, worth \$1,500.

2) With the agreement signed, we started to book the yacht, the first charter to start on 12/27/02. *Birdwing* didn't arrive at our base until 12/10/02, at which time she was under the command of Shaun Tarr, one of the South Africans who helped deliver the boat to the Caribbean. Tarr told us, verbally and in writing, that Pastore had hired him, at a rate of about \$15/day, to "refurbish" the yacht in Trinidad prior to coming to our base. Tarr said that virtually no funds had been made available for parts and repairs, and, as such, much of the work hadn't been done.

3) We found the yacht to be in disgraceful condition when she arrived, completely unfit for charter. We informed Pastore of our disappointment with the yacht's condition, and told him that we had substantial forthcoming charter commitments, and would therefore need to spend significant sums of money in order to bring his boat up to charterable standards. On the basis of deposits that we held for future charters, we agreed to pay for the work and to debit Pastore's account. In just the first six weeks, we incurred \$6,814.38 in bringing his boat up to minimum standards to be acceptable to charter guests.

4) Despite our efforts, we had a succession of unhappy charter guests who complained about the tired and worn state of the yacht, and of incessant equipment and system failures caused by age and lack of proper maintenance prior to the boat joining our fleet. In our view, the yacht should have been immediately withdrawn from charter service and had approximately \$50,000 spent to bring her to acceptable standard. Unfortunately, we had significant bookings in place and no alternative vessels onto which to place these bookings, and so we had no option other than to continue to operate *Birdwing*, spending money on her between charters in order to gradually resolve her many problems.

5) Throughout her time in our fleet, *Birdwing* was a 'problem yacht' with a string of upset clients. The owner was not prepared to invest one cent in improving his vessel, meanwhile our reputation with our charter guests was being severely tarnished.

6) After more than three years of struggling to keep Pastore's yacht in reasonable condition, we finally realized that we needed to withdraw her from charter service, and we gave Pastore a notice of termination of the management agreement. The yacht left our base in July of last year. As a parting gesture, we waived his debit balance of \$417.17.

Monies

1) Pastore states that he received approximately \$15,000 in income when, in fact, we paid him a total of \$22,833.94 during the yacht's time with us.

2) On many occasions, Pastore's account went into debit of as much as \$7,630. We carried that negative balance in spite of the fact that the signed management agreement required that the owner pay any negative balance within 30 days of the invoice. Contrarily, we sent Pastore a check every month there was a credit.

3) When referring to income and costs, Pastore omitted that we paid, on his behalf, a total of \$14,905 in yacht insurance premiums, in spite of the fact that the signed management agreement states that the yacht's owner is responsible for that.

4) Prior to the boat joining our fleet, and on the assumption that it would be in good condition on arrival, we projected that *Birdwing* would net Pastore approximately \$19,000 per annum. Other multihulls in our fleet of similar size and

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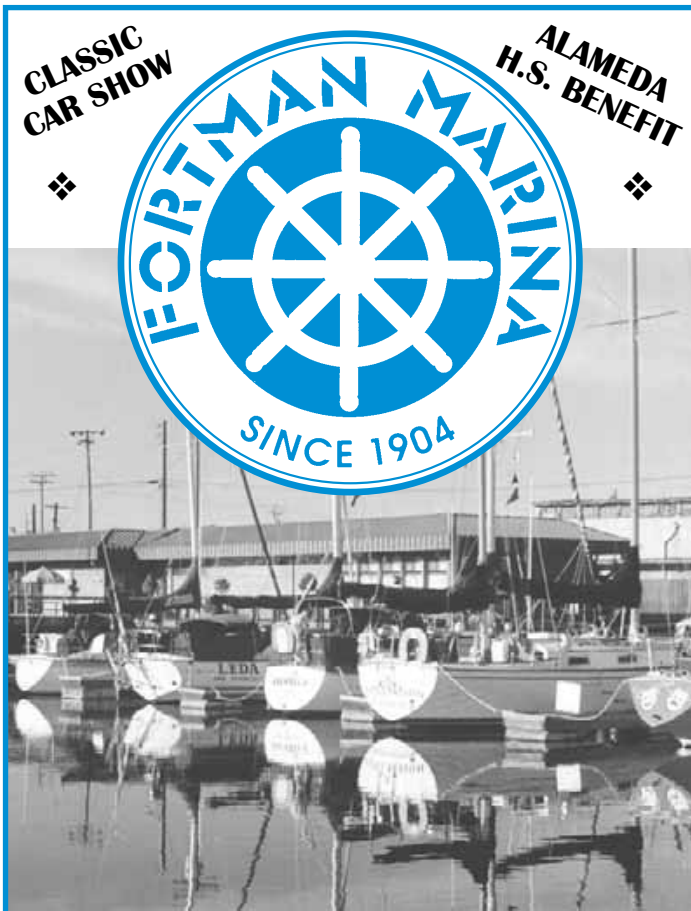
50' Hudson Force, '81.....	189,000	27' Hunter, '77	7,500
47' Cheoy Lee, '74.....	125,000	27' Nor'Sea, '79	39,000
41' CT Formosa Yankee Clipper, '74..	47,000		
40' Fast, '80	19,900		
40' Olson sloop, '82	78,000		
39' Vagabond Landfall cutter, '75.....	89,900		
37' Islander sloop, '68.....	25,000		
34' Chinook, '67	24,000		
34' Peterson cruiser, '80	39,000		
34' Peterson OOD, '79.....	37,000		
32' Columbia 5.5 Sabre, '67	7,000		
30' Carter, '76	19,950		
29' Cal 2-29, '72.....	17,000		
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configuration — but in well-maintained condition — have far exceeded these returns. That Pastore netted considerably less is simply due to the abysmal condition of his yacht when we got it. In fact, in March of '05, we sent him the following message: "We have had many good experiences with older charter yachts, but *Birdwing* was probably in the worst condition of any yacht that has ever joined our fleet. If it weren't for the fact that we already had charter commitments that couldn't be shifted to other yachts, we would not have accepted her. As I explained to you before, if she had arrived here in charter-ready condition, you easily would have netted \$20,000 per annum or more."

Equipment

1) We have a small owner's lock-up storage on site at our marina. When *Birdwing* arrived in our fleet, she had enough excess equipment to pretty well fill a ship's container. We did not have the space on site to store such a vast amount of additional equipment so, as a gesture of goodwill, I offered to store his excess equipment at my own home — without charge. A rented storage facility would have cost him around \$100 per month, or \$4,300 for the duration of the time the yacht was with us.

2) Our signed management agreement very clearly states that Barefoot Yacht Charters cannot accept responsibility for items stored ashore. I have better things to do than to spend my time keeping an eye on someone else's yacht equipment that is stored gratis in my own house. There is theft in the islands, and my own house has been broken into twice. There is no way, legally or morally, that I am prepared to accept responsibility for this type of thing. In fact, I should have thought that a 'thank you' from Pastore would have been more appropriate. I'd be surprised if the manager of any other charter company would be prepared to personally transport a yacht owner's excess equipment to his own home, and to store it without charge for more than three years.

Damages

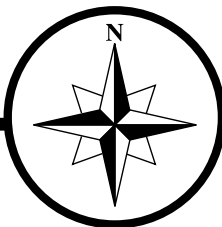
1) *Birdwing's* spinnaker and screecher sails were never used by Barefoot Charter guests — we don't allow it. The fact is, the only one who ever used those sails was Pastore's skipper, Shaun Tarr. Indeed, I'm aware of one occasion when Tarr destroyed the screecher and had it repaired at his own expense in Trinidad. When the owner of a yacht has allowed his skipper to take the vessel and to use his personal equipment, we will not and cannot be held responsible for the damages.

The other items of alleged damage to which Pastore refers were addressed by us in the following e-mail sent to him 2.5 years ago:

"We do not intend to pay for the repairs to the pulpit and stanchions. We have already discussed this with you in detail. Neither Barefoot nor our skipper was responsible for the damage. As we have told you before, the yacht was in Union Island in tropical storm conditions, and you should consider yourself lucky that, thanks to the skill of the skipper, not more damage was done. (The extent of the damage was such that insurance would not have covered the cost, as it was less than the deductible. Once again, our management agreement clearly states that we will not be held responsible for Acts of God, and in our view, a tropical storm is just such an act).

"We do not intend to pay for the broken EPIRB antenna. Shaun has no way of knowing if charter guests broke the antenna or not — unless it happened whilst he was skippering the yacht, in which case he should have informed us accordingly, so that the clients could be billed. If he failed to do that, he should be paying for it. We do not intend to pay

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for the broken spriddle blocks. Once again, Shaun has no knowledge of this, and certainly did not inform us that guests had damaged the blocks. We do not send the yacht out with the bowsprit rigged. It is possible that Shaun has skippered the yacht with the bowsprit rigged. If that was the case, he is responsible for the damage. We have no way of knowing that the swim ladder was damaged by guests. Ditto with the sugar scoop.

"You state that 'other charter companies' confirm that the \$15k you have received is 'very low.' We wonder if those same charter companies would feel the same if they knew of the appalling condition of your yacht when she joined our fleet, and of the extensive work that has been required just to get her back to 50% of the condition that she should be in for charter. Our guess is that, like TMM, no other charter company would ever have agreed to operate your yacht in the state in which she came to us. You cannot have it both ways. We will not operate a yacht that is in poor condition that reflects negatively on our reputation. If your yacht had joined us — in accordance with your contract — in fit condition to be chartered, then you would easily have netted the returns that we projected. Our other multihulls do. The bulk of the income that *Birdwing* generated has been put back into the yacht in order to get her into reasonable condition. And she's still not there.

"You talk about us 'making a nice bundle of money' and you refer to 'a large labour mark-up' and 'expensive parts.' For starters, we do not make any 'large labour mark-up.' On the contrary, if you check your accounts and look at the total labour costs in relation to the amount of work that has been done, we would say that the labour charges have been extraordinarily low. You would have paid ten times that sum to have had the work carried out elsewhere. Regarding parts, you are well aware that parts are very expensive here and that, even when we purchase overseas at wholesale prices, there are freight costs, stamp duty, brokerage and clearance fees, etc. We certainly have no intention of providing you or anyone else with spare parts at cost price. We are in business, not to rip our owners off, but to cover our costs and make a profit. Our other owners understand that. You do not. What you seem to want is to have your yacht upgraded, put into acceptable charter condition and be properly maintained, but not have to pay for it. Sorry to say, but that is totally unrealistic."

Seth Narendra

Mary Barnard

Barefoot Yacht Charters & Marine Centre

PO Box 39, Blue Lagoon

St Vincent & The Grenadines

Readers — Who is telling the truth in the Birdwing controversy or is it somewhere in between? We don't know, but we think we can make a few helpful observations on the general subject, in part based on our having put a used 45-ft catamaran into a yacht management program in the British Virgins last December.

First, repeat business is a key to a successful yacht management company, so it's critical that a company's boats be in good cosmetic and mechanical condition. So when we wanted to put a R&C/Moorings 45 cat into the BVI Yacht Charters program in Tortola, we worked carefully with the management to make sure that we found a yacht that wasn't too old and that would be acceptable to their customers. As such, we concentrated on cats that were just being phased out of The Moorings program at their base located only 100 yards away from BVI Yacht Charters. This meant that all the cats had been

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used for charter only, and were less than six years old — two things that BVI Yacht Charters sensibly insisted upon.

Thanks to a Moorings sales rep in Florida who placed his personal interests above ours, we spent considerable money flying a surveyor to look at a Moorings 45 cat in their program in St. Martin. Despite the salesman's repeated assurances that he'd just seen the cat and that she was in superb condition, our surveyor couldn't have disagreed more. He said she was cosmetically in poor condition relative to sisterships and had many mechanical issues — including the fact that she had obviously been grounded, had rudders badly out of sync, had mismatched props, and so forth. We ultimately bought a Moorings 4500 out of the Tortola base. The former Evil Louise had the normal minor issues, but we and BVI Yacht Charters thought she was in more than acceptable condition. Indeed, most of the cabins looked as though they'd almost never been used. Even more importantly, she was given the seal of approval by Tim Schaff, a friend from his days as Dockmaster at Marina Cabo San Lucas. He has since relocated in the Caribbean, where he and his partner not only charter their own Moorings 4500/4700, but have become among the world's experts in the design and the relative value of different ones.

The things that strike us as most odd about the Birdwing situation are: 1) That Birdwing was allowed into the Barefoot program sight unseen. After all, she was eight years old at the time, had seen considerable use as a private yacht, and had all kinds of non-charter gear aboard — three big red flags. And why Barefoot would keep a 'problem yacht' in their program for years is as perplexing as Pastore leaving his boat in a program he wasn't satisfied with.

One thing we know about boats — although we don't know for sure that this applies to Birdwing because we've never seen her — is that once a boat has gone even a little bit to seed, it costs a fortune to try to bring her back, and even then such efforts are rarely successful. While such boats can be bought inexpensively, they soon require large infusions of cash. As such, it's almost always wiser to buy a more expensive boat that's in much better condition, as the total cost can be amortized over many years and there won't be the seemingly never-ending demands for chunks of cash.

When you put a used boat into a charter program, there is a natural inclination to try to add stuff. For example, we bought a bunch of nice tools, which industry experts universally told us was a terrible idea, and which the management company took off the boat. They told us that tools would not only rapidly disappear but that, even worse, they would encourage charterers to attempt 'repairs', invariably with disastrous results. The industry-wide advice is to have nothing more or less on the boats than what's specified in the charter agreements. When it comes to personal stuff, it should not only be removed from the boat for good business practice, but based on our experience, removed from the entire Caribbean. We previously had our Ocean 71 in the Caribbean for a decade, and stuff disappeared from her like crazy. Storage lockers, smorage lockers — we wouldn't leave anything of significant monetary or sentimental value in the Caribbean.

We promised to report how things were going with our 'ti Profligate in the BVI Yacht Charters program, as several readers expressed an interest in doing something similar. It's been six months now, and we're currently showing a credit of about \$12,000, although we paid \$8,000 for insurance, so it's more accurately just \$4,000 in positive cash flow. That's not a great return on \$270,000 of capital, but there are two mitigating factors: 1) We got a very late start on the season because we didn't buy the boat until late December, missing the lucrative



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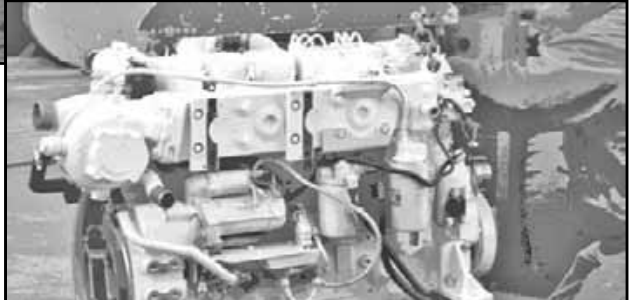
"Hello, I'm Jim Bewley, proud owner of the Santa Cruz 50 'Another Girl'. For many years our yacht has been well cared for by the KKMI team, from bottom painting to more complex tasks such as custom metal work, electronics and servicing my engine. Each time the end result meets or exceeds our expectations. From the front office to the store and of course, the craftsmen, the KKMI team is always helpful and friendly."

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holiday charters. 2) We used the boat ourselves for six wonderful weeks at St. Barth, which meant she wasn't available for charter during that time, and that we got what, on the retail market, was about \$33,000 of high-season use. The folks at BVI



ELECTRONIC / RICHARD

Despite a late start, 'ti Profligate' had a good first six months. Based on current reservations, the next eight months look more lucrative.

Yacht Charters said that we did very well for the first six months, and that we can expect the next 12 months to be even better. We agree with their assessment, and are doing just about how we expected.

As always, when somebody is managing

something for you in another part of the world, there can be blips. The BVI folks notified us that their landlord failed to live up to his promise of completing the breakwater that would protect their entire fleet from waves in the case of a hurricane. So the management company wants to put half the cats on the hard for the next three months, which would allow the boats left in the water to have two berths each in the event of an approaching hurricane. Naturally, the out-of-water storage is going to cost a little more than had been anticipated — \$900 a month. In any event, they wanted to know if we'd be willing to have our boat hauled for three months. Some folks might have whined about this, pointing out that it would eliminate even the possibility of a summer charter. Not us. We immediately agreed to have our boat hauled for two reasons. First, even though we have insurance, if our cat gets damaged by a hurricane, we know that we're going to take a financial bath. If she's out of the water, the chances are less that she'll be damaged or as severely damaged. Second, karma. If we can do the management company a little favor now, who knows, maybe they'll do a favor for us in the future.

The bottom line is that, come October, when our cat will go back in the water, we'll have broken even in operational expenses, and gotten \$33,000 in boat use as our return for our \$270,000 investment. It's noteworthy that our cat investment is fully tax deductible because we got the money as a result of a refi of the house we've owned for 30 years. We're not suggesting that putting a new or used charter boat in a management program is an appropriate investment for anyone but, to date, we've been satisfied with our situation. In fact, we can't wait for the first week in January, at which time we'll be living on the hook again, floating in the very warm and blue waters of Gustavia Harbor. By the way, if you want to charter 'ti Profligate in the high season in the British Virgins, don't hesitate to call BVI Yacht Charters now — (888) 615-4006 — because we're told that she's booking fast.

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

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

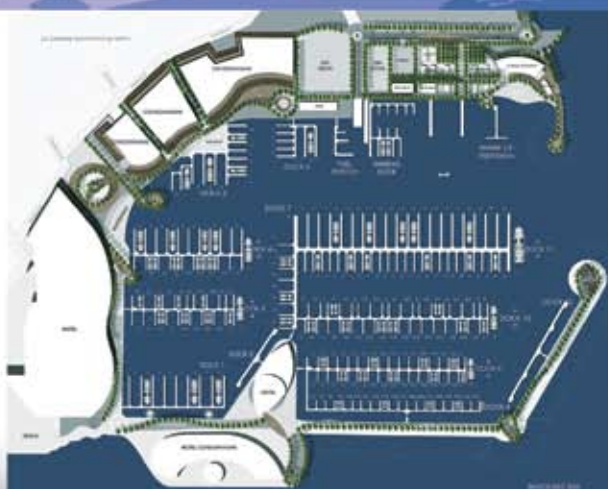
By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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LOOSE LIPS

Eight Bells.

We are saddened to report the passing of Chuck Levdar, who lost a battle with pancreatic cancer last month. He was 63.

Chuck and wife Vicky (whose alter egos "Butchie" and "Bitchie" were likely more familiar to *Latitude* readers) were consummate cruisers, enjoying every aspect of the lifestyle and all it offered. They sailed their wooden Lapworth 40 *Contenta* out the Golden Gate on Halloween eve, 1994, on what Chuck thought would be a two-year circumnavigation. They were well into the 12th year of it when, last June in New Caledonia, Chuck was diagnosed with pancreatic cancer. Chuck and Vicky flew back to the Bay Area, where they stayed with close friend Tom List and his family while Chuck entered treatment at UCSF.

List, who runs List Marine in Sausalito, first got to know the Levders through working on the ancient engine in *Contenta*.

"I kept up with their adventures through various requests for parts to be sent to strange and distant lands," recalled Tom. "In fact, it was for them that I kept one of the only known stashes of Gray Marine gas engine parts, thanks to Peter English, Bob Rogers and other donors." List sailed aboard *Contenta* the first summer they were in Fiji ("my first time in the South Pacific") and again several years later in New Zealand's Bay of Islands.

"The medical and support team at UCSF were excellent and helped us have a wonderful last year together," said wife Vicky. Chuck initially responded well to treatment, but last May, it stopped working. His doctor wanted to try a new treatment, but first he had to get all the old drugs out of his system. The Levders used the two-month window to complete Chuck's final passage on *Contenta*, from New Caledonia to Bundaburg, Australia.

Chuck died at the Lists' home, surrounded by friends and family, on August 12.

"Chuck had a sense of urgency and passion for the moment that I will always admire," says Tom. "He will be missed."

90-day rule — back to the future.

After more than a month of stalemate, the California State Senate finally approved a new budget on August 21. Among items of interest to boaters is a return to how the law worked in 2004 in terms of avoiding sales tax. Now, as then, if a yacht (or airplane or RV) is kept out of the state for 90 days after purchase, you don't have to pay state sales tax on it. Since 2004, people purchasing these high-ticket items had to keep them out of state for an entire year to be exempt from sales tax.

The '90 Day Yacht Club' remains a contentious subject at the state level, with many politicians — including Governor Schwarzenegger — supporting the longer out-of-state requirement. They point to a \$45-million boost in revenue since 2004 as evidence that those who could afford such high ticket items "were finally paying their fair share." Detractors, led by Senator Dick Ackerman (R, Irvine, and a boat owner himself), insist that most of that money came from the increased sales of jet skis and other smaller vessels. In an interview, Ackerman further said that the stiffer rules of the last few years were pushing yacht brokers and manufacturers out of state.

We will have more on the return of the 90-day rule in the October issue.

Corrections.

Last month we reported on the collision between the freighter *Eva Danielson* and the fishing boat *Buona Madre* off Point Reyes that resulted in the death of the smaller boat's sole occupant, Capitola fisherman Paul Wade. There were some errors in that report that we hereby correct:

- The time of the collision was 3:17 p.m. on July 13, not 5:17 as was reported.

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LOOSE LIPS

• Wade's body was found the following morning by another fishing boat. Early reports indicated that the capsized *Buona Madre* was also found then. That was incorrect. Only a few small parts of the boat were found, but not the boat itself.

• It was reported that the collision between the 28.5-ft boat *Buona Madre* and the 291-ft *Danielson* occurred in a shipping lane. Again, incorrect. Wade, as always, was in an area where salmon fishermen fish, and "well outside of any shipping lane," reports Wade's wife, Lori, who added, "Paul was extremely cautious on the water and respected not only the force of the ocean, but the fact that freighters were a lot bigger, and you had to make sure you were never in their path."

We apologize for these inaccuracies. We hope to bring you more on this story when the Coast Guard investigation is complete.

Trouble with the law.

Atlanta Falcons quarterback Michael Vick was not the only star athlete having legal problems last month. Also making headlines was former NBA star Latrell Sprewell. The *Milwaukee Journal-Sentinel* reported that Sprewell's 70-ft, \$1.5 million yacht was repossessed for his failure to keep up with monthly payments of \$10,322. *Milwaukee's Best*, built in Italy in 2001, was seized at its dock in Manitowoc Marina (on Lake Michigan about 80 miles north of Milwaukee, where Sprewell grew up). The bank now wants the four-time all-star player to sell the boat to pay off the \$1.3 million it says remains on the loan.

During his 13-year NBA career, Sprewell played for the Golden State Warriors, New York Knicks and Minnesota Timberwolves. An intense and talented player, he may be best remembered as the guy who was suspended for a year after choking a coach in the late '90s. He was also the guy who famously spurned a proposed three-year, \$21-million contract extension with the Timberwolves, then commented about trying for a championship title in his final year with the team (2005, when he made a reported \$14.6 million): "Why would I want to help them win a title? They're not doing anything for me. I have a lot of risk here. I got my family to feed. Anything could happen."

Speaking of anything, a week before the yacht was repossessed, it ran aground and had to be towed off by a tugboat.

The invasion of Avalon.

Island ecosystems are fragile, even islands as close and familiar as Catalina. Although it's only twenty-something miles off the coast of one of the biggest population centers in the world, the Island's native and endemic animals have been relatively isolated from many of the diseases and viruses common to animals on the mainland. So when that raccoon that paws through a trash can in San Pedro stows away on a boat that lands in Catalina — and shows up ashore in Avalon like one did in early July — it ups the ante for danger to Island animals. Among other diseases, raccoons can carry canine distemper, to which Island foxes are highly susceptible. An outbreak in 1999 caused the Island fox population to plummet from 1,300 to about 100. Through efforts by the Conservancy and Institute for Wildlife Studies, the fox population is now over 500 individuals, but another virulent strain of canine distemper on the Island could wipe out the species forever. Animals like raccoons and opossums (which are not found in the wild on Catalina) also compete for food with local species, and can carry rabies and roundworms, to which humans are susceptible. This is why it is illegal to transport certain species to the island.

What became of the stowaway raccoon? Turns out there were actually three of them. Two were captured, tested and returned to mainland shelters. The third animal, which was visibly diseased, was humanely euthanized.

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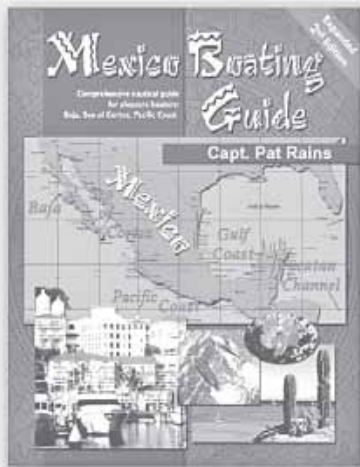
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SIGHTINGS

the cup runneth over . . . almost

Organizers of the 2008 Pacific Cup can barely contain their excitement. Certainly their namesake cup can't hold it all in. More than 10 months before the first starting gun fires, the 15th biennial "fun race to Hawaii" has nearly sold out.

As of August 22, 57 boats had formally signed up for the 2,070-mile race from San Francisco to Kaneohe, Hawaii. Twelve more were in the process of entering, and countless others had pledged to be on the starting line next July. But as they say — no dough, no go.

Complete and partial entries so far include: 15 doublehanded entries; two practically brand new boats, and one under construction; two multihulls; and numerous boats coming back for their second or even third straight Hawaii race. Among the sailors, one will be doing

continued on outside column of next sightings page

welcome

If we said that we met Lindsay Cohen, *Latitude's* new Racing Editor, at a bar in Honolulu, it might not make the best first impression. But it's true, and we've always enjoyed messing with peoples' impressions and expectations.

Lindsay had flown to Honolulu to meet her boyfriend, Kevin Moon, who crews on and takes care of the Andrews 56 *Cipango*, which took second overall in this year's race to Hawaii. Like a lot of TransPac folks, Lindsay and her boyfriend were at the Chart House, a \$34 top sirloin's toss



ALL PHOTOS LATITUDE / JR

lindsay

from the nearest boat in the Ala Wai, for a celebratory dinner, when a seat opened up next to us at the bar. It was serendipity.

Lest anyone get the impression that Lindsay has a "sailors' girlfriend's" interest in sailing and racing, nothing could be further from the truth. She started sailing Lasers and Sunfish north of her hometown of Toronto at eight years old, and has been passionate about sailing ever since. In fact, the lure of the sea proved to be so strong that, when she was about to finish

continued in middle column of next sightings page

pacific cup — cont'd

his record eleventh race and 48 will be race virgins. There's one skipper whose crew includes his 68-year-old mother, one blind sailor, and two groups hope to use the race to raise awareness for their *causes célèbres*. Boats range in size from 24 to 56 feet, with the belle of the ball so far being Philippe Kahn's Open 50 *Pegasus 101*, entered as a doublehanded contender. All in all, it's not a bad showing for a race that saw participation decline by nearly 50 percent between 2000's all-time high of 80 entries and 2006's meager 43.

Credit for the phenomenal early interest in a race that doesn't start until July 14, 2008 goes largely to the Herculean effort of the Pacific Cup YC volunteers, who have brought some fresh breeze to the race's sails. New in '08 are an upgraded website packed with information,

continued on outside column of next sightings page



Reefer Madness — Spread, 'Gute Fahrt' passes wind; Clockwise from here, the ride is as smooth as 'Seasilk' under reduced sail; even with her wings clipped, 'Osprey' takes flight; 'Pain Killer' takes the ouch out of the brisk breeze by reefing early.

SIGHTINGS

pacific cup — cont'd

forums, photos and videos from past races; a trophy for the best-performing team of three boats from a single yacht club; a strategic alliance with the highly respected Storm Trysail Club (organizers of the Newport-Bermuda Race and Block Island Race Week, to name a few); and yet-to-be-named sponsors. (Astute readers will notice that the race has shed its West Marine title sponsorship. The marine hardware giant and long-time supporter of the race is still involved on a smaller scale, promising merchandise discounts to race entrants as well as promotional and prize support to the race organizers.)

While it takes a village to put on any race — especially one this big — the driving force behind the new vibe appears to be entry chair Jim Gregory. Since his first Pac Cup in 2004, the retired software sales exec has focused his professional skills and waking hours on promoting the race's virtues to anyone who will listen. After he finished the painfully slow Cabo race last March, he spent his recuperation time pounding the docks to preach the Pacific Cup's good news to

continued on outside column of next sightings page

lindsay

her PhD in Marine Sciences in New York, she jumped ship, so to speak, to join



Lindsay Cohen.

the 179-ft tall ship 'H M S' Rose. She totally got into the life, growing dreads and the whole works. In addition to sailing



ALL PHOTOS: ELECTRONIC / RICHARD

— cont'd

small boats and dinghies, Lindsay has raced on ID-35s, Melges 24s, a TP 52, Bird boats, a Farr One Ton, and many more. And having worked at Anderson's Boat Yard in Sausalito for the last several years, she knows many of the people in the racing world.

Lindsay and *Latitude's* goal is to make the *Racing Sheet* better than ever — and given our past editors, that's saying something. So if you've got any racing news — you're getting a new race boat, stuff like that — great photos or other good material, please contact her at lindsay@latitude38.com or (415) 383-8200, ext. 105.

— richard



Fast times at Bali Hai — Getting to Hawaii in the Pacific Cup is only half the fun. The great welcome and shore parties are the other half.

pacific cup — cont'd

fellow racers — mostly Southern Californians, a group long thought to have stronger ties to that other legendary race from the mainland to Hawaii, the TransPac. Earlier this summer, Gregory spent part of his annual racing pilgrimage on the East Coast singing the praises of the “fun race to Hawaii” to a bunch of New England sailors who may not have considered the race otherwise.

Ironically, most of the “out of area” boats signed up at this point hail from Oregon and Washington. In fact, so many boats from the Northwest have signed up that the Pacific Cup YC is considering organizing a feeder race next summer to get them to the starting line.

If you want to be part of the action in '08 and haven't yet signed up, fret not. Although there's a posted 70-entry limit due to space restrictions at Kaneohe YC, it's not unreasonable to expect that some already-registered boats will have a change of plans between now and next summer. As such, the Pac Cup folks are ready to roll out the waiting list. “We're going to find a way for every boat to sail that wants to,” promises Gregory. “Past Pac Cups have had in excess of 90 boats sign up, and no one has ever been turned away because there wasn't enough room.”

One date to keep an eye on is November 1, the deadline for entries to withdraw for a full refund. It's likely that a few more spots will open at that time, so make sure the day is circled in red on your calendar. (But don't hold your entry until then, advises Gregory. The more advance notice race organizers have, the better they can plan for you.)

In the meantime, be sure to sign up for the October 21 seminar at Berkeley YC. For \$35 (\$40 at the door), you get a bag lunch, the inside scoop from past racers on what it's like to prepare for and sail through one of the most remote locations on the planet, and the opportunity to schmooze over *pupus* at the party afterward. (A second joint race prep and Safety at Sea seminar, required for 30 percent of the crew and each skipper, will be in late February.) Sign up at www.pacificcup.org.

If you're a hopeful Pac Cup sailor without a ride, the October seminar is the place for you, too. There's nothing better than a face-to-face meeting with potential skippers to show that you're serious. You'd also be well served to sign up for the crew list at www.pacificcup.org.

In fact, the Pac Cup website is the best place to go for more info, regardless of your circumstances. Because one thing's for sure: while it's unlikely that organizers will refuse any qualified race entry, you have a much better chance of doing well *and* having fun if you start planning now.

— sutter

latitude's safe boating challenge

As you know from reading past issues of *Latitude 38*, Lynn Thornton was killed while aboard the O'Day 27 *Beats Workin' II* on Clear Lake last May when she was hit at very high speed by a boat driven by Lake County Deputy Sheriff Russell Perdock. Easily the most infuriating aspects of this case are that Perdock steadfastly insists that he was traveling at a “safe speed,” and that Lake County D.A. Jon Hopkins, who has sworn to uphold the laws to protect citizens, says he won't charge Perdock with felony manslaughter or any other crime because he can't prove he was operating his boat at an unsafe speed.

For those not familiar with the case, here are some pertinent facts of the situation that night: 1) There was no moon; 2) To help him ‘see’ any boats that might be on the water, Perdock headed in the direction of the many background lights — exactly the wrong thing to do as per the Coast Guard's written navigation guidelines; 3) By his own admission, Perdock was traveling at 40 to 45 mph. Retired police sergeant Peter Elmer witnessed Perdock's boat prior to the impact, and told friends, “That guy is gong to kill somebody.” Elmer also saw the lights

continued on outside column of next sightings page

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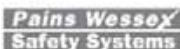


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challenge — cont'd

of the boats as they collided and estimates that Perdock was traveling at 55 mph. Mind you, Perdock maintains that he was boating safely even though he volunteered the information that he knew there were sometimes unlit boats on the lake at night.

There are none so blind as those who just won't see — and we'd have to include Perdock and Hopkins in that group. But we think we can help the two regain their vision by taking the 'Latitude 38 Safe Boating Challenge'. It's a simple test. We'll pay to charter a dozen small sailboats the next moonless evening on Clear Lake, and we'll put various members of the extended Perdock and Hopkins families into them. Then we'll put Perdock and Hopkins at the helm of powerboats with 385-hp engines, just like the one Perdock used to slam into the O'Day that night. After situating the 'victim boats' so that their stern lights will be just a few of the many among the background lights, we'll have Perdock and Hopkins head in their general direction at 50 mph, splitting the difference between what Perdock said his speed was and what Peter Elmer witnessed.

Since they will, in their minds, be 'boating safely', Perdock and Hopkins shouldn't have any problem with accepting this challenge. Based on the judgement they've displayed elsewhere in this case, we're not completely sure they wouldn't blindly charge at family members through the blackness at 66 feet per second so, not wanting any more blood shed on Clear Lake, and unbeknownst to them, we'll remove the family members from the boats before the challenge begins.

If this test doesn't bring Perdock and Hopkins 'vision', nothing will. In addition, we'd like to invite members of the Lake County community, including the local, state and federal political representatives, publishers of the newspapers, and other members of law enforcement to take the same 'safe boating challenge'. We think it would give them a much better understanding of the kind of people they have serving them in law enforcement and the district attorney's office.

Since we started writing about the Thornton death, we've had the opportunity to take our boats into background lights on many occasions — at Santa Barbara, at King Harbor in Redondo Beach, and about 20 times at Two Harbors, Catalina. At the entrance to Santa Barbara, a harbor we've entered many times before, the background lights diminished our vision so badly that we decided even five knots was too fast. We briefly headed back offshore and then took advantage of the opportunity to follow a local boat in. When we approached the King Harbor breakwater at night, something we've also done many times before, it was difficult to spot the entrance buoy because of the background lights until we were close to it, and even then it was easy to 'lose' it again.

Coming ashore at Catalina's Two Harbors from our boat at anchor on Harbor Reef was the most telling of all, because we were heading toward a shore with a scattering of background lights, some of them being the stern lights of boats — just as was the case with Perdock that tragic night. The thing that is so overwhelmingly obvious is how difficult it is to pick out stern lights from other lights, and how lights against a black background give you no depth perception whatsoever. In those conditions, we think 5 mph is the maximum safe speed. If we thought 45 mph was a safe speed in those conditions, we're sure we'd have killed some people.

As many of you know, Dan Noyes of Channel 7 I-Team News did a three-part series on the Thornton death and the way D.A. Hopkins has, in the opinion of many, been mishandling it. You can view the series at <http://iteamblog.abc7news.com>. In our estimation, there were two very powerful things Noyes came up with:

1) Nine witnesses said the sailboat's running lights, and not just the salon light, had been on. Two of the witnesses were retired cop Peter Elmer, and marina owner Doug Jones, who saw the accident as it happened. Would it surprise you to learn that, as early as 8 a.m. on

continued on outside column of next sightings page

short

NORFOLK, VA — Frederick "Fritz" Hartz was working on his Irwin 42's propane system on August 8 when gas that had leaked into the cabin ignited. The resulting explosion literally blew the Irwin to bits and badly burned Hartz, who died on August 24 from infections.

SAN DIEGO — The port of San Diego's board of commissioners has approved a project to bring more of the world's largest yachts to San Diego Bay. Up to eight berths suitable for yachts from 100 to 400 feet are now available at the port's newly designated megayacht basin along the waterfront Embarcadero. Vessels will be



The spread shows the damage to 'Beats Workin'II' caused by Deputy Perdock's speedboat.



sightings

aligned 'Med moor'-style alongside each other in parallel formation.

"We look forward to working with the port to help make San Diego the premiere West Coast yachting destination," said Sampson Brown, president and CEO of Knight & Carver, located in the Bay and specializing in the repair of large vessels.

GULF OF ADEN — *Noonsite.com* reports that no pirate activity has been reported in the area so far this year. Credit goes to Combined Naval Forces and the Yemen Coast Guard for stepping up patrols, and cruising boats who are

continued in middle column of next sightings page

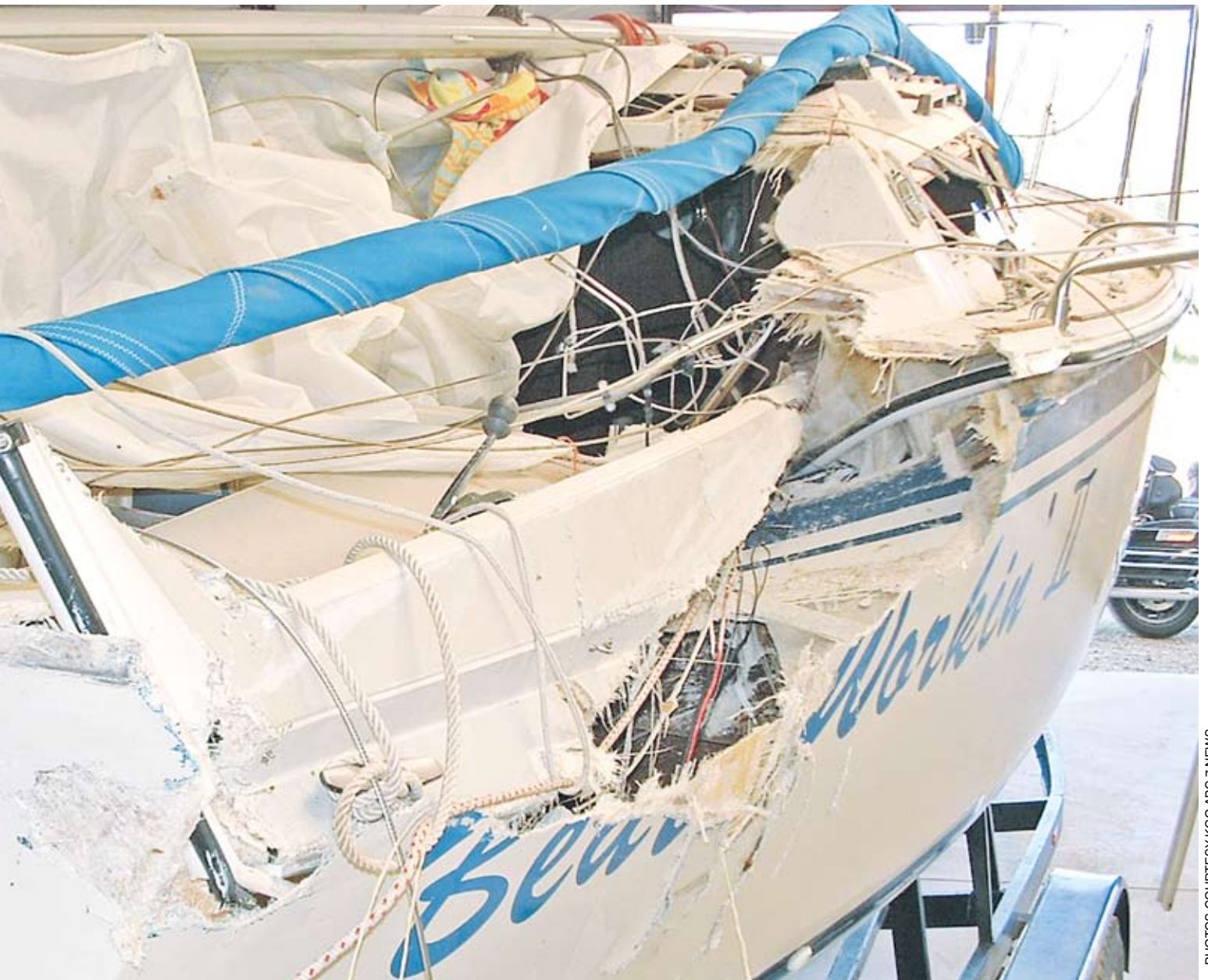
challenge — cont'd

the morning after the accident, the men, who witnessed it separately, were told that their testimony wasn't needed?! After Noyes investigated, their testimony was put into the record — and promptly considered all but irrelevant by D.A. Hopkins. Perdock's claim that the sailboat's running lights weren't on, as opposed to the boat's salon light, is one of his major defenses.

2) D.A. Hopkins also justifies his handling of the case by saying that *Beats Workin' II* didn't have a proper lookout. That claim is refuted by a video clip taken by the Lake County Sheriff's Department. In Noyes second segment, a passenger on the boat is seen testifying that she saw Perdock's boat coming — i.e. was a lookout — and yelled, but by that time they'd already been hit. That's all you can do when a boat is coming at you at 66 feet per second on a black night.

Hopkins is basing almost his entire case on the fact that Dinius

continued on outside column of next sightings page



PHOTOS COURTESY KGO ABC 7 NEWS

SIGHTINGS

challenge — cont'd

Bismarck, who wasn't the owner of the sailboat but just happened to be at the helm at the time of impact, had a blood alcohol level of .12. We're not here to justify drinking while boating, but let's keep this in perspective. He was not smashed. Indeed, for many years .15 was well within the legal limit for driving in California.

If you're still as angry about this incident and the handling of it as we are, we suggest you contact the California Attorney General at Public Inquiry Unit, Office of the Attorney General, Box 944255, Sacramento, CA 94244-2550. You can also send an email, but they tend not to be as effective. In addition, you can write D.A. Hopkins at 255 North Forbes St, Lakeport, CA 95453, the Lake County Sheriff's Department at Lake County Sheriff's Department, 1220 Martin Street,

continued on outside column of next sightings page

shorts

generally sailing in convoys.

SAN FRANCISCO — Anti-war activists and a small contingent of City lawmakers drafted a resolution last month to ban the Blue Angels from performing at the City's Fleet Week celebration in October. (See the text of the resolution here: <http://www.blueangels.org/SF.htm>.) Among the many concerns cited by Supervisor Chris Daly — backed by the anti-war group Code Pink — was safety. As you might recall, the crash of one of the precision flying team's F-18 Hornets in South Carolina



— cont'd

last April killed the pilot, damaged homes and injured eight people on the ground. "Think about what would happen if there were a crash in San Francisco," said Daly in a *Chronicle* report.

The measure was tabled in a 2-1 vote by the Government Audit and Oversight Committee. "The measure is a little fly-by-night. Let's do this because we think it might not be safe," said Supervisor Michaela Alioto-Pier. Mayor Gavin Newsom also supports keeping the Blue Angels in the Fleet Week program.



Mother Nature's boat wash — Elizabeth Meyer and Mike McCaffrey's gaff yawl 'Seminole' gets a real pressure wash under the falls in BC's Toba Inlet.

ALL PHOTOS YVES TUSET

challenge — cont'd

Lakeport, CA 95453, Lake County representative Patty Berg at State Capitol, P.O. Box 942849, Sacramento, CA 94249-0001, the Sacramento Bee's Assistant Managing Editor Scott Lebar at slebar@sacbee.com, and the Lake County Record-Bee at letters@record-bee.com.

Some folks have asked us if we at *Latitude* are miffed that our extensive coverage of the Thornton death wasn't mentioned in Noyes' presentation. Not at all. Our only interest in this case is justice, to see that an innocent man is not wrongly charged, and to see that the one responsible has to face a jury, at the least. It's also much more powerful that Noyes conducted a completely independent investigation. He also had the courtesy to call us prior to the first showing, and tell us he'd been tipped off to the story by a *Latitude* reader who had previously worked at Channel 7. We're not in competition with Noyes, but rather working for the same goal of justice, so if his work and larger audience prove key for justice being done, we'd be delighted.

Perhaps the most interesting email we've received in the last month was this: "I am the almost xwife [sic] of Russell Perdock, being an x [sic] does not have anything to do w/this accident. I wish I could say the right things to make her death easier for the family, but when you have a tragedy in that capacity, words from the opposite side don't comfort. She was a beautiful person and this accident was so wrong, something is not right with this."

We couldn't agree with her conclusion more.

— richard

having a blast

You may recall Elizabeth Meyer as the woman who rescued and restored the magnificent British J-Class yacht *Endeavour*. She continues to champion these splendid 130-ft sloops through Newport, RI-based J Class Management, which she founded.

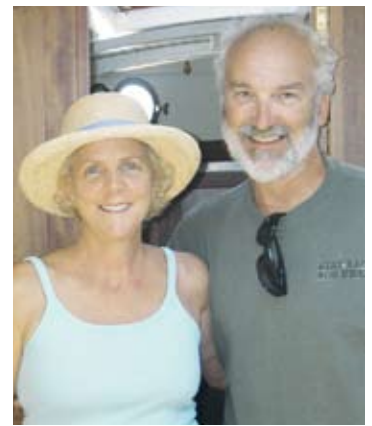
But Elizabeth is also an avid sailor and cruiser. She is presently on sabbatical from work, cruising the Pacific Northwest with husband Michael McCaffrey aboard their beautifully restored 1916 40-ft Lawley and Sons gaff yawl *Seminole*.

Which brings us to the boat wash.

This waterfall is located at Toba Inlet in British Columbia. "As soon as I saw it, I was inspired to drive under it," she said. So she and her three-person crew (Mike was not aboard at the time) closed the boat up carefully, dogging down the portholes and skylights tight. Then the ones staying topside donned foulies.

The main concern was possibly being pushed into the cliff behind the falls by a back eddy, so she approached carefully, holding the boat less than 10 feet from the rock face. She describes what happened next:

"As you approach the fall, a powerful, cold wind blasts you in the face. The stupendous noise rivals a Van Halen concert (okay, I'm dating myself). The moment the bowsprit disappeared into the spray, I could feel the fall pushing *Seminole* sideways. I revved the engine and held the helm hard over into the fall. I had to use full RPMs with the helm hard over to keep her under the fall. Water just thundered down on the boat and on us. We could not see, hear or think when we were under the crashing force of the fall until, suddenly, we were spat out the other side into the sunny fjord, yelling our heads off with joy. 'Let's do it again,' everyone shouted, and so we did. Many times."



Elizabeth and Mike.

continued on outside column of next sightings page

SIGHTINGS

blast — cont'd

(We have no idea if the 'boat wash' is a common experience for locals or visitors, and neither did she. Anyone else ever do this? Personally, we can hardly wait to try it on our next trip north.)

For what it's worth, Elizabeth and Mike "never let *Seminole* get to looking too disreputable — but yes, being pressure washed by a giant waterfall definitely removes whatever dust specks might be on deck, to say nothing of any gear that isn't fully lashed down." And no, the boat didn't leak a drop below, even after several passes.

Elizabeth and Mike purchased *Seminole* sight unseen, at a foreclosure sale in Oceanside for \$1 in 2001. After trucking her back to Brooklin Boatyard in Maine for a complete restoration, she was relaunched in 2005. They have since put 9,000 miles under her keel on the East Coast, Caribbean, Baja and Pacific Northwest. They are presently in Wrangell, Alaska.

— jr

rolex big boat series preview

If it's mid-September on San Francisco Bay, it can only mean one thing: The big kids are back in town for the Rolex Big Boat Series. And, although 'big' refers more to the number of boats than their actual size for this, the 43rd, annual regatta, it's nevertheless shaping up to be quite a show on the Cityfront September 13-16. Boats from as far north as Canada, as far south as Los Angeles, and even from the East Coast, have come to join local racers for the most competitive handicap and one design racing around. Par for the RBBS course, only half of the expected 115 entries had officially signed up by our deadline. Nevertheless, we present the following brief race preview.

The first thing to know is that, even if you're not a hard-core, big-budget, never-give-up racer, this event is worth following — if for nothing else than to catch the spectacular wipeouts that nearly launch boats into the St. Francis YC's dining room at least once each year.

Allow us to pull out our violins momentarily and note the race's slight tumble from its ultra glorious past. This year Roger Sturgeon's new racing machine, the STP 65 *Rosebud*, will be the largest boat. She's still a beauty, but not quite of the same ilk as the 70 or 80-ft beasts that were here as recently as two years ago. And there will be just one foreign-flagged boat, the Canada-based TP 52 *Mayhem*.

But there will still be plenty of glamour. America's Cup sailor Gavin Brady and his posse of talented New Zealanders will be sailing with Larry Ellison on the chartered R/P 45 *Sjambok*. Also packed with Kiwis and one to watch is John Kilroy's TP52 *Samba Pa Ti*. The high-budget, pro-sailed *Samba* boasts division wins at several big-name events already this year, and looks to be the primary contender among IRC Division A boats.

If you're not a regular racer and you've still managed to read this far, you may be wondering, "What's this 'IRC' business?" Remember IOR, IMS, or the short-lived Americap? Well, IRC is the handicap rating rule *du jour*, a secret formula administered by the Royal Ocean Racing Club to enable different boats to race each other. The strongest local argument in support of IRC was last month's Big Boat tune-up regatta, the Aldo Alessio, where an all-out race boat and a well-sailed racer/cruiser tied on points for second place overall. While the rule has been met skeptically on the West Coast, it is slowly gaining traction, as evidenced by the healthy number of boats — upwards of 35 or 40 — entered to race under IRC at Big Boat.

Exact class breakdowns for the four IRC divisions won't be known until a few days before the event, but look for John Siegal's Wylie 42 *Scorpio* to be going for its fifth consecutive class win. Others to watch are the Fox 44 *Ocelot* and two brand-new boats: Antony Barran's hard-chined Antrim 40 racer/cruiser *XL*, and Dave Kirby's J/122 *TKO*,

continued on outside column of next sightings page

horror

One of the saddest things in the world of boating is seeing the destruction of a much-loved yacht and, sadly, there were several to watch in the last month or so. On July 17, a Cal 28 washed up on the beach at Channel Islands Harbor when its new owner couldn't restart his outboard.



ELECTRONIC / RICHARD

A 40-ft sailboat, spread, and the 65-ft sportfisher 'Grunt', above, both burst into flames before sinking — just two of several yacht casualties in the past few weeks.



stories

Though several locals offered to help effect a rescue of the uninsured and, at that point, undamaged boat, the owner appears to have simply walked away.

Local Cliff Unruh reports that Ventura County finally hired a local towing company to drag the boat off the beach via tractor after declaring it an abandoned wreck. "I was told by the towing company that the boat's entire starboard side was holed as a result of spending more than 10 days on the beach being bounced around by the moderate but continuous surf," Cliff said, "and now it'll become part

continued in middle column of next sightings page

big boat — cont'd

which will arrive from Rhode Island on the back of a truck practically hours before the first starting gun fires.

New to the fray this year is the Melges 32. Race organizers have revoked their 35-ft "theoretical" minimum size requirement and invited the fleet to have a one design start. "A lot of people are wondering why such a small boat is at the Big Boat Series. But the fact remains that the Melges 32s are probably faster boat-for-boat than a lot of other boats racing there, regardless of size," explains StFYC's Norman Davant. The seven or eight-strong class is too new to make a solid prediction, but Caleb Everett's *Stewball* has had nearly a year of practice, and Richard Leslie's *Southern Cross* has been practicing non-stop since the boat came out of the box this summer. Still, with a top-notch crew and lots of experience under his belt, a division win may very well go the way of Philippe Kahn's new *Pegasus 32*.

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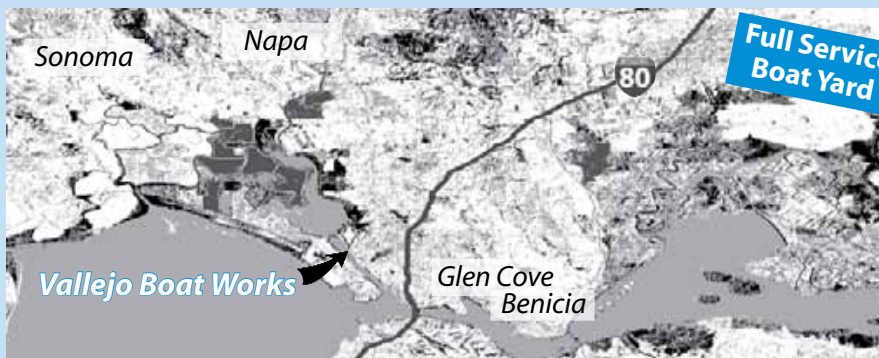
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SIGHTINGS

big boat — cont'd

After barely getting enough boats for a one design class last year, the Express 37s should have 10 boats on the line. Favored for the top spot is Bill Riess' *Elan*, on a roll after clinching the fleet's season championship in August. Riess and his tight-knit crew have 11 years of experience in the fleet, but this would be their first Big Boat win.

The largest single fleet will again be the J/105s, with 30-35 boats. Keep an eye on perennial favorites *Good Timin'* and *Donkey Jack* to be at the top of this aggressive class where experience reaps the reward. The J/120 and 1D-35 classes are unknowns, as only a few of each had signed up by our deadline. But if the recent 1D-35 nationals and Aldo Alessio are any indication, Andy Costello will repeat his 2006 Big Boat victory on *Double Trouble*. And among the J/120s, put your money on Steve Madeira's lovely green sailing machine *Mister Magoo* to

continued on outside column of next sightings page

horror

of a local landfill."

August started off with a bang when a 40-ft sailboat anchored about 500 yards off the Capitola wharf caught fire while the owner's liveaboard girlfriend, who was alone at the time, was cooking dinner. Tammy Hale, 42, tried to snuff out the flames but ultimately was forced to abandon ship with her dog and watch helplessly as her home burned to the waterline and then sank. What was left of the boat was salvaged by NOAA, as it was anchored in the Monterey Bay National Marine Sanctuary.



LATITUDE / JR

— cont'd

Just 24 hours later came the demise of the formally Oakland-based Tayana 42 *Cherokee Rose*. Purchased in July by a Seattleite, *Cherokee Rose* had a new engine hurriedly installed just two days before the crew of four men left the Bay on their way up the coast. Coast Guard reports indicate the owner issued a Mayday around 1:30 a.m. on August 5, telling the Coasties the boat was taking on water and they were abandoning ship. The liferaft's EPIRB led the Coast Guard directly to the men, who were all rescued

continued in middle column of next sightings page



When is sailboat racing like quantum mechanics? At mark roundings, when two or more objects try to occupy the same space at the same time. This photo was taken at the weather mark in August 18's Summer Keel Regatta, but this summer, it could have been practically any race on any weekend from May through September.

big boat — cont'd

win a fourth straight trophy. Still unknown with regard to one design status is the Sydney 38. If they can't bring a minimum of six boats to the starting area, they'll be rolled into one of the IRC divisions.

And there you have it, a mini guide to the big show. See *'Lectronic Latitude* for updates and photos once racing begins. If you want an excuse to get some fresh air, the best place to watch in person is the jetty past the St. Francis and Golden Gate YCs. It's a good position to catch the action when the flood tide rips through the Bay and boats on the Cityfront course are short tacking up the shore to find favorable current on the way to the weather mark. The last finish of each day is right off StFYC's race deck, so those in the know will be near the seawall just west of the club to watch the boats finish — hopefully without landing a seat at the corner table in the dining room.

— sutter

the ha-ha goes nuclear!

Seriously. In the never-ending pursuit of coming up with fun stuff for Ha-Ha participants to do during the R&R breaks in Turtle Bay and Bahia Santa Maria, Assistant Poobah Andy Turpin has acquired a 'Nuclear Globe', which is a six-foot inflatable sphere that you climb into and use to either walk on water, like that guy did a couple of thousand years ago, or 'rock and roll' on water, like today's less inhibited youth are more apt to do.

The nuke globe is such a clever product that the Ha-Ha is buying a second one so, as the manufacturer suggests, "You and your enemies can engage in a 'Nuclear Face-Off' as you try to bump and bounce each other into submission." In fact, when the Ha-Ha is over, we're going to present the slightly used Nuclear Globes to President Bush and Iran's Ahmadinejad, so they can settle their Middle East *contretemps* without the substantial loss of lives and money there would be if they decided to use conventional nukes.

Are Nuclear Globes — which sell for under \$300 and are made of quick-to-deteriorate-in-the-sun materials — suitable replacements for dinghies with outboards — or even liferafts? We'll be investigating. A few years ago, a Ha-Ha participant came ashore in a primitive version — which didn't have as much of an air cushion, as large air intakes, traction cups, interior hand-holds or bright colors — with no apparent trouble. During the Ha-Ha, we — or hopefully volunteers — will be testing the latest version to see how well it works in surf, when the wind is blowing offshore, when it gets hit by a panga, and to figure out how to mount the required navigation lights.

Don't know what the Ha-Ha is? It's the 750-mile cruisers' rally from Cabo San Lucas, with stops for rest and recreation at the fishing village of Turtle Bay and spectacularly beautiful Bahia Santa Maria. Love to get smashed while sailing and ashore? Then the Ha-Ha's not for you, as the goals are for everyone to have a great time meeting new sailing friends and locals while having a terrific — but above all safe, passage to Cabo San Lucas.

Ha-Ha Honcho Lauren Spindler expects about 175 boats and 700 sailors — about the same as last year — to hit the starting line in San Diego for what will be the 14th annual running of the event. If you'd like to participate with your boat, she needs to be at least 27 feet in length and have been designed, built and maintained for offshore sailing. Each boat must have a minimum of two crew who have overnight offshore and navigation experience. And no, inflatable dolls, distant cousins of the Nuke Globe, do not count as crew. If you'd like to try to get a berth on a boat, or if you're looking for crew, check out the Mexico-Only Crew List article in this issue.

While the weather conditions for the Ha-Ha have historically been light to moderate with small following seas, all participants must

continued on outside column of next sightings page

SIGHTINGS

nuclear ha-ha — cont'd

understand that they will be exposing themselves to what potentially could be the full fury of the Pacific Ocean. Although there will be daily roll calls and professional weather forecasts, the Ha-Ha is for self-reliant sailors and crew, and is not an offshore hand-holding service. In other words, if you're not ready to sail to Cabo on your own, you're not qualified to do the Ha-Ha.

The \$299 Ha-Ha entry fee is a fraction of what similar events around the world charge, and includes many great deals and discounts from sponsors, plus lots of swag — hats, shirts, tote bags, burgees, navigator's cups, sunglasses, frisbees, beach balls, programs and we never know what else. There will be lots of fun activities, too, such as the West Marine-sponsored Ha-Ha Kick-Off and Costume Party — it's almost Halloween — the day before the start. In addition to West Marine passing out free goodies, there'll be free food for the skippers and mates, plus representatives from a number of marine businesses in the U.S. and Mexico.

To get the complete Ha-Ha entry packet, send \$20 to Baja Ha-Ha, 401-F Miller, PMB 140, Mill Valley, 94941. But please get your completed entry in by September 10.

What kinds of boats will be in this year's Ha-Ha? Check the complete list at www.baja-haha.com. What kind of folks will be participating in the event? See the first of three Ha-Ha skipper bio installments near the back of this month's *Latitude*.

Having done 12 Ha-Ha's ourselves already, we can't tell you how eager we are to do another, and what a pleasure it is to be able to serve as the Grand Poobah. The fun sailing, the great new friends, the warm air and water — we can't wait.

— richard

great moments in screwing up

Our excuses are: having traveled long and hard the day before, having worked very late all week, and having been told to try a new-to-us cocktail rather than our usual drink. Or maybe all of the above.

The catamaran on the next page putting around just outside Cat Harbor on Catalina is *Hiolani II*, a CSK 42 built between '68 and '88 — that's not a typo — in Southern California. She's been owned all along by the Hjorth family, which consists of Willie and her daughter Liz. The death of Willie's husband caused the long delay in the completion of the boat. The three people you see on the boat are, from left to right, Willie, Liz, and Kellie Sennessy. So what is Mike Priest, Kellie's husband, doing swimming around in the inset photo?

There's a bit of a story to it, one that demonstrates how easy it is for us to empathize with folks who have screw-ups with their boats. We'd woken up that morning on *Profligate* in Cat Harbor, and decided that it would be fun to singlehand around the east end of the island, pick Doña up off the ferry at Avalon, then continue back up to Isthmus Cove in time to find some leftover hot coals for a BBQ. The first order of business was getting the stern anchor up. We hopped into the dinghy, took up the slack in the rode and, when directly above the stern anchor, pulled for all we were worth. It didn't budge. A new plan of attack was needed. So we got a fender and tied it to the stern rode, which freed us to raise the bow anchor with the windlass. That was no problem.

All we needed to do then was retrieve the stern rode, use the mainsheet winch to pull it off the bottom, and we'd be on our merry way. As we were about to walk down the long transom steps to pick up the fender and the bitter end of the rode, some helpful folks in a dinghy came by, grabbed the bitter end of the line, handed it to us, and took off. We then went to the other side of the boat and muscled the 55-pound anchor and chain onto the back porch. Everything

continued on outside column of next sightings page

horror

safely. According to those same reports, the crew attached a strobe to the sinking boat in hopes to coordinate with Vessel Assist in recovering her but there's no indication that happened.

Then on August 11, tragedy struck twice. First, the 65-ft powerboat *Crescendo* somehow rammed into the southeast breakwater at Newport Harbor, eventually



Inspired by this '02 Ha-Ha'er, the rally committee picked up two Nuclear Globes to add to the beach fun at Turtle Bay and Bahia Santa Maria.



— cont'd

sinking in 135 feet of water. Hours later Greg and Debbie Grani's customized Hatteras 65 *Grunt* caught fire and sank at her mooring at Catalina's Cherry Cove.

What's most surprising — or miraculous, if you go in for that sort of thing — is that not a single injury was reported in any of these horror stories.

— *ladonna*

great moments — cont'd

would have been fine at this point — if the bitter end of the stern anchor line hadn't gone slack. But it had, allowing the end of the stern rode to go beneath the boat. It caught on something, but we couldn't tell if it was the rudder, which wouldn't have been a problem, or the port prop. The latter would be a big problem because, with both daggerboards up and just one engine, *Profligate* has no steerage until she gets some water passing by her rudders, and that takes about 200 feet. Alas, we'd drifted to within 75 feet of what appeared to be dangerously shallow water with a rocky bottom. And we were getting

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LATITUDE / ANDY

SIGHTINGS

great moments — cont'd

closer by the second.

It was time for a desperate measure — putting the port engine in gear, hoping that the rode was caught in the rudder and not the prop. “Clunk”. That settled it, the line was caught in the prop. Shit, shit, shit and double shit! We tried getting away from shore using just the starboard engine, but we just moved sideways. Had we been alone in the anchorage, we’d have had to let the bow anchor down with absolute minimum scope, hope it would quickly grab and swing the bows into the wind, then power out. But that seemed awful risky, so we did what we hate to do — we called for help.

“Say, Ron,” we shouted to a friend on a nearby Freedom 33, “would you mind pushing our bow offshore?” We used our best totally-cool-but-if-you-don’t-hurry-the-hell-up-we’re-on-the-rocks voice. As the seconds ticked by, we wished we’d emphasized the “hurry” more than the “cool” but Ron, soon accompanied by another guy in a dinghy, eventually managed to get our bow almost into the wind. Given a

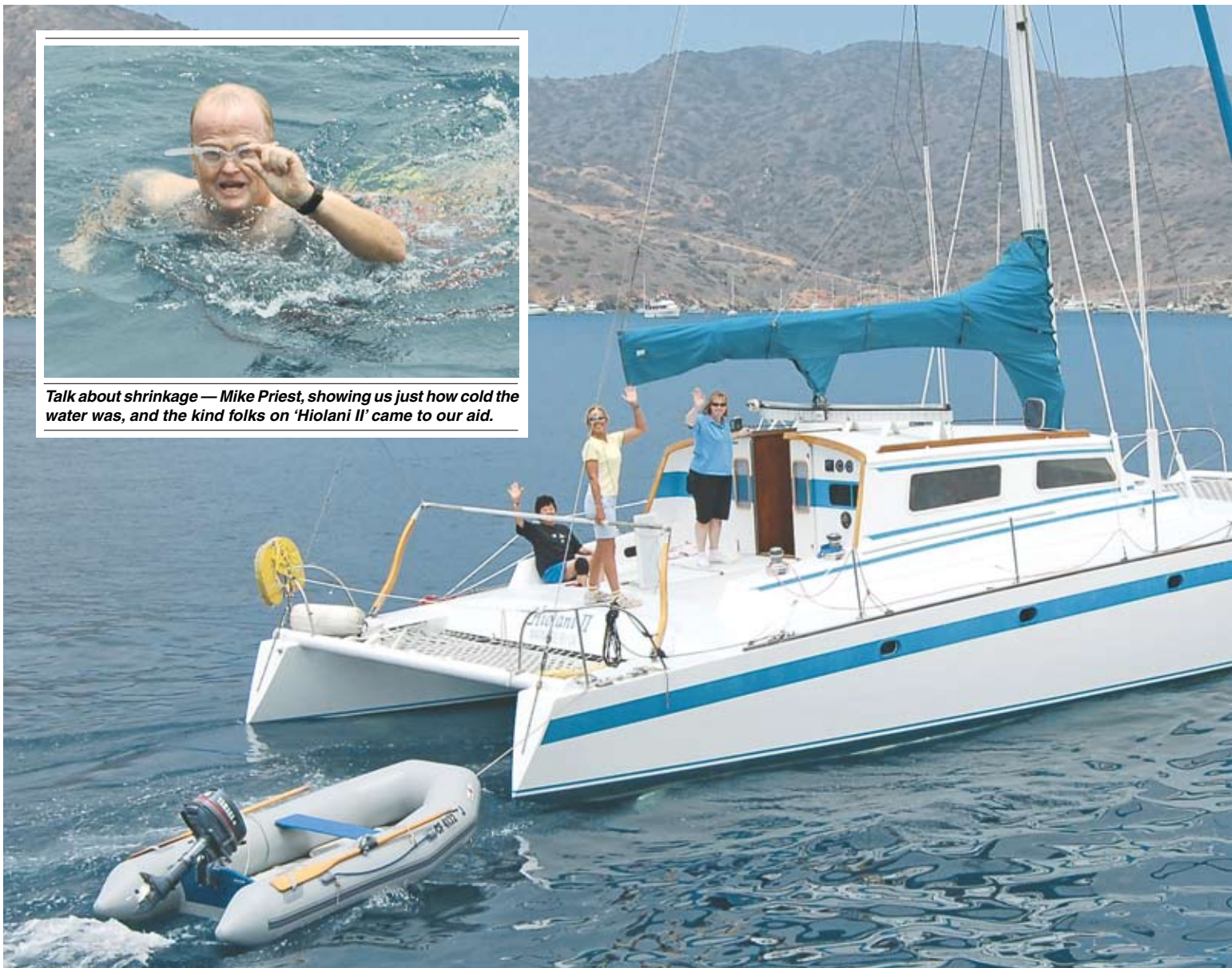
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no iridium

With features like nearly global coverage, outstanding portability, reasonable investment options (including short-term rental and pre-paid service), decent voice quality and a far less daunting learning curve than HAM or SSB, Iridium satellite phones are becoming a very attractive option for long-distance communications. Add to this the system’s ability to provide reasonable data speeds (for things like email and GRIB weather files), and it’s little wonder that more and more cruisers are seeing an Iridium phone and a notebook computer as an answer to many of their needs. Unfortunately, most computers are being sold today with soft-



Talk about shrinkage — Mike Priest, showing us just how cold the water was, and the kind folks on ‘Hiolani II’ came to our aid.



COURTESY GREG FOSTER

on vista

ware that can not provide the very data services cruisers want most, and that's causing headaches for many casting off the docklines this season.

The problem is that most PC-based computers sold in the last few months are pre-loaded with the Windows Vista operating system. Simply put: The Iridium software, necessary for data use (email, blog updates, GRIB files), is not compatible with Vista. This means that if you buy a new computer and a new Iridium phone right now, chances are very good that they will not work together. According to Iridium's Liz DeCastro, the company is

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NEWSFLASH!

The 90-day rule
is back in effect.
See *Loose Lips*
for more!

great moments — cont'd

little room to maneuver, we were able to use the starboard engine to get out of Cat Harbor, away from the rocky shore and other boats. At that point it mattered not that we had a line in the prop, we were in blessed open water, away from dangers. We weren't in a rush, so we'd enjoy our sail, not really caring that we had the stern anchor line looped around the back of the port hull and wrapped in the prop.

We'd just gotten the main up when we spotted a cat in the distance. It was *Hiolani II*. Once they got close, we realized that Mike Priest, an old friend, was aboard. That gave us an idea. "Hey Mike," we shouted, "what would you think about going for a swim on a warm and sunny day like this?" It was no longer a matter of safety, just better sailing, so if he declined, it wouldn't be a big deal. But he said he was game and, a few minutes later, jumped in with a mask and snorkel.

Once he was in, Liz asked Mike how cold the water was. If you look at the photo of Priest in the inset, he's holding his thumb and index finger very close together. "It's this cold," he shouted in reply.

Then Liz called to us, "Did you know that your dinghy is loose?" "No," we replied confidently, "it's just on a really long painter."

Liz and the other gals believed us for about 15 minutes. Finally deciding that nobody uses a 150-yard painter, they retrieved our dinghy for us. Geez, what a day!

Meanwhile, Priest had gone under a number of times. "Not only did you have the rode caught in your prop, but a fender, too."

Damn! Thanks to all the commotion, we'd forgotten all about it. Just to make sure, we looked down to make sure we'd put on our pants that morning, too.

Anyway, after doing a round of buffalo milks worth of work, Priest got the line and the fender out of the prop. Once he was clear, we tried the engine, and it worked fine. So there was no damage, other than to our pride, a very minor dent in our pocketbook, and we even had a lovely singlehanded sail around to Avalon. The morals of the story? First, don't do stupid stuff. Second, it's very helpful to have friends.

— richard

roy disney speaks out

Two years ago, following the 2005 TransPacific Yacht Race, I wrote to *The Advertiser*, lamenting the sad and dilapidated state of the Ala Wai Boat Harbor. My letter was reprinted in a number of publications, in Hawai'i and the Mainland and, for a brief few months, there was hope something might be done.

Two years ago, the second-largest fleet in TransPac's illustrious history arrived to find the entirety of 'TransPac Row' condemned, rotting and useless, not just to them but to the state in general. Instead of the 100-year tradition of a true 'gathering place' for the visitors, the boats were scattered haphazardly around the boat harbor and largely left to fend for themselves — and to feel entirely unwanted and unwelcome.

"How could it get much worse?" we said to each other in 2005.

Well, in 2007, another near-record fleet found out how much worse it could get. Two more rows of slips were derelict and almost nonexistent; boats had to be tied stern-to with no access to either electricity or fresh water. The feeling of *aloha* was almost entirely missing.

As you know, Pacific High Productions has been shooting a feature film — slated for distribution next year by the Walt Disney Co. — based on the TransPac race, working in and around Ala Wai since January. The condition of the boat harbor has severely limited our shooting options and angles, lest we embarrass Hawai'i by inadvertently photographing the pathetic conditions there.

We would certainly find it difficult to recommend it to others in our industry as a filming location. In the past, Ala Wai has been a highly

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SIGHTINGS

disney — cont'd

desirable location for such shows as *Gilligan's Island* and, of course, *Hawaii Five-0*.

Ala Wai Boat Harbor is without a doubt the single most important and most prestigious location for a world-class marina in the entire northeast Pacific. A restored and vibrant harbor, right on the edge of Waikiki Beach, would be a highly visible source of pride and, more importantly, of income to the city and the state. It could be a tourist attraction of real importance.

But the simple fact is that NOTHING has been done, and Ala Wai continues to suffer from what seems to be almost malicious neglect.

If the trend continues, the harbor will be empty of useable moorings by the time the 2009 TransPac racers return. In the interim, local mariners of all kinds — sailors, fishermen, every lover of the sea — will continue to suffer.

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iridium

“currently working with our vendors to provide a Vista-compatible solution for our DI2 service. However, we don't have a set deadline for when that service will be available.” Luckily, the solutions for those who can't wait are simple, if not exactly easy.

The first and probably easiest solution is to buy an older computer, or buy a new computer with the Windows XP operating system. XP is a faster, smaller, and (in most people's opinion) more stable OS than is Vista. Depending on where you buy your computer, you may have the



Wide open spaces — Spread, the Ala Wai has a tremendous amount of empty space just going to waste. Left to right, 'docks to nowhere'; yes, there is a boat under all that junk, and it's for sale!; several docks, including the ones formerly known as 'TransPac Row', are crumbling.

— cont'd

option of choosing to have your new computer loaded with XP. You will miss some of the bells and whistles of Vista, but it is the only simple way to get Iridium (and a lot of other specialty software) to work.

The second option, for those who already have a Vista machine, is to get a copy of XP and replace Vista. Doing this can be as simple as popping in a DVD and letting it walk you through the installation. In other cases, additional steps may be required. Your computer manufacturer should be able to give you some idea of

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disney — cont'd

It is tragically ironic that the state which takes such great — and deserved — pride in its roots in the sea, which has produced a living symbol of that in Hokule'a, should neglect one of its most important gateways to the sea.

It is my strong belief that the government has demonstrated that it is simply unable to run the boat harbor properly. It is time for private enterprise to step in, take over and do what it has done for many similar marinas elsewhere, all over our country and abroad.

As I said two years ago, I write as one who knows the state more than a little. I first came here as a kid in 1939, and I have always returned out of love. I have come back as a tourist, as a businessman, as the owner of a local television station for many years, as a competitor in the TransPac, and most recently as a filmmaker and a homeowner.

It pains me — as it should pain every Hawai'i resident — that government has been so remiss in recognizing the importance of Ala Wai. Please, for all of us, visiting sailors, local sailors, but especially for all the proud citizens of Hawai'i, fix Ala Wai!!!

— roy disney

Readers — We've had very strong feelings about this same matter for a number of years and would like to have expressed them in this issue, but there weren't enough pages. Stand by for our comments next month.

trans-pacific baby project

Like the flight of the Hindenburg, the Trans-Pacific Baby Project was intended to be fun. We wanted a baby. It seemed like the right time in our lives. We'd be stuck out in the middle of the ocean for a month, twiddling our thumbs. Why not try to start a family while crossing the Pacific?

Why not inflate a passenger blimp with explosive hydrogen gas?

Like so many of history's Really Bad Ideas, the TPBP began life with the very best of intentions. It was in the details that it came up short. Seemingly irrelevant details, like: what if you can't take your seasickness medication while pregnant? What if you get morning sickness? And what if your 300-ton dirigible explodes in a ball of fire the size of Long Island?

Then there was the matter of timing. So much in life depends on timing. The Donner party, for example, might actually have made it to California if they'd left a little earlier in the season. They might have found gold, struck it rich, spent the rest of their days giving booze-soaked parties full of San Francisco whores, if they hadn't gotten stuck in that pesky snow. As it was, they spent a few weeks chewing on each other's body parts before succumbing to cold, starvation, and cannibalistic brain rot.

Similarly, the TPBP suffered from a lack of timing. The original idea was to get pregnant while crossing the nice clean ocean, but then Peter knocked me up in the boatyard, a week before we left. There are probably more toxic places to conceive a child than a third world boatyard — Chernobyl, for example — but there aren't many of them. Boatyards, especially those that aren't regulated by killjoy party-poopers like OSHA and the EPA, contain more carcinogens and teratogens than you can shake a stick at. People grind highly toxic, lead-based bottom paint off their hulls with disc sanders, creating an Arabian sandstorm of evil red dust. They spray aerosolized two-part polyurethane on their boats, a process so dangerous that it should only be done with a full body suit and positive-pressure respirator. The guys down in Ecuador do it in shorts and a T-shirt.

By the time we left the boatyard, then, I was already pregnant with a three-headed, furry green baby from hell. One week to the Galapagos,

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SIGHTINGS

tpbp — cont'd

one week spent frolicking with the boobies and the seals, and off to sea we went. Three thousand miles to the Marquesas. Four weeks of sailing. And I was five weeks pregnant.

In the early planning stages, as I considered the timing for the TPBP, I didn't give a thought to the uncomfortable aspects of pregnancy, such as nausea and vomiting. It didn't even occur to me that it might be reckless, even dangerous, to spend a month of my first trimester aboard a small yacht in the middle of the Pacific, without a working single sideband radio. Actually, all I really thought about were bikinis.

As a small-breasted woman, I've always longed for voluptuous curves. I imagined the pregnancy hormones flooding my body, my fabulous new knockers spilling out of my bathing suit. I imagined myself a golden fertility goddess, my swollen breasts and belly great with child. I would adorn myself with hyacinths, coconut oil and pearls. My hair would be thicker, my skin would glow with inner light, and I would be radiant. It's a really fun place in my imagination.

A week into our passage, I did in fact have sensational breasts. They were covered with purple and yellow bruises from leaning out over the starboard rail to vomit out into the ocean, but they were sensational. They were so swollen and sore they felt as though they'd been gnawed on by a team of angry pit bulls, but they looked terrific.

And yet, while great boobs are fun, they can't tell the whole story. The only way to properly narrate the ill-fated denouement of the TPBP is to share a few excerpts from our sea log.

Day 7: Can't digest anything more than plain rice, but have developed the nose of a bloodhound. Hate all food. Neglected fruits and vegetables now dissolving into pools of rot, like forgotten bodies of senior citizens. Found a potato today that had transformed into a swollen cyst. Was rippling with maggots. Threw it overboard. Retched. Went back to bed.

Day 9: Forty-two eggs now coated with mold. Thought of eggs makes me want to throw up. Hate all eggs.

Day 12: Stomach has become an exclusionary country club that only accepts white things. Foods I can eat: rice, oats, pasta, potato, crackers. Foods I can't eat: everything else. Stomach rejects all other foods in a fit of racist pique.

Day 14: Spent today longing for foods that would kill me if I ate them. Would give my baby to science in exchange for a slice of prime rib.

Day 17: All I see out there are rolling blue waves. Roll, roll, roll. That's all the ocean ever does. Roll. I hate the ocean.

Day 18: Tried to heat a can of soup today. Got thrown against door to head. Burst into tears. Went back to bed. I hate my bed.

Day 19: Am considering coat hanger.

Day 20: The smell of my own body is making me sick, but am too weak to wash. Rubbed baby wipes under my arms as compromise. Now I smell like a baby's ass. I hate babies.

Day 21: Here are the things I can do: lie in berth, feel sick, count flies, look at wall, read, watch movies, wipe sweat off face, eat white food, race to the cockpit and throw up. Here are the things I can't do: everything else.

Day 23: Are 439 miles from Fatu Hiva. Think I can swim for it.

Day 24: Violently sick all evening. Alternated vomiting with lying on sail bag and weeping. Went back to bed, where I longed for my mother, a teddy bear, and an angel with cold hands to stroke my head.

Day 26: Arrived Fatu Hiva. Too weak to get off boat. Lay in berth and tried to eat bland food. Watched Lord of The Rings.

Strangely enough, it was *The Lord of The Rings* that provided the overarching metaphor for the Trans-Pacific Baby Project. When Sam carries an exhausted Frodo up Mount Doom, I got a lump in my throat. I thought about the passage we'd just completed. How every time I stopped throwing up, Peter was right there behind me with a clean paper towel so I could wipe my mouth. I thought about how

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iridium

what will be involved.

The third option, running multiple operating systems, requires more advanced skills to set up. It gives the user the flexibility to choose from among two (or more) systems at start-up, and is the only sure way to allow both XP-only and Vista-only (and/or Linux-only) software on the same computer, but should be considered for "advanced users" only.

So, there are a few viable options for those who can't wait for technology to catch up to their needs, which is good



— cont'd

since it may be some time before Iridium provides a stable solution for running on Vista. If you're concerned, contact the companies involved, and let them know how you feel. Who knows? It may just help set a deadline or two.

— brad hampton
www.seageeks.com

In addition to being marine electronics and computer "geeks," Brad and his wife Kim have sailed their Rawson 30 up and down the coast for the last six years.

tpbp — cont'd

he sat and stroked my head when I was so sick of feeling sick that I wept with despair. I thought about how he singlehanded our boat for 3,000 miles, tending all sails, keeping all watches, making all meals and doing all the dishes. He even managed to crack a joke or two along the way.

Like most of history's Really Bad Ideas, the TPBP was fraught with problems. The timing was terrible. The devil was in the details. But it isn't the Hindenburg, and it hasn't really blown up in our faces. We managed to sail our boat to the South Pacific. I'm safely out of my first trimester. I'm feeling a lot less sick and, as I sit in the cockpit, watching the dolphins leap and spin around our boat, I think to myself what a good man, what a great friend, I've decided to have a baby with.

— antonia murphy



Something's in the water — Antonia Murphy, spread, demonstrates her daily activities while crossing the Pacific to the Marquesas. Sally and Sam Peterson of the Downeast 32 'Moana', above, also discovered they were 'in the family way' halfway through their passage to the West Coast from the Marshalls.

IN PRAISE OF

Bay Area sailors are a crafty lot. They are enormously knowledgeable, resourceful, persistent people who find great bargains on tired boats and whip them into shape on a tight budget.

They have my unqualified respect. Because, it pains me to admit, I am of a different lot. I am not crafty. I am not enormously knowledgeable, resourceful or persistent. To me, the prospect of whipping a boat into shape sounds like torture.

Even though I've sailed since childhood, I've never owned a boat big enough to have a wheel instead of a tiller. Engines worry me. Shopping is a bore. I'm impatient, and there lurks within a weakness that terrifies friends. Namely, I trust people.

So when the idea arose of buying a boat to cruise in the Med, there was reason to suspect I might pay a sucker tax premium.

True to form, I paid too much.

And I'm happy that I did.

Because I've come to believe that, in many cases, if you pay more, it will cost less. In the long run, a great bargain can cost too much. Too much spent

With all the money he's saved over the long run, the author contemplates upgrading his rental car.

hunting for that bargain, too much spent on 'minor' repairs, and too much time spent off the water.



Sophie — skipper, boat partner and significant other — at the helm.

Yes, there were nights when I was haunted by the thought that I'd paid too much, losing up to five minutes of sleep. If only I'd shopped a little more. Or was willing to take on some repairs. Or waited for the friend who knew a guy who knew a boat that might be great. But then I'd wake in the morning, dive into the clear water at a lovely bay of my choice, and forget about money.

Anybody can spend too much for a boat. It takes harder stock to accept it, and convince themselves that it's actually the economical thing to do.

Of course, this philosophy puts you outside of the boating world mainstream.

Most boaters are proud of the great deals they get on absolutely everything, enjoy discussing it in detail, and look at you with pity if you paid

retail. You're not, the look seems to say, part of the club.

Your shame of not getting an incredible bargain, however, will be compensated by the fact that you're sailing.

The following is a case history.

The stars aligned, fortune winked, and I was to leave San Francisco and move to Europe. I'd always wanted to sail the Med. Gee whiz, if Europe is in the cards anyway, why not get a boat? Should



be easy.

So I turned to my friend Simon, at that time in charge of the fleet at OCSC Sailing in Berkeley and a former charter company owner in Greece. I told him I was looking for a used boat in Europe, and laid out the criteria:

1) A boat two people could cruise comfortably.

2) A boat, not a project. It had to be solid and reliable.

3) A boat popular in Europe, so there'd be a reasonable chance of selling it quickly when the stint there ended.

"That last one will jack the price up," he said. In other words, if you want a boat other people want, you'll pay more up front.

I told him I might be willing to spend a few bucks more. Simon didn't hesitate. "Swan, X-Yacht, Grand Soleil."

These all sounded like muscle boats to me. How about something my partner might like? She likes her comforts.

Simon knows what he likes. "Swan, X-Yacht, Grand Soleil." But this time he



"You never miss the money you spend to do something right."

SPENDING TOO MUCH



Above, Bonafacio, Corsica, one of the prettiest stops in the Med. Right, a masthead view of 'Paloma'.

added, "Hallberg-Rassy."

"But don't show her the Hallberg-Rassy," he said.

"Why?" I asked.

"She'll love it."

While still in San Francisco, we sailed a Swan that a friend got for a "great price" (more on this later) and spent an evening on a Hallberg-Rassy. Sure enough, the Hallberg-Rassy was the winner. I will admit that the Swan was torn apart and the Hallberg-Rassy was nearly new, but it's hard to shake first impressions.

So the list of names immediately narrowed to one, even though it meant spending more than we'd planned. To get a bit closer to the budget, the list further shrank to a modest-sized Hallberg-Rassy 36.

This, of course, was a foolish way to



shop, as we would ignore other great boats that were available. On the other hand, it was a manageable list. Why be confused with pesky details?

This doesn't mean a Hallberg-Rassy is the best boat for everybody. It has its faults, and there are other outstanding boats. In every price range, there's probably a boat with an above-average reputation which other people want. It just so happens that in Europe, where

Hallberg-Rassys are in such demand by the English and Germans, there is a good chance of unloading one quickly at the first sign of skin cancer.

Why is this important?

We have friends, one with a beautiful but lesser-known boat, and another with a popular charter-type boat. Both have been trying to sell their boats at a fair price for well over a year, paying insurance, dock fees and maintenance while they've moved on with their lives. That's a lot of money to support an anchor around your neck.

You have to shop a long time to get a good deal on a boat."

Yeah, but, we didn't.

While still in San Francisco, we did the prudent thing and went to a recommended broker. We reviewed the criteria, and discussed the issues unique to buying a boat in Europe. She had sound advice, and volunteered to represent us. We signed up.

This is a step that might have saved us money — if she hadn't dumped us 10 days later.

The problem, it seems, was that we were overeager customers. We were moving soon, so we moved fast. Within a few days we'd located three boats on the *Yachting World* online search site

that looked good, and were giggly over the prospects. Having other clients to attend to — and a life — she couldn't keep up with us. She was also probably questioning our sanity. Not wanting to just take our money, she preserved her reputation by sending us a nice email suggesting we'd be better off going it alone.

Clearly, we were mere chicks waiting to be plucked.

IN PRAISE OF

Having a broker is a smart option. Ours, in our brief moment together, gave us valuable advice. But in our case a broker would have prudently suggested we look at more boats, which would have



Above, Tossa del Mar, on Spain's Costa Brava. You don't get this kind of beach house off San Diego. Right, at anchor.

racked up the considerable costs of flying around Europe, renting cars, and staying in hotels. A wise broker determined to get us a good deal might have counseled us to act rationally, move more deliberately, and possibly miss a season of sailing.

Instead, we bought the first boat we saw. Gulp.

A tiny ad in the classifieds of *Yachting World* magazine read something like, "Perfect Boat, Everything Great. Good Price. 10 Years Old. By Owner." Following that frightening inclination to trust people, we pursued it.

Two weeks later, after exchanging emails and seeing photos, we made an offer contingent on the survey. Imprudent, yes. But we'd done the homework, seen her sistership in San Francisco, and knew what we were getting. This is another item in the 'plus' column for focusing on popular, reputable boats. You can scout them out ahead of time by looking at their twins, reducing the travel time. And expense.

We flew to Sardinia for the survey, which was glowing. The boat was meticulously maintained, and there were other people standing behind us to make an offer. We did negotiate, but without the steely-eye bargaining skills of a broker, we paid more than we should have. By

ALL PHOTOS DAVE WOODSIDE

my later estimate, about 5% to 8% too much. But that was largely offset by the money we didn't spend ping-ponging across Europe.

We were happy and they were happy. So happy, they bent over backwards in helping us get to know the boat.

It's a fine boat. That's not to say we didn't have problems, but so far we've had way fewer problems than many new owners.

At the risk of losing credibility on this point, we haven't tried to sell the boat yet, so can't guarantee it will sell quickly. On the other hand, a number of people have asked us to call when we're ready to



sell, so there's reason for optimism.

For the same money, we could have had a larger boat. A nice, almost new Jeanneau 44, for example, with acreage inside. It's a lovely boat, a popular boat, a fine boat. The trouble is, there are thousands of lovely Jeanneaus for sale in the Med. It's a buyer's market, which drives the price down when it's time to sell, and because of that, they seem to lose great chunks of value with each passing season.

Another thing about the boat that saved us money: parts are available.

When our boat was wintered in Barcelona, the neighbors were constantly banging on exhaust elbows that didn't quite fit, sketching out ways to modify a pulpit, or eyeing a just-delivered custom

made unit that was a centimeter too short. Why sweat it? Stock parts fit. By buying them, in the long run, we saved either time or money, and often both.

This tinkering and worrying on docks, of course, is epidemic. No boat is without problems. No matter how nice the components, things go wrong. However, a carefully constructed boat, often overbuilt, seems to have fewer problems. This is a debatable point, but in most cases the people who own them will agree.

Often overlooked on that first test sail, friends tell us, but a great source of relief later on, is that a well thought-out boat usually has better access to engines and wiring, fewer squeaks underway, and more powerful systems. They all pay off.

Here's another case history, similar to many happening around the Bay at this very moment. Some acquaintances, after much shopping, bought a yacht of legendary pedigree for a 'great price'.

*True to form,
I paid too much. And
I'm happy I did.*



All it needed were some minor fixes and cosmetic improvements. In three months they'd be laughing and drinking champagne in McCovey Cove.

Three years later, the improvements are almost finished. The original cost of the boat has more than doubled. On top of that are the lost weekends and nights at the boatyard, and those thrilling moments of equipment failure. Granted, they now know the boat inside out, and there's the considerable pride of accomplishment. But I don't know if they've had that champagne in the Cove yet.

On the other hand, 21 days after we arrived at our boat, we sailed *Paloma* into Bonifacio, Corsica, one of the great ports in the Med. We had a beer when we arrived. Maybe two.

Here's one of the spendy mistakes we made. We didn't consider where the boat was berthed. It was a small town on the north coast of Sardinia. A very small town. With a dirt cheap marina. Sound exotic? Yes, but there were few boat parts or places to get them. Big hassle.

We bounced from village to village in not-so-cheap rental cars, racing the clock to beat the *siesta*, hoping crude drawings would take the place of bad Italian, and had moments of numbing frustration.

Also, the quality of the local expertise was suspect. The two people in town who

Buying the first boat you look at: pricey. Possibility of getting ripped off: High. Enjoying sunset while anchored in Sardinia: Priceless.

knew 'boat English' were an Italian Air Force General, formerly in charge of the Italian NATO mission in Kosovo, and an extraordinary Dutchman who'd fought in the resistance, escaped German prison camps numerous times, built dams in Iraq, and had been shipwrecked. Both were helpful, but there was a price to pay. One afternoon we were drafted by the General to board his boat and watch his catwalk routine. He wore a style of

Right and below — no matter how nice or new a boat may be, things go wrong. However, under the spend-too-much theory, problems should be less frequent, less expensive and less time consuming to fix.



hat we'd not had the pleasure of seeing before — the largish tip of a male member — and a giant rubber strap-on hand clutching his crotch. Another evening, when we had these two gentlemen over for dinner, they soon began swapping



dirty jokes. Imagine your grandfather and, let's say, Henry Kissinger elbowing each other in the ribs and sniggering, a lascivious glint in their eyes. Funny at first, but an entire evening with two octogenarians going blue became a bit creepy.

There's often a price to pay, even for free advice.

The worry factor extracts a high price, as well. Strong boats, strong rigging,

IN PRAISE OF SPENDING TOO MUCH

and reliable systems all cost more up front. But in the middle of any body of water, they give you a slightly elevated sense of security. That's not to say something can't go wrong with strong boats. But you do have a few less things to worry about.

Perhaps Ed, a friend who is finishing up a 9-year circumnavigation on *Cinnabar*, a reliable Valiant 40 he's owned for 23 years, put it best. "On a boat, you never miss the money you spend to do something right."

Otherwise, a tiny corner of the mind always worried about what you didn't do right. That's a heavy price to pay.

If you've worked in a boatyard, or can build a working engine out of Silly Putty,



Spending years fixing up a bargain boat means you could miss meeting characters like the retired Italian Army general.

by all means, salvage that tired old gem and shine it into a jewel.

But there's a case for us mortals to spend up, and not jump on that inexpensive or off-brand boat with custom systems. Or scour the country looking for the absolute best deal. Or kid ourselves that any boat project is going to be cheap. When faced with choosing between a real steal that needs work, or a well-kept, well-built boat with a higher price tag, I've come to believe most people will probably

save money on the pricier boat.

The bottom line is, paying more is often the best way to spend less. You may stretch your budget upfront, but it prevents stretching it even more later on.

Three years on, our boat has had few problems. Beyond normal maintenance, there's been a bad toilet valve, a failed bilge pump diaphragm, a small leak around the rudder shaft, and a few light bulbs that needed replacing. That's the kind of work that lies within my comfort zone.

Do I wish I knew more before buying the boat? Absolutely. My lack of knowledge has cost me some money and grief. At least one Italian boatyard scammed us, which I've since learned is the national sport in Italy.

But you learn quickly, because you have to. Before long, you'll know enough to help others out.

You more resourceful readers will count out the many ways we could have been smarter. I'll happily agree with them. But for me, it was the only way this notion of sailing the Med was ever going to happen.

Repeating advice I've often read in *Latitude*, if you wait too long, that will be the highest price you can possibly pay.

— **david woodside**

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THE BEAUTY

The races are short, the winds often light, the results mostly meaningless and the awards rarely more prestigious than logo'd bar glasses. So why do so many people keep coming back week after week for beer can races? For the same reason we can't help running these photo features on them: they are so much fun. Even if you don't drink beer.

You are by now familiar with the spiel. Beer can races are excellent training for 'real' racing. They're a great way to spend quality time with friends and family, and a great way to meet new friends. Have we mentioned that beer can races — most of which start about 6-6:30 p.m. — are also an excellent way to decompress from a stressful day or even week at work?

A quick glance at our *Calendar* section reveals that most yacht clubs run beer can series — also known to the politically correct as 'evening races' or 'club races.' Most are on Fridays, but not all. In fact, if you wanted to, you could sail in a dif-



LATITUDE/SUTTER

Above, a few short minutes before this photo was taken, the crew of 'Morpheus' were irritable and stressed out. Now look at them. Below, 'Sicerra II' on a tight reach in the South Bay.

ferent one every day of the week.

Whatever you call them, wherever they are held, from the Delta to Monterey to San Diego, the scenario is much the same: long shadows, pretty sunsets, flat water and nice sailing. Conspicuously absent (well, most of the time) are white-knuckle conditions, brass-knuckle protests and knuckle-busting competition. This ain't the freakin' America's Cup — it's friends sailing with friends and gathering with other friends afterward for burgers and refreshments.

Rather than focus on one club this month, the photos on these pages represent two: Richmond YC's Wednesday Night Series and South Beach YC's Friday Night Series. We're sure the winners are listed on those clubs' websites if you're interested. In our book, everyone out there was a winner.

Most of the beer can series end this month or next, so get out there and enjoy them while you still can.



OF BEER CANS

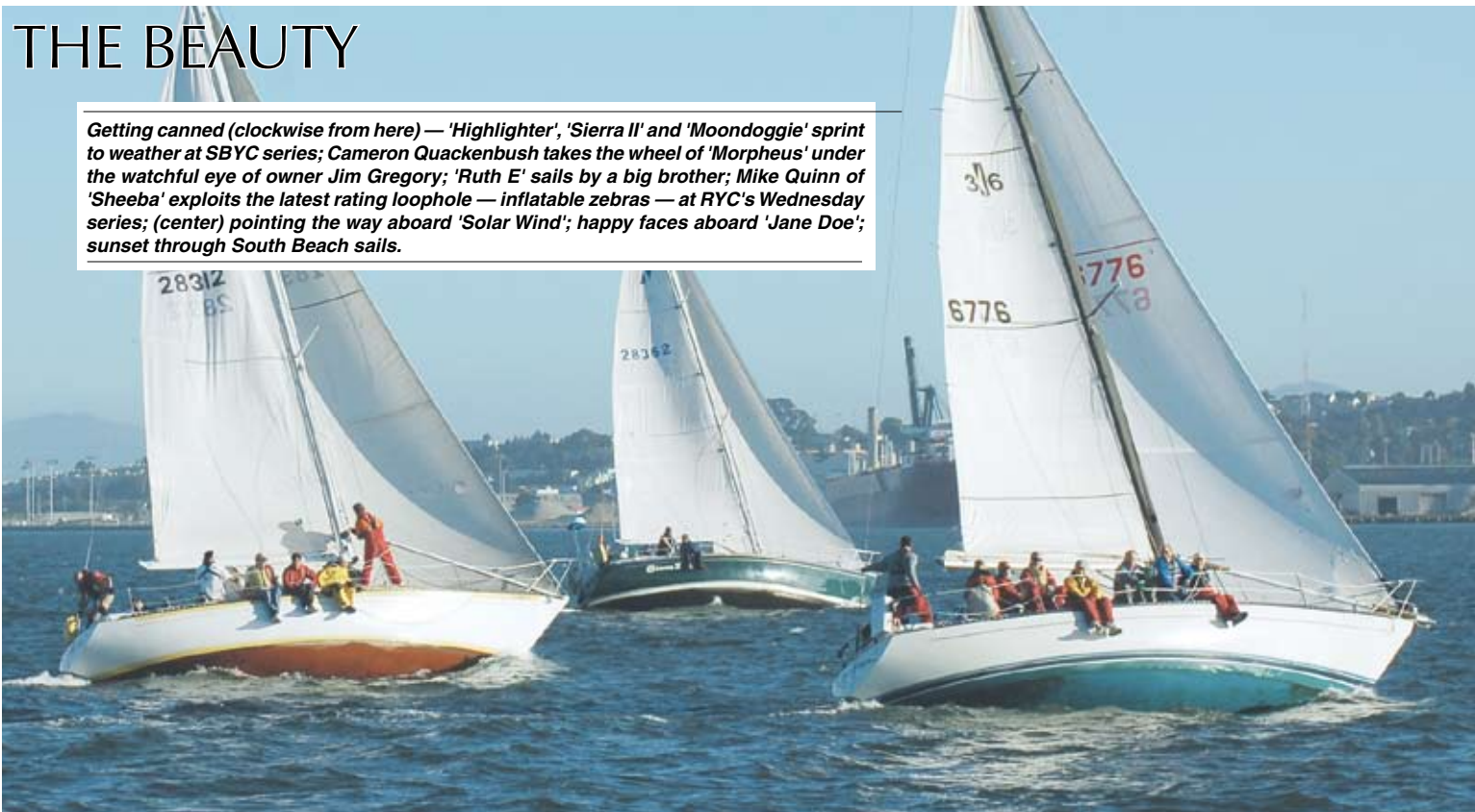


Above, charge of Fleet 1 in SBYC's Friday Night Series. Left, 'Travieso' and 'Double Play' on Sunset Boulevard.



THE BEAUTY

Getting canned (clockwise from here) — 'Highlighter', 'Sierra II' and 'Moondoggie' sprint to weather at SBYC series; Cameron Quackenbush takes the wheel of 'Morpheus' under the watchful eye of owner Jim Gregory; 'Ruth E' sails by a big brother; Mike Quinn of 'Sheeba' exploits the latest rating loophole — inflatable zebras — at RYC's Wednesday series; (center) pointing the way aboard 'Solar Wind'; happy faces aboard 'Jane Doe'; sunset through South Beach sails.





LATITUDE/SUTTER



OF BEER CANS

LATITUDE/SUTTER



PHOTOS LATITUDE/UR EXCEPT AS NOTED

the *latitude* interview:

Merl Petersen and Will Peterson

The golden age of piracy is long gone, but it's hard not to believe the spirit of Jack Sparrow endures well beyond the silver screen. Especially after you spend an afternoon aboard a classic schooner talking with guys like Merlin Petersen and William Peterson. The lives of each of these bona fide sea dogs seem like chapters read aloud from a Jack London novel — Merl, now 85, went to sea at 18 and served as a ship's carpenter on Army transports going up and down the West Coast during the war. Advancement was quick in those years, and by the time he was 25 he had his Master's license. His bar pilot's license followed soon after. His first sailboat was a lovely schooner named Clarissa which he owned in the '50s during the few short years of his marriage. He still has his second boat, the 74-ft Belknap and Payne schooner Viveka, which was built on the East Coast in 1930. He has put 150,000 miles under her keel in the past half century, along the way becoming an integral part of local maritime folklore. Long before hippies, the Summer of Love and the Age of Aquarius, Merl and his cohorts were out on the water pulling some merry pranks that would have made Ken Kesey envious. When not up to some local mischief, Merl sailed far and wide aboard Viveka and other well-known boats, including a seven-year circumnavigation. Somewhere along the way, he also became President of the Pacific Ocean.

Will Peterson — no relation, although he and Merl are sometimes mistaken for father and son (truth be told, they get along too well to be related) — has been a true cruising gypsy for nearly half his 58 years. After making an early living as a fine artist and manager of an art gallery, a hitch in the military gave Will the wanderlust, and soon afterward he 'ran away to sea', teaching himself to sail in a series of small boats and eventually taking off for far horizons aboard Kama, a double-ended ferrocement cutter. He has since made a half-dozen extended trips to the South Seas, countless treks back and forth to Mexico and across the Caribbean on deliveries, and a nine-year circumnavigation that unfortunately ended with losing his Newporter 40 Kamera 800 miles from the Golden Gate in July of 2005. If you remember a two-part interview we did with him shortly after that, you will also recall that he acquired both Kama and Kamera for free — they were given to him. Yes, both required money and extensive effort to get (and keep) going, but in true self-reliant 'iron man' fashion, he'd stop for a while, find work long enough to repair the boat and replenish the cruising kitty, and move on.

Following the loss of Kamera, which had 'tied the knot' of her circumnavigation off San Diego, Will found himself floundering around ashore like a fish out of water. But not for long. At the time, Merl was looking around for someone to work on Viveka in return for room and board on the boat, and a bit of money. One thing predictably led to another, and these two modern-day buccaneers joined forces, forming a good working relationship as well as a strong friendship. Will still laments the loss of his last boat, but expresses amazement at his present situation. "Things," he says, "work out like they're supposed to."

We stopped by the boat in Point Richmond last month to catch up with what's new, what's old and what's next for Merl, Will and Viveka.

Age before beauty, so let's start out with you, Merl. How and when did you acquire Viveka?

Merl: I bought the boat in 1957 — 50 years ago. She was in Southern California at the time and, for a while, I was renting my slip from John Wayne down in Lido Isle. He was quite a friendly guy.

Was she named Viveka when you bought her?

Merl: Yes. That name came from her third owner, Bob Fraser. I think it was the name of one of his daughters. The boat was originally launched as *Joan II* for a member of the J.P. Morgan family. When Cyril Tobin raced the boat out of the St. Francis YC, she was named *Seaweed*.

Fifty years — so you bought the boat when you were 35? What were you doing for a living at the time?

Merl: Property development. I'd buy a piece of land, put apartments or commercial buildings on it and resell. I'd actually had several 'careers' up to that point — I got a Master's license during the war running freighters along the West Coast — and retired for the first time when I was 30.

When did Viveka come back to San Francisco?

Merl: In 1960. Then I went to Hawaii in 1965 and ran out of money, so I got a contractor's license there. At one time I owned seven houses and built a 30-unit condominium in Honolulu that I sold in '72. I lived aboard the boat at the Ala Wai.

Hawaii is where you started your circumnavigation, correct?

Merl: Yes. My circumnavigation began from Honolulu in 1992 and ended there seven years later. But there was lots of sailing in between.

Give us some examples.

Merl: In 1989, they had a race from Hawaii to Hiroshima — it was kind of a thing to commemorate the war. We took third in that. Then I went to Nohotka, Russia, where they were starting this 700-mile race to Japan. There were 35 other boats including this 70-ft Australian boat, a flat-out racer. On Russian television, they asked what I thought my chances were. I said if there's any wind I could be first to finish. Everybody looked at me like, this guy's nuts! This old boat? There's no way. So anyway, we flew spinnakers off both masts and finished four hours before any other boat.

I also did a lot of sailing with other people. I sailed 25,000 miles with Jake Wood on *Sorcery* — both of them, actually, the C&C 61 and the newer 82-footer. Jake and I were good friends, and he was a great guy to sail with.

Everybody who knew him has a 'Jake' story. What's your favorite?

Merl: There are lots of them, but one of my favorites was when Jake first brought *Sorcery* down to do the Caribbean circuit. There was a guy down there who really wanted to sail



Will and Merl.

on the boat. Jake was in the restroom taking a leak and this guy, Ron, was taking a leak alongside him. Ron finally got up the nerve, turned toward Jake and said, "I want to sail on your boat."

Jake said, "You're pissing on my shoe." (laughter)

Did he get on the boat?

Merl: No, he didn't! (more laughter)

So how did Merl Petersen hook up with Will Peterson?

Merl: Well, first of all let me make it clear that there is no relation. Trouble is, he's a Swede and they don't even know how to spell 'Petersen'. He spells it "s-o-n". The Norwegians and Finns and Danes all spell it "s-e-n", which is correct.

But anyway, to answer your question, the *Chronicle* ran a

story on him when he was rescued and *Latitude* ran a story on him. In fact I think I got his number from you guys. At the time I was looking for someone to kind of help me out with the boat. This guy seemed like he knew boats and he was footloose and fancy free, so I said if you're interested, come down and take a look.

Will: After the *Latitude* interview, I got a half dozen offers of work — everything from living on a ranch to house sitting to working for room and board up in the Delta. Merl was the last of the six calls, but he said he was living on a 74-ft schooner down here in Richmond. I kind of wanted to still live on the water, so his call was the most interesting to me. I remember calling you guys to kind of make sure this Merl fellow was who he said he was. When you said he was the genuine article, I came down, we talked and I decided yeah, I could probably co-exist with him and do whatever needed to be done. That was

the *latitude* interview: merl and will

in the fall of 2005, and I must say Merl has treated me like a prince and we've gotten along very well.

What type of work do you do on the boat?

Will: Maintenance, upkeep, varnish, painting, some structural work. We hauled her out awhile back and did a bottom job. I do the dishes, vacuum. . .

Merl: I do the cooking.

Will: Merl does the cooking.

But anyway, all in all it's worked out really well. I don't know if you remember, but I injured my back during the rescue off my boat so I couldn't hardly wiggle. So he went easy on me for about six months while I healed up. Now I'm back to almost 100% and feeling really good again. I've been doing watercolor paintings again and occasionally work on other boats. About a month ago I started part-time as a 'marina attendant' in Bodega Bay. So four days a week I stay at my sister's up in Santa Rosa and commute to Spud Point Marina, then I'm down here on *Viveka* three days. And it's great. Like I've always said, God loves me and I don't know why and I'm not going to ask.

If we could go back to you for a minute, Merl. We need to clarify some things for our younger readers. For starters, where did you get the title of President of the Pacific Ocean?

Merl: Well, Spike Africa was the original President. I don't know how he got the title. But he was a great guy. We were pretty good friends and we'd go out sailing together sometimes. Sterling Hayden had given me this cannon off *Wanderer*, and I'd fire it every once in awhile. Well, one time we got it out and Spike put a whole pile of black powder in the thing and the concussion ripped it loose and broke the chainplate and we had to tie everything off to limp in.

So anyway, Spike and I were having a few drinks in the Rusty Pelican in Newport one day and I said, "Are you still President of the Pacific Ocean?" He said, "Oh yeah, it's a lifetime thing." I said, "Who's the Vice President?" He said, "We don't have one — you're the Vice President!" So I had some T-shirts printed up that I was Vice President and I took them down to Tahiti when I sailed on *Sorcery* down there. I even gave one to Princess Caroline, from Monaco. She was very friendly and said, "If you ever get to Monaco, come and look us up."

Anyway, when Spike died, some people in the Bay Area got together to decide who the next POPO was going to be. In the meantime, the Clipper Cup was going on in Hawaii. Boats from all around the Pacific were there and decided to have an election, and I was elected. Word got back to the Bay Area 'electoral committee' and they said, "Oh no, we can't have that." So there was a big thing in *Latitude* about it for two or three months back in the early '80s. Finally, it was conceded that I was President.

So much for politics. What was all this about the sea battles and the Viveka Girls?

Merl: When I had the boat in Sausalito in the early '60s, I became friends with Enrico Banducci. He owned the Hungry I nightclub in the City, and had his 60-ft *Shearwater* across the channel from *Viveka*. He came over one day and said, "Things are really dull. We ought to make something happen." Sterling had given me the cannon, so I said, "I got a cannon. Why don't we get some more cannons and we'll have a war?"

There was a maritime supply down in San Francisco that had some old fashioned guns they used to fire messenger lines for breeches buoys. They fired a slug about as big as a beer can. I knew the guy who ran the place and said, "Will you loan



us some of those cannons? We're going to have a war." And he said, "Okay." So I got four cannons for Banducci's boat and three more for mine.

How big were these cannons?

Merl: Big. They weighed about 150 pounds each. So Enrico had his crew and I had mine. I had an all-girl crew of 10 to 15 girls. I also had a friend who had an airplane so he was my air force. On the day of the battle, he dive bombed Banducci's boat with paper bags of flour.

Where did these battles take place and what did they consist of?

Merl: On the Sausalito waterfront right in front of where Horizons is now. We had two cannons on each side. We'd motorsail back and forth, fire the cannons first on one side, then turn around and do the other side. All right in close to shore — maybe 200 feet off. We'd load the cannons with a quarter pound of black powder and a little bag of cooking flour and lots of newspaper so it would make a big boom and blow out a big cloud of smoke. *Argosy* and *Sea* magazine both did articles on it. I got letters, fan mail, proposals of marriage. It was fun.

What did the powers-that-be think of the battles?

Merl: Not much. The City of Sausalito had a patrol boat. City limits extend into the water, so they said if you come inside this line we're going to arrest you.

Then we had the waterskiing elephant. . .

Now there's a legend worth retelling. How did that come about?

Merl: Well, Banducci found it. It was a stunt elephant from Hollywood, and that elephant loved to waterski. They built this platform over two pontoons from a float plane and they'd tie the elephant's feet onto it and tow it with a big motorboat.

They'd tie him on?

Merl: Her. Yeah, so she wouldn't slip off. And it was so great because, I mean, that elephant *loved* it. She'd be swinging her



PHOTOS LATITUDE/JR

'Viveka' sails the Bay.

trunk like 'look at me'. They loaded her on at the ramp over at Zack's and when they brought her back, she wouldn't get off. She'd just stay there. She wanted another turn!

And people watched this from shore?

Merl: Oh, did they. Sausalito was totally jammed. What happened was, we had some friends at KSFO plugging it and Herb Caen was mentioning it all the time in the *Chronicle*. The papers said between 12,000 and 15,000 people came to see it, and they couldn't get into town because all the streets going in and out were totally jammed. People were abandoning their cars on the road like it was a parking lot. The city had to enact an emergency bill to put on extra police and fire department personnel. After it was over, the City Council in Sausalito enacted an ordinance outlawing waterskiing elephants. So we only did it the one time.

What about the sea battles? How many of those were there?

Merl: The first one was in 1961. We kind of let things calm down for a couple of years and then decided it was time for another sea battle. This time, out of courtesy, I went to see the Sausalito City Council and they said yes, we could do it, but we'd need \$100,000 worth of insurance, put up a bond and so forth. I said forget it, so we went over to Tiburon and did it there. We actually put something together with Mrs. Ghirardelli of Ghirardelli Chocolate to have a big trophy presentation for the winner with all the proceeds going to charity. I won the second battle (and the first), but when we went to the yacht club for the awards presentation with my all-girl crew, they wanted \$5 apiece to get in. I said wait a minute. We put this whole thing on and I won and we're going to be presented with the trophy because we won the war. They said, "Sorry, we're going to have to charge you." I said, "Okay, forget it. Come on girls, we're going over to Sam's." I told Banducci what was going on and he got his crew and we all went over to Sam's. It eventually dawned on somebody over at the presentation that we weren't there, so they came over and said there was a big

mistake, they screwed up and come on back over. We said, "No way!" I have no idea who they gave the trophy to.

Will, back to you. One of the really unique aspects of your sailing life is the amount of sailing you've done on essentially 'free' boats. Has the trend continued?

Will: Actually, I've been offered three different boats and yes, one of them is for free. It's a 40-ft Block Island cutter built in 1960. The problem is, it sank. It was raised, and the hull, planks and ribs are good, but it's a mess. It will take a huge amount of work — just like the two previous free ones. All the electronics are gone, the engine is toast, sails, rigging, everything. I'd pretty much have to rebuild it. The other two boats are in better shape but the owners are asking too much. So I haven't made any decisions yet — except that I do think I want to get back out there again.

You mean another circumnavigation?

Will: Well, yeah. Maybe. But if we're talking about circumnavigations, I'll tell you what. I've been trying to get Merl to go again — become the world's oldest circumnavigator. We'd get another all-girl crew and he wouldn't have to do a thing except sit in the cockpit and shout orders. The crew and I would sail the boat. So far he won't go for it.

Merl: No comment.

Both of you have sailed with lots of different crew — Will, in our 2005 interview you said you had probably sailed with more than 100 different people on your various cruises. Do any of them, or does any incident with them, stand out?

Will: One that stands out was this Englishman who asked to come along on a passage from Acapulco north. It was him, me, and a woman named Linda, and we took turns standing watch. Before leaving, I asked him (and her) all the usual questions and gave all the usual instructions — basically, don't go onto the foredeck and wake me if you see lights or have any doubts or questions about *anything*. So about the third night out, Linda and I were off watch sleeping below and I heard this

the *latitude* interview: merl and will

little voice: "Will, Will, I think you should come up here." So I got out of bed, stuck my head up the hatch and here's this ship not more than 100 yards away and coming fast. All I could see was this big iron prow coming right at me. I got up on deck, pushed him out of the way and started throwing sails off, turning the helm, trying to get out of the way. I didn't even have time to start the engine. The whole time I'm looking over my shoulder and here comes this ship and I'm thinking, "I'm dead, I'm fucking dead." When the ship reached us, the bow wave pushed us away, spun us 360 degrees — and it was over. We were okay.

I turned around and looked at that guy and said, "Were you sleeping up here? You didn't see this ship until he was almost on us?" He said, "No I wasn't asleep. But I couldn't tell which way he was going or coming from." I said, "What are you talking about, couldn't you see the lights?" He says, "Yeah — but I'm color blind."

Can you believe that? He couldn't tell red from green! So now, in addition to every other question, I always ask potential crew members if they're color blind.

You guys both seem to be doing well these days. How is

Viveka?

Merl: In very good shape. She was built right to begin with and every owner she's had took pretty good care of her.

"The Sausalito City Council passed an ordinance outlawing waterskiing elephants."

What is her construction?

Merl: Oak frames and double-planked hull — 3/4-inch cedar on the inside and 1¼-

inch mahogany on the outside. The frames are 10 inches on center and every third one is a 'grown' frame — meaning it was cut from a branch so that the grain conforms to the curvature of the rib. Everything's original except the deck, the floors and the interior layout, all of which I've redone over the years.

Even the masts?

Merl: Yes, although they've both come down — the mainmast off Hawaii and the foremast (and bowsprit) in Italy. But both were repaired and put back in the boat.

So what's the next big adventure?

Merl: Maybe another race. I keep trying to talk Ron Macanan into a best two of three match race. His M-Boat *Pursuit* is a little longer, but I think we could still beat him.

— *latitude*/jr

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2007 ROLEX FASTNET RACE

High on the list of every ocean racer's 'must-do' events is the Royal Ocean Racing Club's Rolex Fastnet Race. On the *cojone*-meter, it could easily rank #1, surpassing even some round-the-world races in terms of physicality, weather extremes and tactical complexity. Unlike many distance races, the Fastnet is no downwind joyride. In a typical year, half of its 608 miles are upwind across some of the roughest water on the planet.

First held in 1925 and once part of the Admiral's Cup, the Fastnet is now a

stand-alone event held in odd-numbered years. It takes place right after Skandia Cowes Week, which this year meant an August 13 start. Such is the popularity of the Fastnet that, a few years ago, the RORC put a 300-boat cap on entries, then started a waiting list. This year, the waiting list alone was 70 boats long — that's the size of a TransPac fleet in a

Spread, 'ICAP Leopard 3' crosses tacks with 'Rambler' in the early going. Inset right, the doublehanded 'PRB' rounds the most recognizable mark in racing.

really good year.

As diverse as the fleet is — everything from family-sailed 35-ft racer-cruisers to professionally-staffed 100-ft super maxis — the course is even more eclectic. From the start at Cowes, boats head down the Solent, out past the Needles and into the English Channel. Once past Land's End, it's a 200-mile sprint WNW across the Celtic Sea to Fastnet Rock and its famous lighthouse off the southwest tip of Ireland. After a short beat south to the Pantænus buoy, the fleet can



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finally hoist spinnakers for the power reach back to England. Leaving Bishop Light on the Scilly Islands to port, the homestretch is usually a downwind run past the Lizard and into the finish at Plymouth. The fastest boats can make it in a bit under two days. Slower boats might spend the better part of a week in conditions ranging from no wind and sunshine, to powerful squalls with driving rain. Throw in big seas, cold water, cross swells, adverse current, sleep deprivation, hunger, exhaustion, seasick-



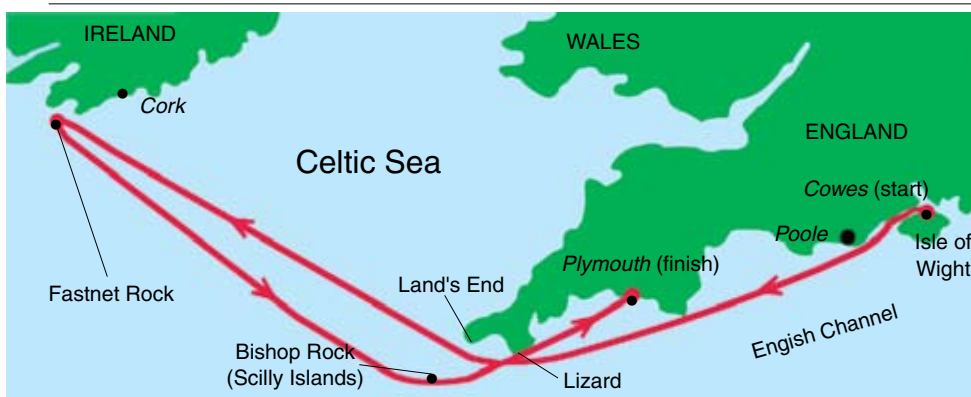
2007 ROLEX FASTNET RACE

ness — any way you look at it, it's an unforgettable experience.

Before the 271 boats in 10 mostly IRC divisions even crossed the starting line, this year's 42nd edition distinguished itself with the first-ever weather delay. Gales forecast for the top part of the course caused RORC to delay the Sunday, April 12, start by 25 hours. That act alone caused a number of boats to drop out — including all four entries in the ORMA multihull class — and a bunch of boats on the waiting list to transfer to 'active' status.



ROLEX/CARLO BORLENGHI



Monday dawned clear and sunny with a 15-knot breeze ushering the fleet down the Solent. The big boats of this year's 'Super Zero' class immediately took command, with most eyes on the matchup between the two 100-ft canting-keel super maxis, Neville Crichton's *Alfa Romeo* and Mike Slade's *ICAP Leopard 3*. The former, the latest and largest of Crichton's *Shockwave/Alfa Romeo* boats, has amassed a string of wins since her 2005 debut. *ICAP Leopard*, the third Slade maxi to carry the feline moniker, was just launched in June. The Fastnet was to be her first long-distance race in 'real' wind.

Also jumping out early were the small fleet of doublehanded Open 60s, led by Alex Thompson and Andrew Cape on Thompson's latest *Hugo Boss*, which was launched only a month before. The *Boss* men took the early lead as the fleet exited the Solent and began working west.

Another unique aspect of this year's race was its huge attrition rate. On the first evening, the same low that had postponed the start slammed into

Land's End, thrashing the front-runners with 40-knot blasts. Before long, the OC Tracking system beacons installed on each entry showed scores of boats heading for shelter, some with torn sails (including *Alfa Romeo*) or broken gear (including three dismastings). Most boats just seemed to be erring on the side of safety — a very big deal at the Fastnet. Whatever the reason, in the space of about 12 hours, the 271-boat fleet had been whittled in half. And it didn't stop. By the end of the race, 211 boats had retired, leaving only 60 official finishers — less than the last TransPac.

Leopard had a few mishaps of their own, including losing their hydraulics (which operate the keel) for several hours, and getting a shark so hung up on the rudder that they had to stop and send an Australian crewmember over the side to extricate it. ("Australians know sharks," Slade later explained.) By the time they got squared away, they found themselves in a drag race with George



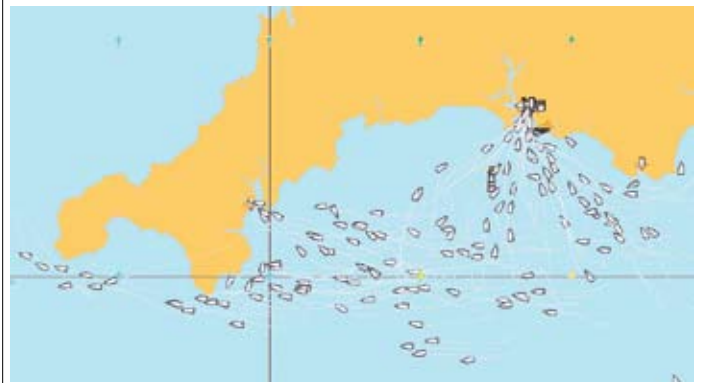
ROLEX/CARLO BORLENGHI

Above, *ICAP Leopard 3*'s Mike Slade. Far above, Alex Thompson's new *'Hugo Boss'* replaces a same-name boat he had to abandon in last year's *Velux Five Oceans Race*. Left, one of the most fabled courses in ocean racing.

Davis' R/P-90 *Rambler*, a five-year-old, water-ballasted boat (and one of Crichton's former *Shockwaves*) skippered by Ken Read. Hot on the heels of the front-runners were the Open 60s.

[A quick note about the safety issue. The 1979 edition of the Fastnet remains the deadliest event in ocean racing history. Hurricane-force winds raked the fleet that year, resulting in loss or abandonment of 23 yachts and the loss of 15 lives. Though "the bad one" as it's called, is rarely mentioned, it is certainly on the minds of every sailor who does this race — particularly when it starts getting nasty out there. It is also worth noting that, in the 28 years since then, the RORC has gone to extreme lengths

ONE FOR THE RECORD BOOKS



Below, the fleet heads down the Solent soon after the start. Below left, overall race winner 'Chieftain'. Above, a glimpse at the future. All boats in the Fastnet were fitted with beacons from OC Technology — a first in so large a fleet — and the results are astounding. To watch a graphic replay of the entire race, log onto the official website (<http://fastnet.rorc.org>), click 'tracking', then 'following the race' then 'Official Race Viewer.' When that page loads, click 'Replay from start.' Note that you can click on any boat icon (or its name on the list to the right) to highlight that boat's name, position, course and speed. Nice!



ROLEX/CARLO BORLENGHI

first 24 hours, and never got more than three hours of sleep a day.

First across the finish line just before 8 a.m. on Wednesday the 15th was *ICAP Leopard 3*. In addition to winning her owner a Rolex watch and the Errol Bruce award — one of 30 trophies presented to boats in this race — *Leopard* also set a new race record of 1 day, 20 hours, 19 minutes, bettering the former mark (set in 1999 by Ross Field's 80-ft *RF Yachting*) by more than nine hours.

"The boat is very solid," said an obviously pleased Slade. "You put water (ballast) in the back and lift the bow and it's like a Volvo 70 stretched to 100 feet. We never had to back off. To the contrary, you can push the boat." *Leopard* was followed across the line 45 minutes later by *Rambler*, and about five hours later by *PRB* and the rest of the Open 60s. The first five finishers also beat the old record.

Finishing 10th but correcting out to first overall was another canting keeler,

to stress safety in this race, including requiring safety courses and 300-mile qualifying offshore sails for every entry. They also employ some of the best weather forecasting of any event anywhere.)

R*ambler* was first around The Rock at exactly 5 p.m. (local time) Tuesday, followed three seconds later by *Leopard*. That was the end of the thrilling duel between the two boats. Once *Leopard* hoisted one of her huge kites and canted the keel over — the equivalent, according

to the design specs, of putting 200 guys on the rail — she took off.

Third around, half an hour later, was the French Open 60 *PRB*, sailed by Vincent Riou and Sébastien Josse. As hard as this race is for the fully crewed boats — *Rambler* sailed with 19; *Leopard* with 24 — the physical aspect was hardest on the doublehanders. "It is a short race time-wise, and the weather is so changeable it doesn't allow for any sort of regular watch system," said Josse, who reported that they made 14 tacks and six or seven sail changes in just the

ROLEX/CARLO BORLENGHI

2007 ROLEX FASTNET RACE

CLASS WINNERS

Class	Name/Nation	Type	Owner	Corr. Time
Zero Cant. Keel	Chieftain (IRL)	Cookson 50	Ger O'Rourke	73:08:39
Super Zero	Rambler (USA)	R/P 90	George David	75:38:55
Zero/A	Snow Lion (USA)	Ker 50	Larry Huntington	84:36:48
Zero/B	Courrier du Coeur (FRA)	Beneteau 44.7	Gary Trentesaux	78:09:47
IRC 1/A	Sidney (GBR)	Match 42	Josh Richardson	103:38:29
IRC 1/B	Scarlett Oyster (GBR)	Lightwave 48	Gordon Appleby	84:47:28
IRC 2/A	Antares (NED)	Trintela 53	F. Winterswijk	91:32:47
IRC 3	Cavatina (GBR)	Granada 38	Erik Lisson	97:17:09
Two-handed	Voador (GBR)	J/105	Simon Curwen	86:53:13
Open 60	PRB (FRA)	Farr 60	Vincent Riou	50:17:44

Ger O'Rourke's Cookson 50 *Chieftain*, which finished Wednesday night after 55 hours on the course. Interestingly, this boat was 46th on the waiting list and got officially inspected and entered only 48 hours before the start. *Chieftain's* win was the first ever for an Irish boat in the Fastnet, and yet another feather in the cap for O'Rourke, who sailed the two-year-old boat to a division win in the '05 Sydney-Hobart, and a class win in the HSH Nordbank blue race (trans-

Atlantic from Newport, RI to Hamburg) held earlier this summer.

Although *Chieftain* reported no major gear failures and somehow avoided the worst of the weather, they endured perhaps the most extreme hardship in the race: just past the Lizard, they lost all their navigational electronics, as well as the ability to receive weather reports. They sailed the remainder of the race using — gasp — dead reckoning and paper charts, with only occasional con-

firmation from a glitchy handheld GPS with almost-dead batteries. Talk about earning it the old fashioned way . . .

The awards ceremony was held Friday evening, although a dozen or so boats were still on the course. The last one, *Spellbinder of Wytch*, a Starlight 39, finally pulled in on Sunday morning.

By that time, many of the big boat crews had dispersed and the boats themselves were being prepped for what's next. *Rambler* was headed to the Med for the Maxi Yacht Rolex Cup in Sardinia in September. Almost all the Open 60s used the Fastnet as part of their 2,800-mile qualifier for the inaugural Barcelona World Race, a 25,000-mile, doublehanded, round-the-world race that starts in November. Finally, *ICAP Leopard 3* is headed down under to prepare for the Sydney-Hobart — which incidentally is another of the 'must-do' races on everybody's list. But that's a story for another time.

— **latitude**/jr



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FLEX-O-FOLD PROPELLERS

PACIFIC PUDDLE JUMP RECAP

Every sailor who completed the 3,000-mile passage from Mexico or Panama to French Polynesia this spring had a right to be proud of their accomplishment. But doing so made them reflect on the amazing feats of the ancient Polynesians.

Compare their view of the world with the Europeans of the time. To Polynesians the world was all water with islands scattered here and there. After they had discovered an island, they navigated between it and other known destinations with remarkable skill. No instruments were available to help other than their star charts. Even more remarkable were the first explorers who ventured into the Pacific not even knowing there were any islands waiting for them. How many voyagers left and never returned?

In 1600 BC the Polynesians went into the Pacific. In 1300 BC they found Tonga and in 1000 BC Samoa. From their Samoa base they found Tahiti and the Marquesas around 300 AD, islands that are nearly 2000 miles to the east (to windward). Not a passage that many modern sailors would even consider. Then in 500 AD they went from the Marquesas to Hawaii and Easter Island. Four hundred years later they began backfilling the Pacific, populating the Tuamotus and Cook Islands. New Zealand was the last island they discovered on a passage from Tahiti in 1000 AD.

The Europeans did not 'discover' the Pacific until the 1500s, and by then the Polynesians had footholds on most of the islands in the Pacific. So crank up

As in the past, timing was everything. Boats that left even a few days apart experienced large differences in weather.

your watermakers, GPS, autopilots, and such, but give a nod to those ancient sailors who led the way thousands of years ago.

To westbound cruisers, March

in Mexico was a time for making final preparations for the 'great adventure'.

Passage preparation included seminars held by previous Pacific cruisers and experts on rigging, engine and refrigeration maintenance, medical issues and provisioning. Local Ham radio experts gave classes and tests, allowing several cruisers to communicate legally via SSB radio.

As reported earlier, *Latitude 38* hosted the annual Puddle

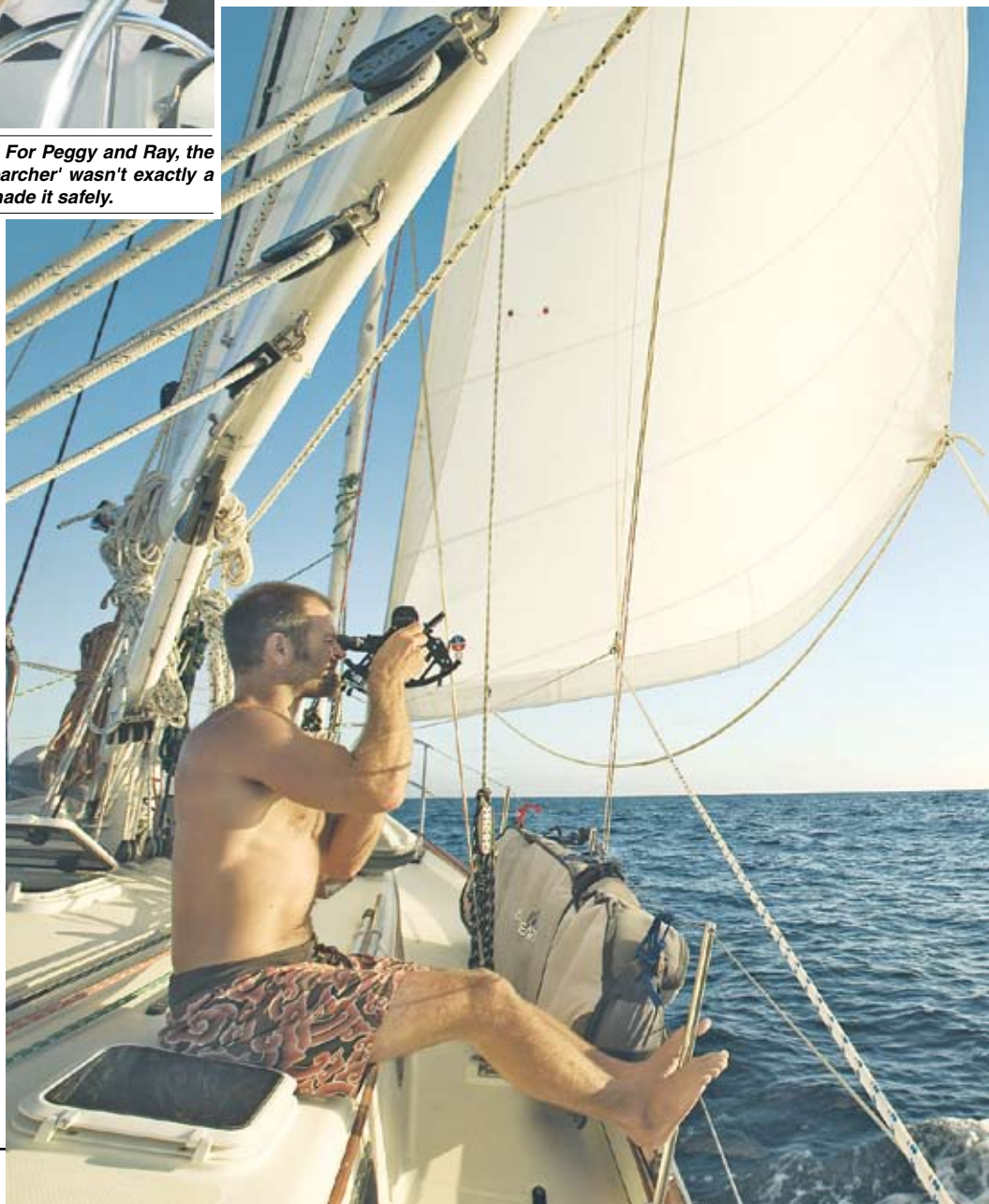
Jump Parties in Puerto Vallarta and Zihuatanejo, which were co-sponsored this year by Tahiti Tourisme Board, who sent a representative specifically to welcome the fleet to the islands. (As reported last month, a special event, the Tahiti Tourisme Cup, was held in their honor July 7 in Moorea.)

This annual westward migration usually begins in early March. The earliest to push off this year was the Santa Cruz-based Cal 39 *No Regrets* with the father-son team of David and Patrick Kelly on board, plus Patrick's girlfriend Carly Dennis. Due to an engine rebuild,



"Been there, done that." For Peggy and Ray, the crossing aboard 'Sol Searcher' wasn't exactly a piece of cake, but they made it safely.

SOL SEARCHER



NICOLE FRIEND

— INTO THE GREAT BEYOND

the last boat out of Puerto Vallarta was this writer's boat, *Sisiutl*, on April 28. Most boats left after the Banderas Bay Regatta in Puerto Vallarta. Other cruisers departed from La Paz and Zihuatanejo. In addition, a steady stream of boats set courses for French Polynesia from Panama and the Galapagos. One powerboat, Eric and Christi Grab's Nordhavn 43 *Kosmos*, made a direct passage from San Diego to Nuku Hiva in the Marquesas.

As in the past, timing was everything.

Boats that left even a few days apart experienced large differences in weather. Calms and winds from odd directions found many cruisers. Other boats breezed through with ideal condi-

MICHAEL SULLIVAN



"Sooo fine!" Young Kurt Talke of *'Southern Star'* catches a dreamy ride at Raiatea. Must have made the whole trip worth it!



MICHAEL SULLIVAN

Spread: *Gar Duke* takes a sun sight from the deck of *'Dreamkeeper'* on a perfect day in mid-ocean. Above: No wonder they call it paradise. The Emeryville-based IP 45 *'Southern Star'* lies peacefully in the Raiatea lagoon.

tions. Squalls are always found along the route. The largest was reported by the crew of *Dirgio*, who experienced up to 50 kts, which damaged their mast during an accidental jibe. At times,

squalls are accompanied by rain of Biblical proportions. *Dirgio* had one 'squall' with torrential rain for five hours straight. Other boats found barely enough rain to even take a shower on deck.

The number of breakdowns this year seemed to be typical, although this might be called the Year of the Engine. In addition to the loss of our own engine on the way to Mexico (rebuilt by 'Teapot' Tony in Puerto Vallarta), both the San Francisco-based Cape George 31 *Infinity* and the Long Beach-based Transpac 49

Sol Searcher lost theirs on the way to French Polynesia. They were forced to make the rest of the passage the old-fashioned way — under sail only. *Infinity's* engine was repaired by a helpful cruiser in an anchorage in the Marquesas. *Sol Searcher* sailed all the way to Raiatea in the Society Islands and had it replaced in time to join the Tahiti Tourisme Cup.

Autopilot failures

were experienced by several boats and prompted *Bold Spirit* to add a wind vane in Tahiti. *Sassona*, a Truant Triad 37 from Canada with the Alger family on board, turned back to Mexico after successive autopilot failures, and will attempt the Puddle Jump another year. There were also the normal failures of chafe, bilge pumps, broken shackles, blocks, plus blown spinnakers, etc. Considering that the boats are under sail 24/7 for weeks, the failures are understandable. Spare parts and an intimate understanding of your boat is a prerequisite for undertaking this kind of passage.

The most common complaint this year was poor fishing en route. Most boats dragged lures all across the Pacific, but very little damage was done to the fish population as a result. Although, if you counted the flying fish and squid found on deck each morning, you could say there were gazillions of fish caught. Guess we need a recipe for stiff, dried



PACIFIC PUDDLE JUMP RECAP

out flying fish! We knew the big fish were out there, though, because everyone reported seeing many pods of dolphin along the entire route, and they seemed to be eating very well.

The following are excerpted reports from some of the Puddle Jump 2007 boats:

"Overall, we had great weather with one squall and a lot of calms around the equator. For the equator crossing we dropped sails, barbecued steaks, got a bit lit, then sailed on!

"If we were doing the passage again we would have installed more solar panels, and brought more diesel. We had a great passage. . . it was all good!

— Mike Fulmor, J. Higbie, B. Edmonds, Arabella, Swift 40

"We had a very calm passage, with many days of very little wind. Comfortable, but long! . . . At the equator we had champagne — our only imbibing on the crossing.

"The radio nets were fantastic. The PanPacific Net at 1400z on 8143.0 started us out, and the Pacific Seafarers' Net at 0325 on 14300.0 picked up from there. Super net controllers — so nice having someone out there to keep track of you.

"It was very emotional when we got close to land. 'Is it really over?' 'Was it really that easy?' So much relief expressed by family and friends!"

— Darrel & Loretta Smith
CanKata, Privilege 37 cat

"We had almost no bad weather, got rained on only twice and then only for about a half hour each time.

"We tore the mainsail in half on day five just below the third reef; sailed with a triple reef for the rest of the trip.

"Most of the time we ate very well, the biggest problem I had was keeping things upright until I could get them on the stove. Once they were on the stove it was fine, but everything on the counter was in some stage of being on its way to the floor. It requires a 'special vocabulary' to cook at sea. Regular cuss words don't seem to work.

"What we missed most from being at sea: Ice, I'd have paid fifty bucks for a bag of ice.

"Watch out for freighter traffic. We were 450 miles out of PV and I was pretty sure we were beyond the traffic. . . We hadn't seen a ship for 18 hours and were almost run down. . . I'm sure he never saw me."

— Jim & Ryan Todd
Cardea, Vagabond Westwind 38

"We broke the main block and tore the main sheet when we got caught in a squall that took winds from 10 to 50 knots in one minute!

"Most of the time the weather was



ERIC GOSCH

On a perfect day in mid-ocean, Gisela takes a ride on 'Far Nieta's bow pulpit. The low points are always offset by the highs.

mild and the sailing was very pleasant. We used our barbecue a lot and ate very well.

"When things broke and the weather got bad it wasn't fun. That is when we started questioning how much time we wanted to spend out here. As soon as the weather cleared up it was all forgotten. We were all very happy and proud of our accomplishments the day we were sailing in to Taahuku Bay listening to the local Marquesan music."

— D. Mosher, T. Kane & D. Anderson
Dirigo, Catalina 440

"Overall smooth passage, other than roly seas behind us that made our boat 'corkscrew'. We had moderate winds of no more than 19 kts, and around 12 mild squalls, all of which we welcomed to cool us down and clean ourselves and the boat.

"At the equator a quick dip in the ocean, offerings to Neptune, a fresh water shower and a Mexican feast.

"Overall, we loved our passage and didn't miss much. We appreciated being on the ocean, witness to the power and beauty of the mighty Pacific and her changing faces.

"Like many people we had ups and downs throughout the passage. Some days we were in love with sailing and the thought of being out there for weeks.

THE PUDDLE JUMP'S ONLINE ARCHIVE

A Yahoo Group, started last year by the class of 2006, was again the means to organize the 2007 Puddle Jumpers. . . . One of the primary outputs is The Pacific Puddle Jump Passage Guide. The book contains a wealth of information on weather, provisioning, radio networks, medical, entry requirements to countries on the routes, safety, and other important topics.

The 2007 Pacific Puddle Jumpers based in Puerto Vallarta updated and reorganized it to hopefully be more user friendly. It is specifically formatted for online usage (or downloading), with many resources identified through links. This manual is also available on the Pacific Puddle Jump Yahoo group

<http://groups.yahoo.com/group/pacificpuddlejumper/>— an online resource for Puddle Jumpers. If you are interested in being added to this group, just click the "Join the Group" link and provide your information. Cruisers subscribed to this private group, then have access to a database of all members, calendar of events, email exchange, data files and Internet links for information important to the members. The database was seeded with information from past Puddle Jumps and supplemented with information added by this year's cruisers. Future Puddle Jumpers will be able to use this database as a start for them to build on.

— bob bechler

— INTO THE GREAT BEYOND



Other days we dreaded getting up for our morning watch, having had a sleepless, uncomfortable, sweaty night. Our emotions ranged from being elated and inspired to being melancholy and exhausted. Looking back on it now, we would both do it again."

— *Gar Duke & Nicole Friend*
DreamKeeper,
Pacific Seacraft 40

"As predicted, no wind for first three days out of P.V.

"As Don on *Summer Passage* predicted, NE trades filled in at 10-15 kts for three days, then 25+ kts for five days. Following seas 6-10 feet, with lots of rocking and

rolling. We were reefed down for comfort and safety, so we didn't make 200-mile days.

"We had a couple of squalls over 40 kts, but being cautiously reefed down made them very manageable.

"From the ITCZ to the Marquesas at 9°S we had 16 days of fantastic beam-reach sailing in a sunny 15 to 20-kt breeze!

"We wanted to swim across the equator, but as Gisela was walking down the ladder into water, something touched her foot and she scrambled back on deck.

"Loved being in the wide-open ocean. Water color was an incredible sapphire blue. We saw two incredible green

flashes. Sailing under the full moon was awesome!"

— *Eric & Gisela Gosch*
Far Niente, Island Packet 420

"We pre-cooked and vacuum-sealed as many meals as our freezer would hold, which made meal prep and cooking a snap. Used the green gas-absorbent bags for veggies and had fresh fruit and veggies almost the whole way across. Arrived with carrots and cabbage. I strapped my breadmaker to the top of the gimbaled stove and had fresh bread all the way. There were always fresh cookies and brownies for the night watches.

"Several days out of Galapagos we received one very accurate routing forecast email from Dr. Steve Lyons of *www.weather.com*. We also communicated once with Don Anderson via SSB and found his suggestions helpful for fine-tuning our passage route. From there we used daily GRIB files which were very helpful for keeping the sail plan tuned in to local weather changes, especially at night. All these weather resources combined with some lucky timing kept us in a weather sweet spot most of the way and resulted in a fast and near idyllic trade wind passage.

"After the genset broke, we dearly wished that we had had a trolling water generator.

"I loved the trade wind passage even when it was boisterous.

Mike was taken aback upon arrival at Hanavave on Fatu Hiva because of its natural beauty — particularly the skyline — and by the friendliness of the Polynesian people. Phil says that arriving at Fatu Hiva met with most of his wild fantasies of arriving at a South Seas anchorage — except that the topless

females were missing.

— *Judy Fontana & Phil Holland*
Fetching Light, Hylas 46

"We arrived in Nuku Hiva after a 33-day engineless passage. Nuku Hiva is beautiful. Susan got a fabulous tattoo



GISELA GOSCH

"Insert tab A into slot B..." Even on the nicest boats, like 'Far Niente', there's always something that needs fixing.

there to remember this adventure.

"We had heavy winds from NE trades and had to heave-to several times to rest. The ITCZ was a non-issue and we only had no wind for one day.

"We planned to go to Raiatea to seek an engine rebuild of our Perkins 25M. Instead, we had the miraculous fortune of running into Christian and Poki on *Irie* at Daniels Bay. While in the bay, Christian slaved for two days on our engine and pretty much rebuilt the thing — after 53 days marinating in salt water. It now purrs and runs better than before."

— *Susan Travers & Elba Borgen*
Infinity, Cape George 31

"Christian slaved for two days on our engine and pretty much rebuilt the thing — after 53 days marinating in salt water."



FAR NIENTE

"We had a little celebration at the equator. First we photographed the GPS showing us at the equator. Then we took some pictures in our party hats. Trinda wanted to swim at the equator, so we all did so, 2,376 miles from Mexico and 725 from the Marquesas. Next we drank a toast to King Neptune and asked for fair winds and following seas. In preparation for the big event, we spent a couple hours making crowns

PACIFIC PUDDLE JUMP RECAP

and a scepter to wear during the festivities. All of our tablets are now missing that nice thick cardboard backing!

"Things we wished we had done differently? Caulk the decks or remove the teak first. A wet bed is no fun and caused temper problems."

— Larry & Trinda Littlefield
Katie Lee, *Passport 45*

"Hindsight: For our own sake, we should have let a sailmaker check our sails before departure. As a result, the foot of headsail and staysail had to be stitched the full length, and the gennaker ripped in the upper area.

"We talked about stopping the boat at a nice moment to go for a swim. Maxime followed a trusted sailor's advice never to do it in the open ocean. Moments later we saw a shark fighting what we thought was a big tuna that didn't make it to our fishing line."

— Uwe Dobers & Maxime Daporta
Magnum, *Peterson 44*

"We waited in Mexico listening to Don of *Summer Passage* and left when he suggested. We were rewarded by wonderful wind.

"We suffered from chafe and rash on the *derriere* — 'swamp ass' is the technical term — from constantly sitting in wet, salty shorts on the moving boat.

"After the crossing we felt a great sense of satisfaction and accomplishment. Ginger's *pareu* was the clothing item of choice, don't leave without one!"

— Peter & Ginger Niemann
Marcy, *47' Custom*

"Being a singlehander, the thing I missed most was a friend's company! Sharing the exhilaration of being at one with nature. . . 'a small boat in a big ocean'.

"My problems centered on electron-

is the ability to chat on VHF to ships passing. I spoke to *Heifer Express*, a dedicated cattle transporter which carries over 2,000 head from New Zealand to Mexico. Imagine that hold!!"

— Jeanne Socrates
Nereida, 36-ft sloop



MICHAEL SULLIVAN

Upon arrival snorkeling is a pastime that all can enjoy. But its particularly sweet when you have a hookah rig, as 'Southern Star' does.

ics: The SSB radio not transmitting adequately — voice too weak & Winlink/Sailmail connections failed; the gas (propane) solenoid switch failed (should have taken several spares); fridge problems; temporary problems with my engine starter motor; windlass seized with salt/corrosion build-up which I freed with TLC.

"One good side benefit of having AIS

"This is the third Puddle Jump and fourth major Pacific crossing for Bob and Sisiutl. This time we are continuing across the Pacific and plan to be in South Africa next year.

On the three Puddle Jumps, I have taken different routes and crossed the equator at 125°W, 130°W, and 133°W, yet all of the elapsed times for the passage were about the same. Leads me to believe that all the fretting about routing and the ITCZ crossing is not that important. Go with what is presented to you at the time and just enjoy the passage.

"This passage was pretty ordinary. No really big days and not many slow days. Most days we covered 100-120 miles. Some squalls, but again nothing out of the ordinary. We had no major equipment problems and, in fact, ended up in French Polynesia with more working than when we started.

We enjoyed the Marquesas but had to cut our time in the Tuamotus shorter than we wanted. Arrived in Tahiti in time for the Tourisme Cup and had a great time."

— Bob Bechler & Karin Laubscher
Sisiutl, Gulfstar 44

2007 PUDDLE JUMP PASSAGE DATA

Boat Name	Boat Make & Length	Captain & Crew	Boat's Homeport	Departed From / Date	Landfall & Date	Days Xing	Miles Xing	Eqtr X Long.	Engine Hours	Best 24 Hr	Worst 24 Hr	# Fish Cght	Breakage & Breakdowns
<i>Arabella</i>	Swift 40	Mike & Barb Fulmor	Oxnard, CA	Pto Vallarta 3/31	Hiva Oa 4/23	23	2,800 nm	132W	60	140	50	1	Self Steering, Auto-Pilot
<i>Cantanka</i>	Privilege 37 cat	N/A	N/A	Panama 3/07	Hiva Oa 4/12	36	4,100 nm	87W	167	77	150	1	None
<i>Cardea</i>	Vagabond 38	Jim & Ryan Todd	Santa Cruz, CA	Pto Vallarta 3/25	Hiva Oa 4/18	24	2,904 nm	130W	153	69	83	2	Watermaker
<i>Dirigo</i>	Catalina 440	Denny Mosher	Napa	Pto Vallarta 3/13	Hiva Oa 4/01	19	2,903 nm	131W	175	120	130	2	Damaged mast in 50k squall
<i>Dreamkeeper</i>	Pacific Seacraft 40	Gar Duke & Nicole Friend	Sausalito, CA	Pto Vallarta 3/24	Hiva Oa 4/15	22	2,824 nm	131W	185	88	98	1	Boom Vang, Engine Cooling
<i>Far Niente</i>	Island Packet 420	Eric & Gisela Gosch	Hemet, CA	Pto Vallarta 3/16	Hiva Oa 4/04	20	2,800 nm	131W	166	91	120	N/A	Watermaker
<i>Fetching Light</i>	Hylas 46	Judy Fontana & Phil Holland	Sta Barbara, CA	Galapagos 3/19	Fatu Hiva 4/05	17	3,042 nm	N/A	200	110	23	2	Whisker Poles, Genset
<i>Infinity</i>	Cape George 31	Susan Travers & Elba Borgen	San Francisco, CA	La Paz 4/5	Nuku Hiva 5/11	35	N/A	132W	19	164	-10	None	Engine, Head, Auto-Pilot
<i>Katie Lee</i>	Passport 45	Larry & Trinda Littlefield	Befair, WA	Zihuat 4/01	Fatu Hiva 4/28	27	3,120 nm	132W	155	65	100	2	Wind Vane
<i>Kosmos</i>	Nordhavn 43	Eric & Christi Grab	San Diego, CA	San Diego 4/28	Nuku Hiva 5/19	21	2,832 nm	136W	160	123	500	1	None
<i>Magnum</i>	Peterson 44	Uwe Dobers & Anne Crowley	San Francisco, CA	Manzanillo 3/24	Fatu Hiva 4/19	21	3,100 nm	127W	170	84	92	1	Auto-Pilot, Tom Sails
<i>Marcy</i>	Custom 47	Peter & Ginger Niemann	Seattle, WA	Zihuat 3/22	Nuku Hiva 4/10	20	2,964 nm	131W	185	120	9.5	1	Rudder Post Brng, Alternator
<i>Nereida</i>	Navad 361	Jeanne Socrates	Hamble, UK	Zihuat 3/26	Fatu Hiva 4/19	24	2,730 nm	131W	148	83	62	N/A	SSB Radio, Propane Solenoid
<i>Quest</i>	65' Schooner	Denise Lahey & Pierre Colin	Gloucester, MA	Pto Vallarta 4/24	Nuku Hiva 5/11	21	2,879 nm	134W	171	93	60	1	None
<i>Sisiutl</i>	Gulfstar 44	Bob Bechler & K. Laubscher	Portland, OR	Pto Vallarta 4/28	Nuku Hiva 5/26	28	3,176 nm	128W	140	57	80	3	S/W Pump
<i>Sol Searcher</i>	Transpac 49	Ray & Peggy Wilson	Long Beach, CA	Pto Vallarta 3/31	Nuku Hiva 4/30	30	2,850 nm	133W	180	-8	30	None	Engine, Auto-Pilot
<i>Surprise</i>	Schumacher 46	Steve & Susan Chamberlin	Pt Richmond, CA	Chacala 3/19	Hiva Oa 4/4	16	2,963 nm	132W	171	93	60	None	Rudder Post Play
<i>Wyntersea</i>	Kelly-Peterson 46	Dr. Jack Wynters	Victoria, BC	Manzanillo 3/26	Hiav Oa 4/20	25	2,800 nm	130W	147	80	25	1	None

* Many 2007 Puddle Jumpers did not report their data.

— INTO THE GREAT BEYOND

"After losing our autopilot on day seven and the engine on day 10, we hand steered 24/7 under sail for 20 days. We have hydraulic steering, so you can't even tie down the wheel, and there was just the two of us! We were stuck in the doldrums at 3°N for almost three whole days! In one 24-hour period, we sailed for

"Tropical rain washed over the fertile volcanic soil and carried the scent of the frangipani and freshly washed earth. . ."

6 hours, moving at 2 knots over ground and made 12 miles toward our destination. Then we had to drop the sails again. In the next 18 hours we drifted backward 20 miles! We sailed all the way to Raiatea where we had the engine replaced with one shipped in from New Zealand."

— Ray & Peggy Wilson
Sol Searcher, Transpac 49

"This is our fifth trans-Pacific crossing on this boat, and it is still a delight. Our 'whomper' (165% jib top) gave us boat speed equal to wind speed in the light reaching off the coast: 189 nm with 8-10 knots on the beam. We arrived with 70 gallons of fuel (50% remaining). We used a weather routing service; it was excellent: good wind, few squalls.

"Sea life spotted? Porpoises and one pilot whale surfing the wave behind us.

"What we missed most from being at sea? Not a blessed thing except, perhaps, the news. We all fantasized that Bush resigned! One of our crew wrote a wonderful description of our encounter mid-ocean with a cruise ship-of their sending the launch and our being wined and dined and treated to a lecture on cetaceans of the southern ocean. We posted it on our website, but only a few readers figured out that it was a hoax.

"Our worst experience occurred post passage. We were anchored in Tahauku Bay, off Atuona, to check in, get provisions, et al. The harbor was crowded, all boats anchored bow and stern. We were as close to the outer limit line as we could get but still had only

about 12' of depth, with a southern swell coming around the breakwater and breaking hard on the beach. In the middle of the night two very large swells rolled in and — according to other anchored boats — broke right at *Surprise*. The bow went skyward and the stern came down hard on the bottom. The impact shattered the master link in the steering gear and badly twisted the autopilot mounting bracket. Fortunately the rudder, made with many layers of carbon fiber, withstood the impact. It was also fortunate that we carry an emergency tiller, as well as rudder."

— Steve & Susan Chamberlin
Surprise, Schumacher 46

"We never did feel truly alone in the crossing as we were visited daily by birds, dolphins, squid and flying fish. One night we even gave refuge from the sea to a large bird as he/she sat on the stern rail for the entire night, only flying off at first light after leaving a great mound of fresh guano.

"Fifteen days into our passage and just north of the equator a fish processing ship passed by us to the north and it was the only vessel that we saw after 200 miles from the Mexican shore.

On July 7 the fleet was welcomed to the islands by a special event in their honor, the Tahiti Tourisme Cup. The 'Adelia' crew loved it.

MICHAEL SULLIVAN



There's a big, big patch of water between Mexico and the Marquesas. Seen here is 'Southern Star' en route to Nuku Hiva.

"On our 18th day the weather changed. What we first thought was just another squall became a storm and, since the winds had been quite light up until that point, we were under full sail. With sheets of horizontal rains, winds holding at 45 kts and gusting to 50 kts Jack remained at the helm, with green water washing into the cockpit, until it passed seven hours later.

"But it was during that moment as dusk descends and the sun slips below the horizon to emit an amazingly green flash that we saw a wonder of the world.

"After 2,800 miles and 25 days at sea, the sight of landfall was magical. We surveyed the landscape that varied from the bare windblown shoreline on

the south east of Hiva Oa Island to the lush valleys that towered over the anchorage. Absolutely breathtaking!!

"Tropical rain washed over the fertile volcanic soil and carried the scent of the frangipani and freshly washed earth out to us across the sea to create a memorable welcome to French Polynesia."

— Jack Wynters & Linda Wasylciw
Wyntersea, K-P 46

"It's best not to buy a boat in November and ex-



LATTITUDE / ANDY

PACIFIC PUDDLE JUMP RECAP



LATITUDE / ANDY

pect to cross the Pacific in April. There are so many things to do, and having to become familiar with all the systems on the boat while doing all the preparations for the crossing added a lot of stress. In order to have some more fun as the preparations take place, I would suggest that at least a year be allocated.

The finale of the Tourism Cup was a twilight dance routine put on by Moorean teenagers at the water's edge.

The more you know about your boat, the more you know what needs to be given attention."

— Barbara Koth & crew
Gypsy Soul, 44-ft cutter

"Answers to the most commonly asked questions, since we are a powerboat: We hold 1,250 gallons of diesel. From San Diego to Nuku Hiva we used 1,000 gallons, averaged 5.7 knots, 2 gallons per hour, and 2.8 nm per gallon. Quite a few people were shocked to see us at Nuku Hiva after we told them we came direct from San Diego! Currents and wind most certainly have an impact on us, and we had about five days of a counter current near the equator that slowed us down quite a bit, hence a 123 mile day. We are thankful everything went smoothly, and we are very excited to be in the South Pacific!"

— Eric & Christi Grab
Kosmos, Nordhavn 43

There were, of course, many more boats which made crossings to French Polynesia this year that did not give us reports.

All in all, it's probably fair to say that completing the Puddle Jump is one of the greatest adventures of any sailor's life.

— bob bechler

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Sailing Schedule 2007

VOYAGES FROM THE MEDITERRANEAN

MEDITERRANEAN TO EAST COAST USA

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

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	11/07	→	La Paz	12/07
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	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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2007 MEXICO-ONLY

Boy this 'brave new world' stuff feels weird.

You might not notice it right off, but the look of this Crew List is very different than those of the past. The reason is that we are moving much of the Crew List — both the forms and the lists themselves — to our website, www.latitude38.com.

IMPORTANT NOTE: *Latitude 38* offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the character

We started with the forms themselves. For the first time since we put the first ones together 25 years ago, the Mexico-Only Crew List forms did not appear in the print version of *Latitude* — only online. Although we did the usual intro in *Sightings* last month, we didn't quite know what to expect — whether there would be more responses, less, or about the same.

Well, oddly enough, a month into it, the list for people looking to crew is larger than it would have been a year ago, and people (with boats) looking for crew is smaller. (More on that in a second.) But the thing is, we are only a month into it. The article and list you are reading now does not usually appear until October. But with the immediacy of the Internet, we're able to come out with the Mexico-Only List, such as it is at this moment in time, a month early.

Everyone who filled out a form and submitted it online — which by the way is free of charge — was immediately added to the online list, and all those who appeared online as of August 24 also appear here. Call it an added perk for signing up early.

As for the seemingly low number of boat owners, it took awhile to figure out, but the answer is actually pretty logical: there weren't really that many fewer, they were just turning over faster. In other words, they'd sign up, get calls and fill their rosters — often within only a few days — and then go back and pull their names off the list. Presumably some of the 'Looking To Crew' people did the same. In that sense, the online list took on a life of its own right away. We probably could have left it to its own devices, but old habits are hard to break, so it also appears here.

The first thing veteran Crew Listers will notice is that the entries here are quite a bit more abbreviated than those that have appeared here in the past. You will also notice that there is only one small 'code' box rather than two large ones. That's because we're just sort of introducing you to the Mexico Crew List 'class of '07' rather than guiding you through them. If you are a boat owner looking for crew (or vice versa), and any of the people here sound like they would work out well for you, then to find out more, we would direct you to our website, where you can find out more than you ever could before the old way.

Those changes aside, the way you actually use the Crew List remains the same, starting with reading and acknowledging the disclaimer in the red box above. If you can't accept those simple terms, please do not take part.

If you can take responsibility for yourself, the advantages of appearing on these pages — and the online list — are numerous.

By appearing here, people can not only make calls and emails, they will also receive them, effectively doubling their chances of finding a boat or crew.

of individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions you may encounter. You must judge those things for yourself.

If you are a complete 'newbie' to all this, or have been away for a few years, here's a quick refresher course.

If you're a boat owner who needs crew, simply scan the columns of men, women and couples who 'Want To Crew'. Again, please note that we have included only their 'bare essentials' — age, general experience level and contact info. If any of them strike your fancy, you can either contact them directly or go to www.latitude38.com for more information about them.

Crew looking for boats do the opposite: check out the boat owners, types of boats and so on, then call or go online.

Once you make the call — or someone calls you — be ready to conduct a mini-interview with each other. Crew might ask things like how long the skipper has been sailing, how many other crew will be aboard, how much time might be spent at each stop, when the boat was last surveyed, how much work might be expected on the boat in each port, information about shared expenses, if any; that sort of thing. Boat owners calling crew might want to ask about sailing experience (or lack thereof), Spanish skills, or compatibility with crew, wives, kids, etc.

Some people, women especially, get lots of calls. Some people make lots of calls. Either way, it's a good idea to make up some 'interview sheets'. Simply write out each of your questions and leave space below each question to jot down answers. Print out 25 copies if you're a man and 50 if you're a woman. (Or run them off at Kinko's.) Then, with each new call, pull out a fresh sheet and you're ready to go. Be sure to write down the person's name first thing on the top of the page. If you don't, take it from us, after about the fourth or fifth call, you won't remember who said what.

Here are a few more Dos and Don'ts to make things go more smoothly.

- Do seize the day: this is especially true now that the List is online. The 'best deals' often go quickly. So don't delay

- Do confine your calls to sailing issues only. Please leave the hormone thing for other places and times. As we've mentioned many times over the years, nice relationships and maybe 8 to 10 marriages have come about as a result of participation in the Crew List — but all these blossomed from initially platonic sailing arrangements. So keep it clean.

- Email anytime, but don't call anybody before 8 a.m. or after 10 p.m.

- Do have realistic expectations. Not all boats have interiors like Swans or go downwind like super maxis. Not all passages are smooth and sunny. Not everyone in a large crew will immediately like everyone else, and small crews can be even touchier to get right the first time. Newcomers should keep in mind that successful cruising requires a

HOW TO GET TO THE PARTY

To get to Encinal YC (from the north or south), exit Highway 880 at 23rd Avenue and head west, toward the Bay. (If you're coming from the south, you'll have to make a U-turn and cross back over the freeway.) Go over the Park Street bridge. At the second light past the Bridge — Buena Vista — make a right. Go one mile and turn right on Sherman. Go over the railroad tracks and make another right on Triumph. Go to the end of the block. The Oakland YC will be right in front of you. Turn right and continue to the end of the parking lot. EYC will be on your left.

CREW LIST

definite attitude adjustment, and the easiest way to start is to leave all egos on the dock. You won't really need them until you get back to the rat race, anyway.

- One corollary to the above is directed specifically at skippers: don't be put off by a potential crew's age. Bronzed young studs or studettes are fine for leading charges onto pitching foredecks in the middle of the night, but we've always appreciated the wisdom and humor of sailors with a little mileage under their keels, too. Plus the latter group usually brings along better music. Give everybody a chance.

- This one should be obvious to both skippers and crews, but do try to arrange a trial sail and overnight anchorage with the prospective crew locally before you make any final choices.

- Finally — and above all — do be honest. Don't try to make up experience you don't have or tell contacts what you think they want to hear. As we've said in every Crew List over the years, in sailing, if you don't know what you're talking about, someone who does can recognize it instantly.

To which some of you new guys might reply, "But I'm inexperienced. Doesn't that put me at a disadvantage?" The answer is yes — if you want to crew at the next America's Cup. But on cruising boats, some skippers actually prefer one or two less-experienced crewmembers. They're easier to train to the skipper's way of doing things than a more experienced hand — and much less prone to argue about it.

Now about the Crew Party. Our fall party — scheduled this year for Wednesday, October 3, from 6 to 9 p.m. at the Encinal YC in Alameda — is now in the fifth year of its own extreme makeover. What used to be a relatively small get-together for Crew List participants has grown into a comparatively large event for Crew Listers; Baja Ha-Ha participants and veterans; transient and local cruisers headed to Mexico; sailors who hope one day to go to Mexico; blue-eyed sailors, left-handed sailors. . . in other words, pretty much everybody is welcome. There'll be munchies, T-shirts, most likely an inflatable liferaft demonstration (and possibly demos), no-host bar, and lots of like-minded sailors all looking forward to cruising south of the border.

For Crew Listers in particular, the party offers several opportunities. First, if you've done the preliminaries on the phone, you can arrange to meet your prospective crew or skipper there for the first time. It's a great 'neutral ground'. Secondly, you can actually make your Crew List connection there. All Crew Listers get name tags color coded as to whether they're looking for a boat or looking for crew. If you haven't made your connections

Name	Wants to Crew	Experience Is	Can Offer
Dick Olsen Male 64	For the trip down. While in Mexico. For Baja Ha-Ha 14, starting October 29. Return trip up (Baja Bash).	Extensive sailing. Extensive cruising. Foreign cruising.	Skills of a normal hand: watch standing, reefing, changing sails. Skilled and experienced sailor. I can navigate, set a spinnaker, steer, and handle basic mechanical problems. Cooking, provisioning or other food-related skills. I have cruised Mexico before.
John Reimann Male 61	For the trip down. For Baja Ha-Ha 14, starting October 29.	Some, mostly Bay or inland sailing.	Skills of a normal hand: watch standing, reefing, changing sails. I speak passable Spanish.
patrick Male 58	For the trip down. For Baja Ha-Ha 14, starting October 29. Return trip up (Baja Bash).	Extensive sailing. Extensive cruising. Foreign cruising.	Skilled and experienced sailor. I can navigate, set a spinnaker, steer, and handle basic mechanical problems. I have cruised Mexico before.

Here's a 'real-time' sample of the results page you will find on our online Mexico Crew List. By clicking on the person's name, you can get even more, including phone and email contacts.

the first mate get in free. Everybody else pays \$7 (including Crew Listers).

After that, all you have to do is have fun, sail safe and drop us a line to let us know how it's going. Good luck!

— **latitude**/jr

NEED CREW

MEN NEEDING CREW FOR MEXICO

Mike, 46, S&S 44, lifetimesailor@hotmail.com

Harry Hazzard, 64, Beneteau 15.5 (51-ft), sail42cc@hotmail.com, (562) 896-7127

Gary Johnson, 69, Wauquiez 38 Mk1, (503) 781-2164

Sam Kesten/John Pressley, 24/25, Rawson 30, sam.kesten@gmail.com

Jim Olson, 64, Hunter 42, jim@primeclosing.com, (509) 993-0838

Steven Pruitt, 46, Dreadnought 32, spruitt@chetcomarine.com, (541) 469-6681

Nicolas Williams, 29, NorWest 33, nicolas_m_williams@hotmail.com, (425) 802-5562

WOMEN NEEDING CREW FOR MEXICO

Catherine McAteer, 59, custom 40, cmcateer2@hotmail.com

COUPLES NEEDING CREW FOR MEXICO

Jeffrey Parish/Socheen Loh, 63/52, 43-ft catamaran, taobuddy@pacbell.net, (510) 914-4793

WANT TO CREW

MEN WANTING TO CREW

Brad, 51, (M), bsurfnut@cox.net, (760) 525-4341

David, 52, (E), timeflies.david@gmail.com

Josh, 50, (M), josh_894@yahoo.com, (510) 579-3563

2007 MEXICO-ONLY

MEN TO CREW — CONT'D

Patrick, 58, (E), patrickclovisralph@hotmail.com, (650) 964-7730
Ron Allshouse, 58, (S), ronallshouse@comcast.net, (707) 451-2900
Joseph Altmann, 59, (E), twosailors@cs.com, (831) 207-9059
Eric Azevedo, 40, (S), eric.azevedo@gmail.com, (650) 804-4395
Bob Bauer, 71, (E), cmdrbob@sbcglobal.net, (510) 783-0953
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Mark Burge, 45, (E), mkburge@yahoo.com, (951), 219-0070
Vince Burke, 43, (E), vince@vinceburke.com, (916) 804-2180
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Michael Carey, (E), lowtide@alamedanet.net, (510), 814-9981
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Sheldon Erickson, 49, (S), sheleric@aol.com
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Robert Fraioli, 61, (M), rfraioli@hotmail.com, (209) 545-3389
Neal Frost, 62, (L), frstnl@yahoo.com, (559) 974-2254

MEN TO CREW — CONT'D

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CODE FOR PEOPLE WANTING TO CREW

(L) = Little or no experience
(S) = Some, mostly Bay or inland sailing
(M) = Moderate, some ocean cruising or racing
(E) = Extensive sailing and/or cruising
Name in italics = willing to do Baja Bash home

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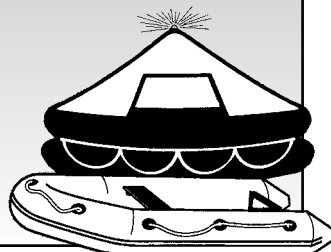
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The Ha-Ha, of course, is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

This year's event promises to be a big one, as paid entries are up nearly 25% over this date last year. The entry deadline is September 10, so there's still *barely enough* time to join the fun if you hurry. Send in your name and return address *today* plus a check for \$20 (for postage and handling) to: Baja Ha-Ha, Inc., 401-F Miller Ave., PMB 140, Mill Valley, CA 94941. Application packets contain special offers from the sponsors listed in this ad.

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.

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IMPORTANT DATES
 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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BAJA HA-HA PROFILES, PT I

Is it the weather? The dismal state of national politics? The intolerable congestion on the highways? Or simply the fact that more and more Baby Boomers are reaching retirement age these days? For whatever reason, a huge number of sailors seem to be intent on casting off their docklines this fall and heading for the sunny latitudes of Mexico. As we go to press, entries in the 14th annual Baja Ha-Ha cruisers rally from San Diego to Cabo San Lucas are up 25% over this date last year.

As in years past, the fleet encompasses a wide variety of boat types and sizes — up to 94 feet so far. There are late-model million-dollar showpieces, humble plastic classics restored from derelict status, and just about everything in between — including vintage woodies and one-off offshore racers.

The backgrounds of the folks who sail them are equally diverse, from white-collar executives to blue-collar tradesmen to no-collar vagabonds. As always, the common thread among them is a lust for adventure and a need to escape from the manic pace of mainstream living. The Ha-Ha should fill both needs nicely, while also allowing each of the 500 to 600 participants to make dozens of new friends along the way.

With so many entrants this year it was necessary to present Ha-Ha crew bios in a slightly abbreviated form. But, as always, we still plan to publish a mini bio on each and every crew. Look for two additional installments in our October and November issues. Now, let us introduce you to the Baja Ha-Ha Class of 2007 (in the order they entered). We wish them all fresh winds from astern and plenty of laughs along the way.

Capricorn Cat — 45-ft catamaran Wayne Hendryx & Carol Baggerly Brisbane

Occupations: Wayne, electrician (ret); Carol, teacher (ret)

Add'l Crew: Christian Buhl & Mary Forrest

Quote: We're going where the fun is and it's tank-top-and-shorts weather.

Cruise Plans: Maybe PV, then where the wind blows warm and gentle.

Noteworthy: Custom built by former owners Blair and Joan Grinols, *Cap Cat* is well known in the cruising scene, having done more Pacific circuits than we can count.

Psyche — Taswell 43 Steven Truax & Kathy Mintert Placerville

Occupations: Steven, psychologist

(ret); Kathy, clinical social worker

Add'l Crew: Marc Bommersbach & Bob Mandel

Quote: "After 25 years together we have learned the art of compromise: He says, 'Let's go around the world.' She says, 'How about Catalina?' They both

"I think the Ha-Ha is the 'funnest' boating event ever!"

say, 'Ha-Ha XIV!'

Cruise Plans: Open-ended cruising of Mexico and beyond.

Noteworthy: They're going sailing to "adjust their psyches" — to soothe the mind and soul.

Grace — Formosa Peterson Geoff Lane & Sally Heins Bainbridge Island, WA

Occupation: N/A

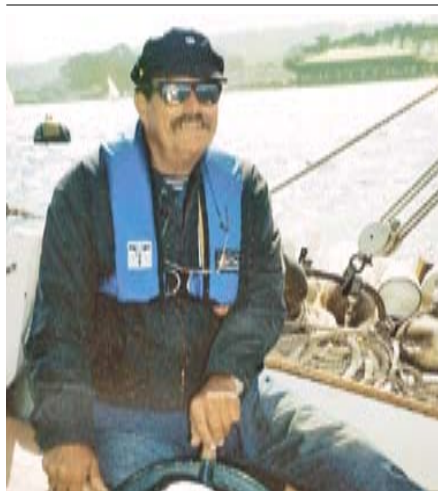
Quote: "Oh, honey, don't worry. It will only take an hour to install."

Cruise Plans: Cruise Mexico, then head west in March of '08.

Noteworthy: *Grace* survived the famous Cabo storm of 1982 that put most of the cruising fleet on the beach.

La Sirena — Chapelle 42 Schooner Glenn Burch, Petaluma

Occupation: historian (ret)



A historian by profession, it's no surprise Glenn sails a gaffer like 'La Sirena'

Add'l Crew: John Alameda

Quote: "After 11 years together, this boat owns me!"

Cruise Plans: "Why come home?"

Noteworthy: This 1963 Howard Chappelle woodie is the only traditional gaffer in the fleet.

Sail a Vie — Ericson 35 Mk II Phil & JoAnn MacFarlane, San Mateo

Occupation: Phil, electrical contractor

Add'l Crew: niece Alicia Bonlla

Quote: "I've done a lot of racing and sailing including three Singlehanded TransPacs and three previous Ha-Has, and I think the Ha-Ha is the 'funnest' boating event ever!"

Cruise Plans: Phil will singlehand home via the Clipper Route.

Noteworthy: Phil was the overall winner of the 2004 SSS TransPac aboard this boat — which he's owned for 18 years.

Another Girl — Santa Cruz 50 Jim & Sue Bewley, Richmond

Occupation: Jim, wastewater utility manager (ret)

Add'l Crew: Pete Swentz, Ted Lyman & Dennis Clark

Quote: "We did the Ha-Ha in 2002 and it's time to do it again."

Cruise Plans: Harbor-hop to Zihua, then north to La Paz and bash home.

Noteworthy: Jim and Sue learned to sail as teenagers, 44 years ago.

Meridian — Tayana 48 CC sloop The Powers Family, Napa

Occupations: John & Nancy are both in medical sales

Add'l Crew: daughters Maddie, 8, & Sophie, 6

Quote: "We're not very interesting people, but we do have two adorable

Sophie, left, and Maddie of 'Meridian' will be among the youngest 2007 Ha-Haers.



— HASTA LA VISTA, BABY



If Kathy and Steven go around the world, they'll have plenty of time to sooth their psyches.

daughters that we should be able to sell or trade."

Cruise Plans: Pacific circuit via New Zealand

Noteworthy: For their honeymoon, John and Nancy did a bareboat charter in the British Virgin Islands.

**Voyager — Beneteau 345
Dean Hocking, Sausalito**

Occupation: contractor

Crew: Alan Barr & Marika Edler

Quote: "Sailing to warmer weather — it's about time!"

Cruise Plans: Sailing home before Christmas.

Noteworthy: Dean does more than 30 races a year on this 1986 sloop.

**Vinmar — Ranger 33
Scott & Janet Haselton
San Diego**

Occupation: Scott, firefighter (ret)

Add'l Crew: Dean Sutter

Quote: "The key to flexibility is indecision." (A plaque bearing this quote was aboard when Scott bought *Vinmar*, and still is.)

Cruise Plans: South to Zihua, then north to the Sea, and bash home next June.

Noteworthy: Don't worry if you see them zig-zagging all over the ocean because Dean is much more interested in fishing than sailing fast or straight.

**Deliverance — Hunter 41
Dan Swett, Bonita**

Occupation: furniture manufacturer

Add'l Crew: Tom Treblehorn & Eric Irvine

Quote: "Our experience last year on *Ha-Ha XIII* required our continued participation in this rally.

Cruise Plans: Six months in La Paz and the Sea of Cortez, then bash home next spring.

Noteworthy: Despite the boat's name, to our knowledge, none of the crew plays the banjo.

**A Cappella — Valiant 42
Ed & Cornelia Gould
Half Moon Bay**

Occupations: Ed, software developer; Cornelia, real estate (ret)

Quote: "The only things this boat needs to go cruising is groceries," said Ed when they bought this boat four years ago. (They've since added a few other things.)

Ed's got the right boat for a circumnavigation, plus the right beard and the right woman!



Cruise Plans: circumnavigation
Noteworthy: They bought their first boat to use primarily as a crash pad so Ed could avoid a hellish commute.

**Pacific Star — Island Packet 35
Horst Wolff & Julie Shovein
Paradise**

Occupations: Horst, RN; Julie, professor (ret)

Add'l Crew: Jay Hoffer & Paul Norton

Quote: "Another beginning to seek new friendships, faraway places and peace of mind, savvy?"

Cruise Plans: South to Ecuador, out to Galapagos and. . .

Noteworthy: On the line of his application which asks about 'go slow gear' Horst wrote: "my wife." But hey, what's the hurry?

**Crème Brulée — Island Packet 380
Bill Noonan, Bainbridge Island**

Occupation: consultant (ret)

Add'l Crew: Allan Holmes, James Rhodes & Richard Edwards



Bill rarely whips up fancy desserts, but his IP 380 is exactly the color of Crème Brulée

Quote: "Mexico's West Coast is truly a cruiser's paradise."

Cruise Plans: Mexico, between Zihua and the Sea of Cortez.

Noteworthy: After doing the '03 *Ha-Ha*, Bill and his wife continued to Panama and on to Annapolis, surviving a wallop from Hurricane Ernesto while at Cape Fear, NC.

**In Cahoots — Beneteau 49
Tom & Heidi Van Loo, Phoenix**

Occupation: Tom, civil engineer (ret)

Add'l Crew: Heidi's sister Gretchen & Mike McDonald, daughter Carrie & Greg & Okolita

Quote: "We must be mellowing. . . We get the same rush in a sailboat close hauled in 20 knots as we used to get

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doing 90 mph on Lake Havasu."

Cruise Plans: Commuter cruising in Mexico for several months, as Tom still working — at least occasionally.

Noteworthy: The crew is determined to *finally* bag a tuna or dorado (after previous disappointments).



Having converted from power to sail, Heidi and Tom are 'In Cahoots' on their getaway plan.

Solace — Hylas 44

Paul & Gina Rae

Lyttelton, New Zealand

Occupation: Both are RNs (Paul ret)

Add'l Crew: Dave McLeod

Quote: "Gonna have fun, fun, fun 'til Daddy takes the helm away."

Cruise Plans: Sea of Cortez, south to Panama, SoPac to New Zealand.

Noteworthy: The Raes are apparently native Kiwis, but unlike many of their countrymen they only started sailing five years ago.

Harrier — Spencer 42

Ted Brittsan & Cindy Darling
St. Helens, OR

Occupation: Ted, juvenile probation officer (ret)

Add'l Crew: daughter Jessica Brittsan

Quote: "The dream of taking off in this boat is the only thing that gave me sanity — some at least — while working in what can be a pretty depressing job."

Cruise Plans: Mexico, then who knows?

Noteworthy: Ted really was a probation officer for 35 years, but we're not too sure about Cindy's claim to be a retired mud wrestler and pole dancer.

Oasis — Mariner 48

The Farmer Family, San Diego

Occupations: Richard & Debbie are happily unemployed

Add'l Crew: sons Kyle, 6, Ryan, 4, plus Tom O'Neill and Carson Whiting

Quote: "On October 29 the lines will be untied and the adventure of a lifetime will begin for the Farmer family."

Cruise Plans: Continue south until the money runs out.

Noteworthy: The family moved aboard their boat 2.5 years ago with the specific goal of sailing south with the '07 Ha-Ha — and they're doing it.

Gypsea's Palace — Irwin 38 CC

Steve & Teresa Garvin
Redondo Beach

Occupations: Steve, engineer; Teresa, West Marine (both ret)

Add'l Crew: Don Terry

Quote: "It's great to start retirement associating with people who have the same interests and goals that we do."

Cruise Plans: No plan beyond a season in La Paz.

Noteworthy: It's a safe bet that Teresa made good use of her substantial employee discount at West Marine.

Pacific Wind — Sceptre 43

Steve & Lori Dana, Friday Harbor

Occupations: Steve, emergency vet; Lori, critical care nurse

Quote: "I'm looking forward to regaining five years of my lifespan and losing 50 lbs. . ." says Steve.

Cruise Plans: Sea of Cortez, then mainland Mexico

Noteworthy: Their commitment to doing the Ha-Ha was sealed while sharing sushi with the event's Grand Poobah.

Gaia — J/109

Bob Riggle & Phyllis Macay, Seattle

Occupation: equine veterinarian (ret)

Quote: "Where else can you find this many offshore sailors to share tall tales and dreams about sailing adventures?"

Cruise Plans: South to Panama to join the '07-'09 Blue Water Rally.

Noteworthy: Since horse docs spend a lot of time sticking needles into 1,200-lb animals, Bob became an expert at the four-yard dash. Rumor has it that Phyllis did a stint as a Bunny at the Detroit Playboy Club.

Adios — Hunter Legend 45

Larry & Louise Hopkins, Concord

Occupations: Larry, systems analyst; Louise, travel consultant (both ret).

Quote: "Look out world, here we come!"

Cruise Plans: Mexico for at least a year.

Noteworthy: Louise was "raised on an airplane" as her dad worked for Flying Tigers. Retiring on a sailboat has been Larry's lifelong dream.

Pegasus — Formosa 51

Bob Mathews, San Diego

Occupation: Navy engineer



Bob and his First Mate Carmela in Catalina. (We assume they'll be rendezvousing later.)

Add'l Crew: Kirk & Jeff Mathews, Lenny Copenrath & Bill McIlhardey

Quote: "Lived through it last time ('04), so seemed like we should try it again."

Cruise Plans: Gold Coast, then PV for the winter

Noteworthy: This roomy cruiser has a wine cellar, icemaker, fish smoker and two barbecues.

Tranquilo — Catalina C400

Lloyd & Colleen Clauss, San Pedro

Occupation: Lloyd, project manager (ret)

Add'l Crew: Bob Snyders & Ron Wood

Quote: "Let's Ha-Ha one more time!" (They are vets of the 2003 rally.)

Cruise Plans: On to P.V., then to Zihua for New Year's.

Noteworthy: Lloyd first learned about the Ha-Ha when he picked up a tattered *Latitude 38* at a marina in Puerto Rico.

Jake — Hunter Legend 45

Jake & Sharon Howard, Seattle

Occupations: Jake, account exec.;

We want to know why Sharon let her hubby, Jake, name the boat after himself, not her.



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Sharon, teacher (ret)

Add'l Crew: Phil Summer

Quote: "Our boat comes complete with two cruising cats, Louie and Lillie."

Cruise Plans: Extended cruising in Mexico and Central America

Noteworthy: They've both circumnavigated Vancouver Island and raced in the Swiftsure.

Imagine — Fastwater 47

Tad Davis, Blaine, WA

Occupation: radiologist (ret)

Add'l Crew: Tina Bonney (first mate)

Quote: "You don't know where the best place is until you've seen them all."

Cruise Plans: The Sea, Costa Rica and everywhere in between.

Noteworthy: Designed by Graham Shannon, this is undoubtedly the only boat in the fleet with twin bilge keels.

Talion — Gulfstar 50

Patsy Verhoeven, Portland

Occupation: real estate broker (ret)

Add'l Crew: Glenn Belshaw, John Cavanaugh, Jill Hanson, Karen Owings

Quote: "Take me to the sunshine!"

Cruise Plans: Moving to La Paz.

Noteworthy: One of the fleet's only female skippers, Patsy has done two previous Mexico cruises plus loads of offshore racing.

Second Wind — LaFitte 44

Jim & Mary Ann Barbee, Alameda

Occupations: Jim, engineer (ret); Mary Ann, teacher (ret)

Add'l Crew: Rich Anderson & Bob Knickerbocker

Quote: "Mary Ann's willing to join Jim in his cruising dream until it's no longer fun, the number of days being terrorized exceeds the number of good days, or the boat sinks."

Cruise Plans: Commuter cruising on the Gold Coast.

Noteworthy: A big step for both boat and crew, who have not ventured beyond SoCal previously.

Thélème — C&C Landfall 48

**Dennis & Delia Buschman
Brownsville, WA**

Occupations: Dennis, radiologist; Delia, goddess

Add'l Crew: Mike Currie

Quote: "We can't tolerate winters in the Pacific Northwest any longer. Time to go where it's warm and sunny!"



Michael, Jay, Bob and Sondra have decided it's time for a little 'Sabbatical' down in ol' Mexico.

Cruise Plans: San Carlos for the winter and then beyond.

Noteworthy: They claim to have the best cook in the fleet!

Sabbatical — Ron Holland 43

Michael Jones, Oxnard

Occupation: self-employed

Add'l Crew: Jay Wells, Bob Russell & Sondra Furtado (First Mate)

Quote: "We're looking forward to a fantastic time, if we don't all die a slow miserable death."

Cruise Plans: Commuter cruise out of La Paz until they're ready to head south and/or west.

Noteworthy: They're taking a full arsenal of toys including scuba gear, a surfboard, a kayak and two bikes.

Destiny — Catalina 42

John & Gilly Foy, Alameda

Occupations: John, marine container leasing exec. (ret); Gilly, marine container leasing director (ret)

Add'l Crew: Rod & Peggy Kidd

Quote: "Our goal is to sail the whole way and have as much fun as possible."

John, Gilly, Peggy and Rod hope it's their 'Destiny' to sail all the way to Cabo, thus becoming Ha-Ha 'Soul Sailors'.



Cruise Plans: Open ended Mexico cruising and possibly beyond.

Noteworthy: John did ocean racing while still in high school. Gilly started in '94, eventually taking every class offered by OCSC — including celestial nav.

Liberty — Hunter 430

Monty VanderMay — Newport, OR

Occupation: attorney

Add'l Crew: Brian Stone & Richard Callahan

Quote: "It's only a race if you make it one. We plan to hoist sails and put our feet up."

Cruise Plans: Sea of Cortez through spring, then continue south after hurricane season.

Noteworthy: Monty is anxious to enjoy life away from the courthouse where he's seen far too many people's lives end up in a "train wreck."

Setting Sun — Pearson 323

**George Johnstone & Mark Rinkel
San Rafael**

Occupations: George, sheetmetal guru (ret); Mark, IT manager

Add'l Crew: Dudley Smolen, Gene Lorentz

Quote: "Start off slow and taper off."

Cruise Plans: La Paz and Mazatlan.

Noteworthy: Mark is George's son-in-law — and they actually like each other!

Shenanigans — C&C 36

Dave Fiorito, Berkeley

Occupation: U/K

Add'l Crew: Bob Edmunds, Brian Schyberg & Dave Farmer

Quote: "I've worked to keep the boat in racing trim and arrange all the cruising gear, only to throw it all on and go."

Cruise Plans: Commuter cruise out of La Paz or PV.

Noteworthy: Dave did the '03 Ha-Ha on Bob Edmunds' Hunter 410 *Yemaya*. This time Bob is crewing for Dave.

Cok Cabuk — Wauquiez Hood 38

Gary Johnson, Charleston, OR

Occupation(s): US Navy & computer center ops manager (ret)

Add'l Crew: Al Loos

Quote: "Eager to be underway with a young-at-heart but 'Old Duffer' crew."

Cruise Plans: Leave boat in the Sea for the summer, returning in '08 to continue to who knows where.

Noteworthy: Gary has been working toward becoming a cruiser for years, but just recently figured out how to retire.

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Wahoo — Bertram 35

Marc & Lynn Acosta, Dana Point

Occupations: Marc, technical market-ing; Lynn, software manager

Add'l Crew: Lina & Annie (boat dogs)

Quote: "What we see ahead is the time of our lives, to travel while we are healthy and relatively young, and do what we like most: be on the water together."

Cruise Plans: Mainland Mexico and points south.

Noteworthy: If you need a "dog fix," Marc and Lynn invite you to come on over for a visit with their playful pups.

Boomerang — Corsair 31UC

**Chuck & Elaine VanderBoom
Lake Havasu City, AZ**

Occupations: Chuck, general contrac-tor; Elaine, realtor

Add'l Crew: Kevin VanderBoom

Quote: "We don't know where we're going or when we'll get there. All we know is we're on our way."

Cruise Plans: The Mainland up to the Sea for six months, then trailering the boat home.

Noteworthy: Chuck and Elaine claim



The last time Tom did the Ha-Ha, also aboard 'Dreamseeker', he sat in with the local band.

they've watched the Ha-Ha fleet come into Cabo every year since 2001.

Dreamseeker — Beneteau 411 Tom Lilienthal & Karen Tenorio La Cruz, Mexico

Occupations: Tom, musician/music teacher (ret); Karen, postal worker (ret)

Add'l Crew: 'Banjo Andy' Turpin,

Grady Meadows & Kate Bishop

Quote: "We had a great time in the '03 Ha-Ha and decided to do it again since we were headed to Mexico anyway."

Cruise Plans: Deliver boat to new homeport, La Cruz, then cruise from there.

Noteworthy: Tom (who plays bass and keyboards) and Andy are looking for a good-sized boat willing to host a Ha-Ha jam session.

No Worries — Jeanneau 45.2

Mike & Wendy Scheck, Alameda

Occupations: Mike, telecom; Wendy, physical therapist

Add'l Crew: Gary & Karen Sherry, Amy Greczyn

Quote: "Hasta la vista, baby!"

Cruise Plans: A season in PV.

Noteworthy: Poetically, they explain, "Empty nesters we be, with children set free. . ."

Windward Bound — Columbia 43

**Jim Graham & Susan Dyer
Redondo Beach**

Occupations: Jim, sales manager (ret);



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Susan, administrative assistant

Add'l Crew: William & Sharron Robertson

Quote: "As avid scuba divers, we're both looking forward to exploring the warm waters of the Sea of Cortez."

Cruise Plans: The Sea and La Paz.

Noteworthy: Shortly after they got together in the mid-70s it was Susan, not Jim, who suggested they buy a boat, move aboard and perhaps sail away.

Final Final — Catalina 42 Mk II Marv Zietzke, San Francisco

Occupation: insurance investigator (ret)

Add'l Crew: Terry Tadlock, Gaylon Burgett, John Zietzke, Eric Miller

Quote: "The boat's name stems from a group of drinking bouts during past days of youthful indiscretion and irresponsibility."

Cruise Plans: On to PV for a year, then sell it or have it delivered home.

Noteworthy: As all crew members are 60+, they view the Ha-Ha as "one of the last great trips before we become crew members of the SS Nursing Home."



Marv of 'Final Final' has been sailing the San Francisco Bay for over 30 years.

Indigo — Bristol 49

Rob & Tania Ritchie, Victoria, BC

Occupations: Rob, railroader (ret); Tania, homemaker

Add'l Crew: TBD

Quote: "We're looking forward to meeting fellow cruisers throughout the coming year as we explore Mexico."

Cruise Plans: Winter in Mexico, then Panama, East Coast and Europe.

Noteworthy: As a career railroader, Rob likes machinery — in fact, this boat has a bow thruster.

At Last — Skye 50 Scott Neal, San Diego

Occupation: retired

Add'l Crew: Dave Canning & Dave Meyers

Quote: "If I don't do it now, I'll never do it!"

Cruise Plans: Commuter cruising out of La Paz.

Noteworthy: In the early years of his long sailing career, Scott, who is 6'2" owned a 29-ft woodie with 5' head room. He slept in the cockpit.

Seabird — Swan 51

Lou & Marge Freeman, San Diego

Occupations: Lou, physician (ret); Marge, goddess

Add'l Crew: Tad Dennis, Chris & Lynn Cammack

Quote: "I did two Singlehanded TransPacs to get my wife ready for this."

Cruise Plans: Baja until the spring, then the Bash home for the next Solo TransPac.

Noteworthy: This boat circumnavigated the globe.

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gated during the 1980s with previous owners.

Charisma — Amel 53

Alan & Kristen Spence, Napa

Occupations: Alan, civil engineer; Kristen, homemaker

Add'l Crew: Carl & Tia Butts

Quote: "We've been passionate in our preparation and know that God will always be with us."

Cruise Plans: The Sea and then Puddle Jump to the Marquesas.

Noteworthy: Alan and Kristen have been sailing since they were 7 and 5, respectively.

Pegasus — Nordic 44

Harry & Dianne Blazer, Olympia, WA

Occupations: Harry, federal civil servant; Dianne, hairdresser (both ret)

Quote: "We were married 14 years ago and it's been a broad reach with sunny skies ever since (metaphorically, of course — we live in the Pacific NW)."

Cruise Plans: Anywhere but home.

Noteworthy: This boat has already circumnavigated, now "maybe again."



Although he loves sailing solo, Lou is thrilled to be heading to Mexico with Marge.

Pura Vida — Catalina 400

Dennis & Lynn Cannon Scottsdale, AZ

Occupations: Dennis, engineer (ret); Lynn, association director (ret)

Add'l Crew: Carol Jennings, Paul Kirt, Alison Osinski

Quote: "We married in 1988 and life's been filled with adventure ever since."

Cruise Plans: Cruise out of new homeport, San Carlos.

Noteworthy: Dennis and Lynn work at staying fit by biking, hiking, power walking and doing sprint triathalons.

Krissy — Ericson 35

Allen & Kristina Cooper San Francisco

Occupations: Allen, physician; Kristina, psychologist

Add'l Crew: TBD

Quote: "Sail the boat you own, not the one you wish you owned."

Cruise Plans: Who knows?

Noteworthy: If they make it to the finish they'll be happy. The last time they entered, Allen ended up in the hospital instead.

Ketching Up — Morgan 452

The DesMarteau Family Astoria, OR

Occupations: Noel, account manager; Ashley, mom

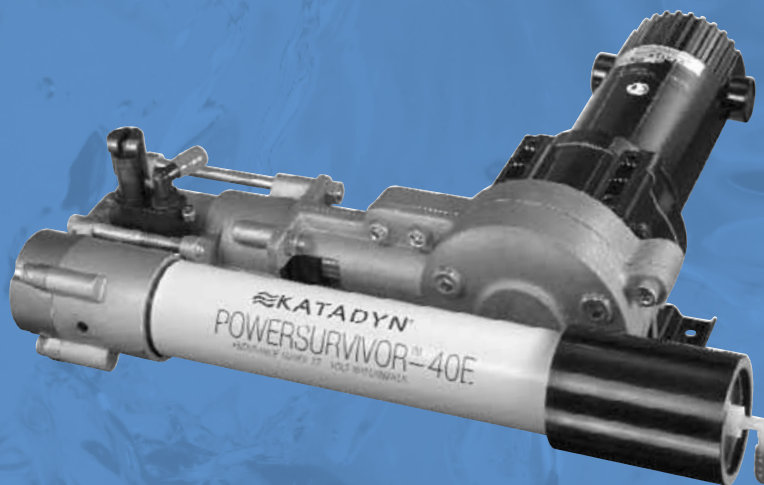
Add'l Crew: Griffin (9), Wils (8) & Cooper (6)

Quote: "Our kids think anyone who isn't sailing to Mexico must be crazy!"

Cruise Plans: Down to Panama and into the Caribbean for the next two years.

Noteworthy: The kids have been around boats since they were infants.

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Infinnity — Catalina 36 Mk II
Craig Adams
Channel Islands Harbor

Occupation: international sales
Add'l Crew: Deborah Sindon (First Mate), Chuck Hashbarger, Peter Schmidt

Quote: "Buzz Lightyear had it right — 'To Infinity and beyond!'"

Cruise Plans: Mexico and beyond.

Noteworthy: We're not sure, but we'd bet that Craig has Finnish blood — then again, his boat does have a 'finnn' keel.

Off Piste — Cabo Rico 42 PH
Stephen Cavanagh
Steamboat Springs, CO

Occupation: contractor (ret)

Add'l Crew: TBA

Quote: "Adult supervision required."

Cruise Plans: Who knows?

Noteworthy: Steven estimates that the weight of his 'spirit locker' is equal to the lead in his keel.



The question is, will Dianne and Harry take 'Pegasus' around the world — again?

Solstice — Island Packet 485
Bruce Bock, MD — Coronado

Occupation: ear, nose & throat MD (retiring on the first day of the Ha-Ha)

Add'l Crew: TBA, if you don't count Bruce's two labs Winslow and Sedona

Quote: "I've been sailing for 40 years and joined the Ha-Ha to give me a firm departure date."

Cruise Plans: South then eastward into El Carib.

Noteworthy: Despite his four decades

on the water, this will be Bruce's first cruise beyond SoCal waters.

Whispers — Hans Christian 52
David Hadley & Richard Joyce
Newberg, OR

Occupations: David, insurance Agent; Richard, welding engineer

Add'l Crew: Pat McCoppin & Mike Schlegal

Quote: "This trip was planned since 2004 — fun for the uninitiated and a great start to our Pacific Adventure."

Cruise Plans: The ultimate goal is Australia via La Paz, Z-town, Costa Rica, the Galapagos, Marquesas, Tahiti, etc.

Noteworthy: David and Richard just bought this 1988 beauty in mid-June, "loaded with spares and toys."

Windchaser II — Piver Victrus 40
Charles Holt, Newport Beach

Occupation: teacher (ret)

Add'l Crew: Larry Cowan & Amy Cline

Quote: "Sea lions damaged my boat six months ago, but the insurance settle-

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ment is padding my cruising kitty. Thanks, you big, smelly sea lions!"

Cruise Plans: Six months in the Sea.

Noteworthy: Charles' sailing career began at age seven, 12 years before his boat's 1965 launch date.

Emerald Star — Cabo Rico 38 Ray Horowitz & Diane Ericsson Santa Cruz

Occupations: Ray, manufacturing engineer; Diane, systems analyst

Add'l Crew: Don Blood

Quote: "The boat and the dogs are more photogenic than we are!"

Cruise Plans: Six months in the Sea and then figure out the rest.

Noteworthy: This will be the boat's fifth trip to the Sea of Cortez, all with previous owners.

Novakane — 52-ft J/160

Michael Kane, San Francisco

Occupation: retired

Add'l Crew: Greg Snead

Cruise Plans: Who knows?

Noteworthy: Michael bought this boat, his third, less than six months ago.



Diane and Ray will always have company when standing watch on 'Emerald Star'.

Duetto — Voyage Norseman 430 Stuart & Jean Kaplan, Scottsdale, AZ

Occupations: Stuart, financial advisor; Jean, author

Add'l Crew: Tim & Susan Mahoney

Quote: "We've had to drop out of two Ha-Ha's. Now it's Cabo or bust!"

Cruise Plans: Hang in PV, La Paz or Mazatlan for awhile, then head south.

Noteworthy: This boat was sailed on her own bottom from Cape Town to An-

napolis before the Kaplans bought her 3.5 years ago.

SoCal SoGood — Beneteau 473 Richard & Patricia Merrall San Diego

Occupations: Business owners (ret)

Quote: "We did last year's Ha-Ha and the Baja Bash. This time we're going to keep going until we get it wrong."

Cruise Plans: South to Panama and then Caribbean.

Noteworthy: This boat was fresh out of the box when they took her on last year's event as a shakedown — newest boat in the fleet.

We'll give your eyes — and our typing fingers — a rest here, and pick up where we left off next month with the second of three installments.

If the folks you've met here have inspired you to join the fun, there's still time to sign up before the September 10 deadline. See www.baja-haha.com.

— **latitude/at & ld**



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Tamara Kennedy

Tamara and her husband David created the famous Armchair Sailor book and chart store in Sausalito over twenty years ago. The Armchair Sailor merged with West Marine in 2002, and to this day, Tamara oversees charts and books at our Sausalito store. With her vast cruising background, Tamara is a wealth of information for West Marine customers across the country.

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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Why was the yacht club dining room so dark in the middle of the afternoon? My first guess was that there was a corporate rental in progress, and the shades were down for the projector. Except that club policy is to not have business rentals on summer weekends, so something else must be going on. I poked my head in to see what was up.

There were about a dozen people sitting in the darkened room staring at the big TV screen.

"What's the show?" I asked.

"Shhh!" scolded a female voice from the couch, the big plush one that usually sits in the club bar but had apparently been carted into the dining room for the event. As my eyes adapted to the dark I saw that the voice belonged to Lee Helm, and the couch was occupied by what appeared to be about five of her grad student cohorts. I recognized yacht club members in other chairs and couches around the room.

"Commercial!" shouted one of them as I turned around to see what they were watching. "Fast forward!"

The images on the big screen raced through six or seven ads and promos, none of which had anything to do with sailing. When Lee, who had the remote, hit 'play' there were two America's Cup boats sailing along on port tack, a few lengths apart.

"The lead changed in that last crossing!" someone moaned. "I can't believe they ran a commercial through that."

But a quick recap showed us how one boat had gained an advantage during the commercials, and now the screen settled into a steady view of two boats.

"Now let's hear what they're saying on the boats," said one of the commentators. The screen switched to a view of one of the cockpits, but no one was talking. All we heard was static for a few seconds until the commentators repeated some of their own comments from a minute before.

"Don't tell me who wins it," I said.

"Okay, no spoilers,"

Lee assured me. "It's a good match. But like, somehow it doesn't seem as exciting when you already know how it ends."

"I still say it's like watching grass grow," quipped one of the sailors from the back of the room."

"Not this year," said one of the college students. "There's lots of action. I just can't believe that *Alinghi* is going to ruin it by switching to a new class of boat, just when the rule is finally mature and we have good, even racing."

"I beg to differ," argued the owner of a large powerboat, and as far as I knew, the only yacht club member who had actually spent time in Valencia watching the racing firsthand. "*Oracle* is the real spoiler. A lawsuit ruins it for everyone. Teams are having trouble lining up sponsors and no one knows if there will be selection trials or even when the next races will take place. How am I supposed to make reservations? It's a mess. Just as bad as the rogue challenge from New Zealand in '88."

"I read about the 120-ft monster from New Zealand and the big solid-wing catamaran," said Lee, "and I think it was, like, high art. Those were the two most interesting Cup boats built since *Defender* and *Shamrock* in '01, and the result was that it got us away from those 12-Meter slugs. I wish I'd been old enough to watch it live."

"Don't tell me you actually think that Ellison's legal action — and the possibility of another rogue challenge — would be a good thing," said the powerboater.

"Since when has a lawsuit ever damaged the America's Cup?" countered Lee. "I think it's finally getting interesting, now that it's not orchestrated by the people who see it as an entertainment property."

"Oh come on, no one thinks that lawsuits are good for the sport," he responded. "Races should be settled on the water, not in the courtroom. This is the kind of thing that could kill off the America's Cup as we know it."

"Then I think you need to, like, study your history

some more," said Lee. "Legal controversy has been the driving force behind the America's Cup right from the beginning."



The dapper Earl of Dunraven.



I mean, think about it: Court action is what's kept the Cup on the front page of *The New York Times* for 156 years. Without the lawsuits, protests and scandals it would be just another obscure sailboat race for an ugly old pickle dish."

"Well, the Dunraven incident in 1896 nearly killed off the event," noted the powerboater.

"No way," Lee responded. "It just amped up all the excitement on both sides of the Atlantic. And it was nothing new, even then. There was major controversy even before the *America* set sail for England in 1851."

"Really?" I asked. "I thought they didn't even race the *America* until they entered the regatta around the Isle of Wight, and that was just a consolation race because they let rumors of the boat's speed slip out, and no one would bet against them. The way I remember it, the *America* syndicate's expedition to England was considered a failure, at

— MUD, MUGS AND MUCKRAKING



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Lawsuits and controversy are nothing new to the America's Cup.

least in economic terms."

"That's pretty much true," confirmed Lee. "But it started in New York with a fight over the boatyard bill."

"Ha! All boats start that way," said a sailor from the back of the room.

"The builder's price was \$30,000 in sail-away condition," explained Lee. "But the buyer, John C. Stevens, had the option to back out if the *America* didn't turn out to be the fastest sailing machine in town after 20 days of trials. That contract was supposedly written by the builder, but *The Lawson History of the America's Cup* claims that the contract was really written by Stevens, and the yard, being very short of work at the time, had almost no option but to accept his terms. The project lagged several weeks behind Stevens' tight schedule, and when a local sloop turned out to be way faster in light air — which was probably a set-up

just to, like, hammer the price down — Stevens offered to buy the boat for only \$20K as a done deal."

"You mean Stevens actually got the better of the boatyard?" I gasped.

There was controversy surrounding the *America* from the moment its anchor first touched English mud to when Stevens boarded the homeward bound steamer with the Cup in his trunk," continued Lee. "There's the outrageous 10,000 guinea wager offer, the shortcut inside the Nab lighthouse that really should have been ruled illegal, the just-for-the-Yanks exception to the rule against preventer tackle. And then the suspiciously low 5,000-pound selling price for the *America* after the race."

"So when was the Deed of Gift actually written?"

"The first one was in 1857 and was the basis for rejecting James Ashbury's first challenge in 1869, and for setting the one-against-the-fleet terms of the ac-

cepted 1870 challenge. The idea was that any challenger should have to duplicate what the *America* did in '51: Cross the Atlantic and beat the entire local fleet on the other side. It seemed fair enough at the time. And Dave Allen sort of did it again with *Imp* in 1977, when he was top boat in the Admirals Cup."

"And *Imp* also sailed over on her own bottom," someone recalled. "You don't see much of that anymore."

"Back to our story," Lee continued. "The 1871 re-match was characterized by really bitter disputes over conditions of the race and other protests, and the local papers split sides on it. After losing four out of five races in a best-of-seven, Ashbury sailed the last two races unopposed and claimed victory in the newspapers. He's supposed to have promised: 'If I ever come in quest of the Cup again I will bring my legal advisors with me.' And we're not even, like, up to the Dunraven challenges."

"Didn't we have two non-controversial challenges from Canada?" asked a guy right behind the big couch.

"Good memory," said Lee. "Sure, the 1876 and 1881 challenges from Canada were clean, if lopsided, and that finally ended the era of multiple defenders. The two mismatches did motivate the New York Yacht Club to return the Cup back to George Schuyler, who sent it back to the club by way of the courthouse with a new Deed of Gift."

"Then there were two more challengers from England in 1885 and 1886," said the Cup historian.

"Right," confirmed Lee. "And those went off pretty much without incident."

"At least back in those days," I said, "it was American designers, builders and sailors versus foreign designers, builders and sailors. It seems to me that a lot of the America's Cup tradition as an international competition is lost when the design and the sailing talent can come from anywhere."

"*Au contraire*," said Lee. "Charlie Barr, from Scotland, drove a series of defenders for the New York Yacht Club. And the crew were sometimes referred to as 'Swedish steam' because they were professional mariners with Scandinavia over-represented."

"Still, the designs were national products," said one of Lee's friends. "And the boats had to be built in the country they represented."

"That part's true. Historically, there have always been international crews, but the boats themselves represented local technology."

"Now that the technology is global-

MAX EBB

ized," suggested Lee's friend, "maybe it would make sense to require national identity for the crew and afterguard. You know, 10 years as a citizen of the country they're sailing for, so the national identity of the team has some meaning."

"Citizen of the country of the yacht club they're sailing for," corrected the historian. "Technically it's a match between yacht clubs, not countries."

"Well, I could support national identity for the crews," said the powerboater, "but on the other hand, that would be like handing the Cup to New Zealand!"

"Still, I think there would be wide consensus for a change like that," I said.

"Then in 1887," Lee continued, "the heat was turned up with a challenge from Scotland. The new English tonnage rule was more compatible with the American handicapping system, and for the first time an element of secrecy was introduced in the two competing defenders' camps. That was also the first year of design secrecy: A diver was used to spy on the challenger's keel shape.

After the first race the challenger charged that their bottom had been somehow molested, and the diver had to go into hiding. There were also serious complaints that the race course was unsuitable for racing because of wakes from the crowd of spectator boats — even in 1887! And then the NYYC had a big problem with the challenger's waterline length — it was, like, a foot longer than stipulated in the challenge. That had to be resolved in court, and resulted in the Cup going back to Schuyler for yet another revision to the Deed of Gift. A lot of trees died to carry all those stories in the news, and a lot of people started to get the idea that this America's Cup stuff must be really important."

"That's essentially the Deed of Gift we have today, right?"

"Yes, but the thing is, it wasn't all written by Schuyler. NYYC formed a committee to 'confer' on the wording of the document."

"I talk about that in my book," said the historian, who we now realized had

a scorecard in his hand. "Listen to this: 'The language of the resolution by which they were given their authority to act unfortunately laid the club open to the charge of assuming powers not vested in trustees by common law or by custom, in proposing changes in an instrument defining the conditions of their trust.' It sounds just like what they're saying now about *Alinghi*, no?"

"Yup, the Swiss can play New York Yacht Club, too," quipped a British sailor from the back of the room.

"Now we're up to the Earl of Dunraven's first challenge, which was actually in 1889," said Lee. "But challenger and defender couldn't agree on terms — more bad press for the Cup. But his challenge for 1893 was accepted, and his boat was defeated after some close racing. Pundits on both sides of the Atlantic were critical of the Deed of Gift, especially the provision requiring exact pre-specification of the challenger's LWL,

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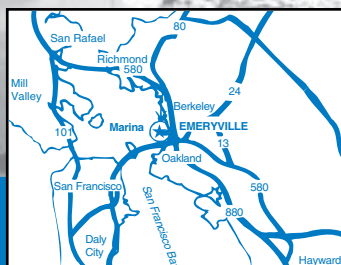
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— MUD, MUGS AND MUCKRAKING

which Dunraven claimed was a significant factor in his loss. But he was back for more in 1895, and the result this time was a protest over measurement and ballast that led to a formal inquest hearing a year later. He also complained about the spectator fleet getting in his way.

This was the most acrimonious dispute yet — the infamous Dunraven Incident that some people think nearly did in the America's Cup as a sporting event, but actually it just ratcheted up the interest even more. The messy right-of-way protest at the start of the first race that led to partial dismasting of the defender is, like, totally forgotten in comparison. Dunraven never received the redress he thought he deserved for the alleged illegal re-ballasting of the defender, which I kind of suspect really did happen, but there was an act of Congress passed in 1896 that gave the Coast Guard and other jurisdictions the authority to keep the spectator fleet clear of the course."

"Well, I think it almost did in the America's Cup," said the powerboater. "It was Lipton's good sportsmanship that saved it."

"Nah, Lipton was there just three years after the Dunraven thing. Lipton's second challenge was in 1901, and the big flap that year was the eligibility of the boat from Boston. The Deed of Gift does not specifically require that the defending yacht be owned by a member of the defending club, although that had always been the NYYC interpretation. Lots more front-page ink was spilled over that battle."

"And that's just the first 50 years out of more than 150," I noted.

"The *Alinghi* group could put on another great event in '09, if they're allowed to," said the powerboater. "Ellison is trying hard to mess it up for all us fans and spectators, and I think it's just unforgivable."

"I agree," said another sailor. "Just

when it gets competitive again. Of course, *Alinghi* is trying to mess it up, too, by changing to a different class of boat. They probably planned it way before the final races, when everyone assumed the finals would be the usual yawner."

"Actually," Lee said, "I think the move to larger boats is the only thing *Alinghi* is doing right. I mean, the A-Cup boats really should be the biggest and fastest racing monohulls, but the latest crop of ocean racing maxis completely overshadows them. Heck, 90 feet totally isn't big enough, as far as I'm concerned, and with syndicate budgets as big as they are, the cost of the bigger boats won't make a dent. Plus, with bigger boats there could be a press box cockpit on each boat so we'd have a human camera crew and sound engineer, and some on-board reporters — they could, like, produce a much better live TV show."

"They still have to figure out a way to not step on the good parts with those interminable commercial blocks," said one of Lee's friends.

"That's simple enough," said an-

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other college student. "Time delay the broadcast by five or ten minutes — short enough so spoilers won't be likely to reach the viewers — and produce the show with ads in the dull spots. They could also mix in the best cockpit voice tracks that way. But you can only do that with a time delay, after you see who said something interesting on which boat. Combined with on-board press, we could really have a great show to watch."

"I wonder if it would make sense to define the class so the boats could have a useful life as charter boats after they are finished with Cup racing," said the powerboater. "It would be a privilege to be able to sail on one for a week of cruising.



Sir Thomas Lipton tried five times but never could grab the Cup.

If the hulls are big, with flush decks and enough hull depth for interiors . . ."

"They would have to be built to a conservative scantling rule and have retractable foils," advised Lee. "But maybe that's what *Alinghi* has in mind with the 90-footers."

"Well, with any luck Ellison and the GGYC challenge will be thrown right out of court," he replied.

"No way," said Lee. "I totally want to see his 90-ft by 90-ft foil-stabilized trimaran. That'll be a kickin' show. And, like, I can't think of anything more in sync with the spirit and traditions of the America's Cup than a court battle followed by a tech-heavy challenge in

accordance with the Deed of Gift."

"If you have justice on your side, argue justice," sighed the powerboater. "If you have truth on your side, argue truth. And if you have neither, argue the law. That's what Ellison has to resort to."

"Then again," said Lee, "maybe he has all three on his side for this one."

— max ebb

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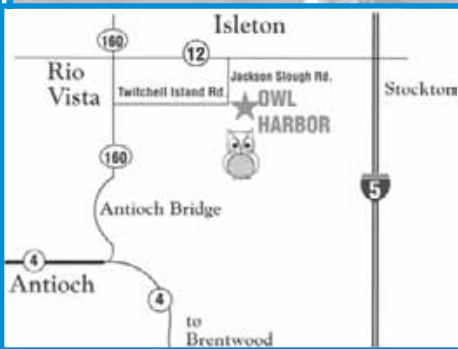


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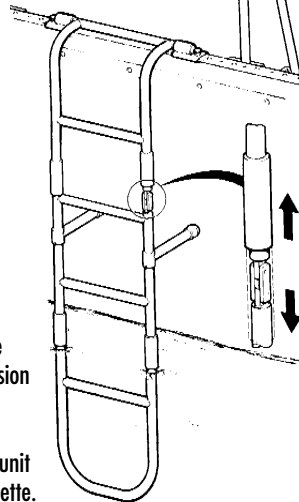
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THE RACING

*It's that time again, race fans! We kick off with the **Santana 22** and **Olson 25 Nationals**, take a detour upstream to catch the **Dinghy Delta Ditch race**, and then come back for more Bay action with the **Summer Keelboat Regatta** and **1D-35 Nationals**. The **Second Half** is now open, but the **McNish Classic** is closed. So many **fleet championships**, so little time! But thank goodness for **box scores**. The icing on the Racing Sheet cake, as always, is a sweet assortment of **Race Notes**. Bon appétit!*

Santana 22 & Olson 25 Nationals

In one of the more eclectic regatta pairings we've seen in recent times, Richmond YC hosted the combined Santana 22 and Olson 25 national championships August 11-12 off Southampton Shoal. Twenty-four Santanas — many well into their fourth decade — sailed under white sails alone, while nine relatively modern Olson 25s raced with their full sail assortment. Despite the unusual mix, the regatta was a resounding success for both fleets.

For the Tunas, it was the largest nationals turnout in at least a decade, thanks to the unrelenting efforts of Santanafana Jan Grygier and PRO Doug McVae. However, it didn't take long for the pecking order to be established. Eighty-nine-year-old defending champion Ernie Rideout, sailing one of the oldest Tunas around, hull#19, *Maybe*, and perennial all-star Michael Andrews,

next day, Pete Trachy on *Maguro* got the bullet, followed by Hank Lindemann's *Anemone*. Patrick Maher and a crew of fellow Encinal YC junior sailors, all under the age of 20, raced *Child's Play* (a.k.a. "the Poor Man's *Morning Light*," in reference to Roy Disney's million dollar youth sailing project in the previous month's TransPac) and finished a very respectable fourth. But none were able to overcome mid-fleet finishes during the rest of the regatta to make it count for much, and, by the final race, the *Bonitons* — Andrews, Wayne Best, and Shawn Grassman — resumed their winning ways and claimed the championship.

Although this was not his first national title, Andrews, a stevedore when he's not out trying to conquer the ocean



LATITUDE / SUTTER

Nice guys rule — *Santana 22* national champion Michael Andrews, above, and *Olson 25* national champion Tom Blagg, right.

on his modern-era boat *Bonito*, shared a lock on the top two places. After three races, *Bonito* held the lead by a point.

Fortunately for the rest of the fleet, Andrews and Rideout didn't dead bolt the door behind them. In race four the



or the Bay in his 22-ft boat, said it was nevertheless "an honor to come out on top of a living legend like Rideout."

Among the Olsons, it was also largely a two-boat race between Tom Blagg's Huntington Lake-based *Pearl*, and Mark Simpson's Lake Tahoe-based *Shadowfax* for the top spot. As Saturday's conditions grew increasingly light and flat, both sailors used their lake experience to string together consistent scores in the top three. With just one point separat-



SPREAD: PETER LYONS/WWW.LYONSIMAGING.COM; INSET: BILL MURPHY

ing the boats going into the last race on Sunday, *Shadowfax* took the bullet, but *Pearl* squeaked out overall victory on a tiebreaker.

Blagg, a pharmacist at Cal State Fresno by day, was nevertheless thrilled with the results, attributing the weekend largely to his "great team" of friends and local knowledge: Craig Lee, Steve Sarsfield and Chris Ganne, and *Pearl's* former owner Bill Riley.

SANTANA 22 — 1) **Bonito**, Michael Andrews, 12 points; 2) **Maybe**, Ernie Rideout, 17; 3) **Byte Size**, Richard Harmel, 21; 4) **Pariah**, Michael Kennedy, 24; 5) **Return of the Vegetables**, Logan Jager, 30; 6) **Carlos**, Jan Grygier, 30; 7) **Krash**, Ronald Baxter, 35; 8) **Anemone**, Hank Lindemann, 49; 9) **Maguro**, Pete Trachy, 50; 10) **Child's Play**, Patrick Maher, 53; 11) **Tackful**, Frank Lawler, 59; 12) **Gypsy**, Bridget Binko, 61. (24 boats)



School of Tunas — Alden Cramer's tidy 'Emily' chases a subset of the 24-boat Tuna fleet to weather during the combined Santana 22 and Olson 25 Nationals last month. Inset: spinnakers and white sails meet as the Olson 25s and Tunas converge on the leeward mark.

OLSON 25 — 1) **Pearl**, Tom Blagg, 11 points; 2) **Shadowfax**, Mark Simpson, 11; 3) **Sweet Ness**, Reuben Rocci, 24; 4) **Vivace**, Larry Nelson, 25; 5) **Clean Sweep**, Tom Nemeth, 25. (9 boats)

Full results — www.richmondyc.org

Dinghy Delta Ditch

After less than ideal conditions for its first two years, the third time was a charm for Lake Washington Sailing Club's Dinghy Delta Ditch race on August 18.

In a manner of speaking, the 29.15-mile race for boats 19 feet and smaller picks up where its inspiration, Richmond YC's Delta Ditch Run for keel boats in June, leaves off. The course follows the Sacramento River deep water shipping

channel from near the Rio Vista Bridge upstream to LWSC's facilities in West Sacramento. (Lake Washington is the Port of Sacramento's turning basin.)

This year the race attracted 39 boats — including several teenage and father-child teams, and a half-dozen Finns complete with their own escort boat-cum-beverage barge — with steady breeze in the high teens and lots of gusts in the low twenties. "The conditions kept everyone on their toes and a lot of people's toes on their upside-down daggerboards," joked race chairman Ken Crawford.

The first boat to finish was Dan Clark's immaculately maintained Thistle, which blew away the old course record of five hours, 12 minutes, 30 seconds

set last year by a 505. Clark's time of 3:19:45 is unlikely to be broken anytime soon by any boat slower than a high performance skiff.

Overall victory went to the lone Pelican entry, sailed by Doug Graham, who managed to fly downwind and shave more than an hour off the corrected course record with his time of three hours, 33 minutes, 43 seconds. "Based on the Pelican's high handicap, we thought we'd have to wait for Doug before we could start the awards ceremony, but it turns out we were still towing in broken boats for an hour after he finished," Crawford admitted.

"We always run the race on a flood tide, so it favors the slow boats in the overall handicap honors. It's part of the reason we have both handicap and first to finish trophies."

Don Jesberg's performance on his Finn was also noteworthy. He was the only boat to finish in the top five both overall and against his handicap, with a second and a fourth in the respective categories.

Not surprisingly, the good breeze that was the cause of some folks' fortunes meant misfortune for others. By the end of the day, six boats had to be towed in (three dismastings, two broken rudders and one exhausted skipper after too many capsizes). Two others came in disabled but under their own power.

Still, racing in the Triple-D may be the cheapest fun you can have with your sailing gear on. The \$40 entry fee (plus \$10 for each crew member) includes launching fees, a T-shirt and BBQ meal for each participant, and shuttle service between LWSC and the starting area the morning of the race. Those we talked to called it a must-do event run by some of the friendliest people in the sailing world. "This race is definitely on our schedule for next year and we should have 10-15 Finnsters," enthused Jesberg. "And one of our Finn sailors, Paul Erickson, is already trying to line up an A-Scow, which might be the perfect boat for this."

LASER — 1) Josh Lindsay; 2) Ralph Pombo; 3) Drake Jensen. (7 boats)

LIDO 14 — 1) Terry Hensley; 2) Steven Porter; 3) Pat Sayer. (6 boats)

FINN — 1) Don Jesberg; 2) Steven Hutchensen; 3) Andras Nady. (6 boats)

CORONADO 15 — 1) Steve Fishman; 2) Kiersten Vance; 3) Robert Rasmussen. (5 boats)

DIV. A — 1) Wade Behling, Day Sailor; 2) Dan Clark, Thistle; 3) Roy Pitts, CL16. (8 boats)

DIV. B — 1) Doug Graham, Pelican; 2) Curt Rodgers, Banshee; 3) Dean Eppley, Megabyte. (5 boats)

THE RACING



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OVERALL — 1) Doug Graham; 2) Curt Rodgers; 3) Wade Behling; 4) Don Jesberg; 5) Steve Hutchensen. (39 boats)
 Full results — www.lwsailing.org

Summer Keelboat Acts I & II and 1D-35 Nationals

San Francisco YC's annual keelboat extravaganza kicked off on August 11-

12 for two weekends of one design fun.

A scant 24 boats showed up for the four-division, five-race Act I series. Those Etchells, Express 27s, J/24s and Melges 24s who came were rewarded, however, with two perfect days of sailing. The most notable finish came from the J/24s, where Luther Strayer's *Little Wing* had the division win all but locked up until

they failed to sail the proper course during the last race and retired after the finish. Nina Bohlen's *Renaissance* slid into first with a 3-1-3-2-1 record.

But by the time Act II — for 1D-35s, Express 37s, J/105s and J/120s — rolled around the following weekend, the race course was hopping. The 1D-35s added an extra day of racing and made



Making a splash at the Summer Keel (clockwise from here) — Kevin Clark's Melges 24 'Smokin' leaves 'Southern Cross' in its wake; it took a village on 'J-World'; the crew on 'Strega' were a friendly bunch during their victorious weekend; a pack of Etchells prepares to round the corner; 'Little Wing' was looking good until they had an 'unforced error' in the last race and took a scoring penalty; the bowman on 'Risk' in the thick of things as J/105s and 1D-35s dance around the weather mark; J/120s on parade, with class winner 'Mister Magoo' leading the way; 'Double Trouble' (red kite) won in the 1D-35 fleet in a decisive manner; 'Expeditious' (white sails) barely led the Express 37s around the mark and division standings. All photos 'latitude/JR' except as noted.



it their nationals.

After having the race course to themselves on Friday, the fleet spent the better part of Saturday tangled up with the J/105s when the 1Ds lapped the 105s during each of the three double-sausage races. (Thankfully for both fleets, the race committee adjusted their timing for Sunday.)

Mark Witty's 1D-35 *Alpha Puppy* surprised everyone with three bullets during the regatta. Unfortunately, a collision with *Great Sensation* saw both boats tossed from Saturday's first race, killing the *Pup's* chances for overall victory. *Double Trouble*, with Pat Whitmarsh standing in for owner Andy Costello one day, resumed its winning ways, and won

both the five-race Summer Keel and the eight-race nationals by a good margin.

Although the Express 37s were the smallest fleet of Act II, racing was no less important for them; the regatta was the last counter toward their season championship. Bill Riess's *Elan* won the title, despite tying with Bartz Schneider's *Expeditious* on points for the regatta and

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losing the tie-breaker. Still, Riess was plenty jazzed about the results of the bigger picture. "Two years ago we led the fleet all season going into the Summer Keel and dropped to second place when Bartz won the final race that weekend," explained Riess, "so it was particularly satisfying to hang on to our position this year."

ACT I (8/11-12)

ETCHELLS — 1) **JR**, Bill Melbostad, 11 points; 2) **Agent Smith**, Jim Gregory, 14; 3) **Screaming Tiger**, Ethan Doyle, 16; 4) **GINNA Fe**, Michael Lapport, 18. (7 boats)

EXPRESS 27 — 1) **Strega**, Amanda Soskin, 5 points; 2) **Kolibri**, Tibor Ipavic, 10. (3 boats)

J/24 — 1) **Renaissance**, Nina Bohlen, 10 points; 2) **Small Flying Patio Furniture**, Edward Walker, 11; 3) **Little Wing**, Luther Strayer, 17; 4) **On Belay**, Don Taylor, 18. (7 boats)

MELGES 24 — 1) **Southern Cross**, Richard Leslie, 9 points; 2) **Smokin**, Kevin Clark, 10; 3) **Nothing Ventured**, Thomas Klenke, 21; 4) **#35**, Jonny Moseley, 24. (7 boats)

ACT II (8/18-19)

1D-35 — 1) **Double Trouble**, Andy Costello, 8 points; 2) **Sweet Sensation**, Gary Fanger, 17; 3) **Alpha Puppy**, Mark Witty, 21; 4) **Great Sensation**, Mario Yovkov, 22. (8 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 10 points; 2) **Elan**, Bill Riess, 10; 3) **Golden Moon**, K. Richards/B. Bridge, 12. (6 boats)

J/105 — 1) **Aquavit**, Tim Russell, 14 points; 2)



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'Stewball' — a.k.a. 'Stew32' so as not to be confused with its predecessor, an Express 37 now under new management — won the Second Half Opener Schumacher Cup for ocean course boats.

Good Timin', Chris Perkins, 17; 3) **Donkey Jack**, Scott Sellers, 20; 4) **Risk**, Jason Woodley, 38; 5) **Mojo**, Jeff Littfin, 40; 6) **Streaker**, Ron Anderson, 40; 7) **Arbitrage**, Bruce Stone, 42; 8) **Jam Session**, Adam Spiegel, 45; 9) **Masquerade**, Tom Coates, 59; 10) **Spartan**, Patrick Doyle, 59; 11) **Chile Pepper**, John Downing, 67; 12) **Jabberwocky**, Brent Vaughan, 67. (23 boats)

J/120 — 1) **Mister Magoo**, Steve Madeira,

9 points; 2) **Chance**, Barry Lewis, 9; 3) **J/World**, Frank Glassner, 15; 4) **Jolly Mon**, Chris Chamberlin, 25. (7 boats)

1D-35 NATIONALS (8/17-19)

1) **Double Trouble**, Andy Costello, 18 points; 2) **Sweet Sensation**, Gary Fanger, 25; 3) **Alpha Puppy**, Mark Witty, 26. (8 boats)

Full results — www.sfyc.org

Box Scores

Race courses everywhere are ablaze with activity. Must be summer. . .

ALDO ALESSIO (STFYC; 8/3-5; 5 races)

1D-35 — 1) **Double Trouble**, Andy Costello, 4 points; 2) **Alpha Puppy**, Mark Witty, 10; 3) **Yeofy**, Eliel Redstone, 15. (6 boats)

IRC — 1) **Mayhem**, TP52, Bob Wolfe, 9 points; 2) **Scorpio**, Wylie 42, John Siegel, 12; 3) **White Dove**, Beneteau 40.7, Mike Garl, 12; 4) **Swiftsure**, Schumacher 54, Sy Kleinman, 17; 5) **Bustin Loose**, Sydney 38, Jeff Pulford, 32. (17 boats)

J/105 — 1) **Chile Pepper**, Bennet Greenwald, 21 points; 2) **Donkey Jack**, Eric Ryan, 22; 3) **Arbitrage**, Bruce Stone, 25; 4) **Akula**, Doug Bailey, 28; 5) **Lulu**, Don Wieneke, 29; 6) **Risk**, Jason Woodley, 33; 7) **Aquavit**, Tim Russell, 35; 8) **Brick House**, Kristen Lane, 36; 9) **Wonder**, Tom Kennelly, 36; 10) **Taboo**, R. Pipkin/P. Laby, 41. (21 boats)

J/120 — 1) **Mister Magoo**, Steve Madeira, 11 points; 2) **Grace Dances**, Dick Swanson, 13; 3) **Chance**, Barry Lewis, 14. (8 boats)

Full results — www.stfyc.org

GRACIE AND GEORGE (EYC; 8/11; 12.4 miles)

DIV. I (PHRF < 120) — 1) **Taboo**, J/105, Mary McGrath; 2) **Spirit of Elvis**, Santana 35, Linda Lloyd; 3) **Harp**, Catalina 38, Linda Farabee; 4)

J/World, J/80, Britta Fjelstrom. (7 boats)

DIV. II (PHRF > 121) — 1) **Maverick**, Columbia 5.5, Dawn Beachy; 2) **Tenacious**, Columbia 5.5, Heather Sadeg; 3) **Arcadia**, Santana 27, Ruth Suzuki; 4) **Bewitched**, Merit 25, Laraine Salmon; 5) **Mirage**, Black Soo, Lucie Mewes; 6) **Speed Racer**, Merit 25, Teresa Scarpulla. (12 boats)

OVERALL — 1) **Maverick**; 2) **Tenacious**; 3) **Arcadia**.

Full results — www.encinal.org

OYRA FARALLONES (BVBC; 8/4; 58 miles)

MORA — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **CL2**, Cal 25, Dylan Benjamin. (3 boats)

PHRO I-A — 1) **Secret Squirrel**, Schock 40, John Cladianos. (2 boats)

PHRO I — 1) **Low Speed Chase**, Sydney 38, James Bradford; 2) **Escapade**, Express 37, Greg Mitchell; 3) **Summer Moon**, Synergy 1000, Josh Grass. (9 boats)

PHRO II — 1) **Cirque**, Beneteau 42s7, Louis Kruk; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Voyager**, Beneteau 345, Steven Hocking. (6 boats)

SHS — 1) **Shamrock**, C&C 41, James Connolly; 2) **Dingo**, Mini 6.5, Bryan Wade. (4 boats)

Full results — www.yra.org

INTERCLUB #5 (SBYC; 8/4)

SPINNAKER (< 142) — 1) **Crinan II**, WylieCat, Bill West; 2) **Vitesse Too**, Hobie 33, Grant Hayes;

3) **Mirage**, Black Soo, Lucie Mewes. (5 boats)

SPINNAKER (> 143) — 1) **Flotsam**, Yankee OD, Brad & Geoff Clerk; 2) **Green Onions**, Moore 24, John Tuma; 3) **Wuvulu**, Islander Bahama 30, John New. (4 boats)

CATALINA 34 — 1) **Crew's Nest**, Ray Irvine; 2) **Queimada**, David Sanner; 3) **Casino**, Bill Eddy. (8 boats)

NON-SPIN (< 149) — 1) **Tesa**, Catalina 42.5, Steve Haas; 2) **Flyer**, Peterson 33, John Diegoli. (3 boats)

NON-SPIN (> 150) — 1) **Dominatrix**, Santana 22, Ted Crum; 2) **Knotty Sweetie**, C&C 32, Gerald Johnson. (4 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey; 2) **Origami**, F-24, Ross Stein; 3) **WingIt**, F-27, Amy Wells. (5 boats)

Full results — www.sfbama.org

JUNIOR OLYMPICS (RYC; 7/28-29)

29ER — 1) Max Fraser/David Liebenberg, 5 points; 2) Ian Simms/Pika Itarris, 6; 3) Finn-Erik Nilsson/Alek Nilson, 11. (5 boats; 5 races, 1 discard)

420 — 1) Alicia Bernhard/Mary Glaser, 5 points; 2) Lindsay Grove/Kelsi Schoenrock, 6; 3) Hillary Paulsen/James Moody, 14. (5 boats; 5 races, 1 discard)

CFJ — 1) Janine Kauper/Simon Vana, 5 points; 2) Will Larsen/Neil Bhatija, 6; 3) Colin Averill/Ellie Glenn, 15; 4) Keely Haverstock/Jacqueline Day, 17. (8 boats; 5 races, 1 discard)

LASER — 1) Michael Radziejewski, 5 points.

YRA Second Half Opener

The 'second half' of the Bay's never-ending racing season opened for business July 28-29 under spectacular conditions. The 105 boats that raced in Saturday's distance race portion of the YRA's Second Half Opener saw the best the Bay had to offer, as morning gray skies gave way to delightfully typical nuclear conditions.

The big boats and speedsters were sent on a brief weather leg to Bonita Lighthouse before blasting back down the Bay toward the Estuary for a finish off Encinal YC, while a group of mostly white-sail boats stayed inside the Bay for an 18-mile tour, also ending in the Estuary. Caleb Everett's Melges 32 *Stewball* and Michael Andrews' Santana 22 *Bonito* were awarded the Schumacher Trophy for fastest corrected time on the ocean and in-the-bay courses, respectively.

The weekend was the last hurrah for the inaugural three-event Party Circuit, which appears to have successfully brought out more boats for a light and thematic schedule of selected YRA races (the Vallejo Race, Summer Sailstice and the Second Half Opener). But the fun may not be over yet. There's talk of inviting the partiers back for a bonus round at Corinthian YC's Season Closer in September.

Sadly, Sunday's racing drew a decid-

(2 boats; 5 races, 1 discard)

LASER 4.7 — 1) Max Brodie, 7 points; 2) Tom Parker, 9; 3) Lauren Cefali, 14. (5 boats; 5 races, 1 discard)

RADIAL — 1) Drake Jensen, 5 points; 2) Jessica Bernhard, 6; 3) Daniel Thompson, 12. (6 boats; 5 races, 1 discard)

OPTI BLUE — 1) Lea Russell, 15 points; 2) Kyle Larsen, 18; 3) Logan Lee, 20. (5 boats; 9 races, 1 discard)

OPTI GREEN — 1) Maria Casciani, 15 points; 2) Shannon McClish, 15; 3) Christopher Casciani, 27. (6 boats; 9 races, 1 discard)

OPTI RED — 1) Lindsay Willmore, 8 points; 2) Jacob Abrahams, 20; 3) Conor Emberly, 21. (5 boats; 9 races, 1 discard)

OPTI WHITE — 1) Will Cefali, 11 points; 2) Kristopher Swanson, 15; 3) Rocky McClish, 24. (5 boats; 9 races, 1 discard)

OPTI OVERALL — 1) Lindsay Willmore, 9 points; 2) Will Cefali, 20; 3) Kristopher Swanson, 31; 4) Lea Russell, 43; 5) Conor Emberly, 53. (15 boats; 9 races, 1 discard)

HALF MOON BAY RACE (SSS: 8/18: xx miles)

SH MULTIHULL — No starters.

SH DIV. II (< 99) — 1) **Arowana**, Diva 39, Larry Riley; 2) **Joe**, Hunter 54, Chuck Beazell. (4 boats)

SH DIV. III (100-160) — 1) **Firefly**, Dehler 34, Chris Case. (2 boats)

SH DIV. IV (> 161) — 1) **Travieso**, Ericson

edly smaller crowd for a buoy race on the Central Bay. Top Saturday finishers are below. See www.yra.org for complete results from both days.

OCEAN COURSE (22 miles)

MULTIHULLS — 1) **Three Sigma**, F-27, Chris Harvey; 2) **Gaijin**, F-24 Mk II, Peter Adams; 3) **Origami**, F-24, Ross Stein. (5 boats)

EXPRESS 27 — 1) **Freaks on a Leash**, Scott Parker; 2) **Strega**, Larry Levit; 3) **Mirage**, Terry Cobb. (5 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin; 2) **Serendipity 2**, Thomas Bruce. (4 boats)

ANTRIM 27 — 1) **Cascade**, Steve Rienhart. (2 boats)

EXPRESS 37 — 1) **Golden Moon**, K. Richards/B. Bridge; 2) **Elan**, Bill Riess; 3) **Stewball**, Bob Harford; 4) **Bullet**, Michael Maloney. (7 boats)

J/105 — 1) **Taboo**, Laby/Pipkin/McGrath. (2 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Think Fast**, Helmut Zarth. (3 boats)

PARTY CIRCUIT G (< 66) — 1) **Stewball**, Melges 32, Caleb Everett; 2) **Southern Cross**, Melges 32, Richard Leslie; 3) **Velocita**, Mumm 36, M. Mueller/J. Christie; 4) **Encore**, Sydney 36, Daniel Woolery; 5) **Bodacious**, Farr 40 1/T, B. Tosse/J. Clauser. (10 boats)

PARTY CIRCUIT H (69-96) — 1) **No Name**, Beneteau First 10R, Ben Oldham; 2) **Jarlen**, J/35, Robert Bloom; 3) **Mintaka 4**, Farr 38, Gerry Brown. (6 boats)

PARTY CIRCUIT J (99-117) — 1) **Novia**, Cal 39 Mk IV, D. DeMeter/D. Baker; 2) **Two Scoops**, Express 34, Chris Longaker; 3) **Razzberries**, Olson 34, Bruce Nesbit; 4) **Gig**, Humbolt 30; Gilbert Sloan; 5) **No Name**, Ultimate 24, Peter Cook; 6) **Sheeba**,



'Dingo' (CAN 305) and 'Che' (331) at the start of the Singlehanded Sailing Society's race to Half Moon Bay. Unfortunately, neither boat made it to the finish line. One-third of the fleet dropped out in all.

30+, Daniel Alvarez; 2) **Emerald**, Yankee 30, Peter Jones; 3) **Chelonia**, Yankee 30, Ed Ruszel. (7 boats)

SH DIV. V (Non-spin) — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Horizon**, Islander 28, Bill White. (4 boats)

SH SPORTBOAT — 1) **Ankle Biter**, SC27, Alan Hebert; 2) **Tenacity**, SC27, Paul Nielsen. (3 boats)

SH WYLIECAT 30 — 1) **Uno**, Steve Wonne. (1 boat)

DH MULTIHULL — 1) **Humdinger**, Greene 35 Tri, Larry Olsen. (2 boats)

DH DIV. II (> 99) — 1) **Cirque**, Beneteau 42s7, Louis Kruk; 2) **Brainwaves**, J/35, Jim Brainard; 3) **True North**, Baltic 42, Jeff Dunnavant. (6 boats)

DH DIV. III (100-160) — 1) **Carmelita**, Catalina 42, Christian Lewis; 2) **Vent Vitesse**, J/30, Tony Castruccio; 3) **Voyager**, Beneteau 345, Steve Hocking. (6 boats)

DH DIV. IV (> 161) — 1) **Speed Racer**, Merit

25, Teresa Scarpulla. (2 boats)

DH DIV. V (Non-spin) — 1) **Shamrock**, C&C 41, Jim Connelly; 2) **Constellation**, Wylie 33, Tom Kruse; 3) **Surf**, X-332, John Hendricks. (7 boats)

DH SPORTBOAT — 1) **Special Edition**, Wilderness 30, David Janney; 2) **Dragonsong**, Olson 30, Sam McFadden. (4 boats)

DH WYLIECAT 30 — 1) **Lotta'tude**, Jonathan Bloom. (1 boat)

Full results — www.sfbaysss.org

HDA ISLAND TOUR (RegattaPRO: 8/18, 17.3 miles)

DIV. G (< 111) — 1) **Bodacious**, Farr 40 1/T, John Clauser/Bobbi Tosse; 2) **Zamazaa**, Farr 52, Charles Weghorn; 3) **Q**, Schumacher 40, Glenn Isaacson; 4) **No Name**, Ultimate 24, Peter Cook; 5) **Velocita**, Mumm 36, M. Mueller/J. Christie. (9 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Encore**, Wylie Gemini 30, Andy

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C&C 99, Michael Quinn. (12 boats)

PARTY CIRCUIT SF 30 — 1) **Encore**, Wylie Gemini 30, Andy Hall; 2) **Shameless**, Schumacher 30, George Ellison; 3) **Stink Eye**, Laser 28, Jonathan Gutoff; 4) **Fire Drill**, Tartan 10, Serge Bisson. (7 boats)

IOR WARHORSES — 1) **Aleta**, Peterson 46, Keith Brown; 2) **Zamazaan**, Farr 52; Charles Weghorn. (3 boats)

IN THE BAY (18.4 miles)

SF 180 — 1) **Harry**, Newport 30 Mk II, Dick Aronoff; 2) **Goose**, Catalina 30, D. Michael Kastrop. (4 boats)

ISLANDER 36 — 1) **Windwalker**, R. Shoenhair/G. Gilliom; 2) **Captain Hooke**, Tom and David Newton; 3) **Pacific High**, Harry Farrell. (5 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson; 2) **Vivace**, Larry Nelson; 3) **Sweet Ness**, N. Basoz/R. Rocci; 4) **Clean Sweep**, Tom Nemeth; 5) **Balein**, Daniel Coleman. (9 boats)

SANTANA 22 — 1) **Bonito**, Michael Andrews; 2) **Tchoupitoulas**, S. Buckingham/C. Giovacchini. (3 boats)

PARTY CIRCUIT K (120-168) — 1) **Chimera**, Little Harbor 47, C. Grant Miller; 2) **Crinan II**, WylieCat 30, Bill West; 3) **Twilight Zone**, Merit 25, Paul Kamen; 4) **Crews Nest**, Catalina 34, Ray

Irvine; 5) **Ditzzy**, Alerion Express 28, Ralf Morgan; 6) **Chesapeake**, Merit 25, Jim Fair. (12 boats)

PARTY CIRCUIT M (> 171) — 1) **Star Ranger**, Ranger 26, Simon James; 2) **Wuvulu**, Islander Bahama 30, John New; 3) **Latin Lass**, Catalina 27, Bill Chapman; 4) **Yachyd Da**, Newport 30 Mk II, Jack Gill. (7 boats)

McNish Classic Yacht Race

The McNish Classic on August 4 had barely a whisper of breeze — just 5 to 8 knots at the start and 3 knots at the finish — but the 17-mile race off Channel Islands Harbor was still one for the books. After three decades, two names, several changes in “ownership” and countless entries ranging in size from 17 to 82 feet, nearly all built before 1952, founder Dick McNish has decided to shutter the race.

“Dick is 80 and the race is 30. Those are both round numbers and a good note to end it on,” said Louise Noeth, who’s helped McNish run the event for most of that time. “He’s not some nursing home kind of guy, but he’s tired and he just wants to sail his boat.”

Classic Yacht Race, a race where old wooden boats could be competitive in an age of composites, McNish handed the race to the Pacific Corinthian YC in the early '90s.

They were the ones who renamed the event to honor its founder — something he never really approved of. McNish also didn't think much of how the PCYC ran the event, so he reclaimed the race a few years later.

While the day was bittersweet for the 29 boats that came from around the West Coast for McNish's swan song, it provided a sweet victory for Don Greene's Ventura-based 40-ft sloop *Elusive II*, which won overall honors.

“Last year our steering failed at the start. We rigged a foot-operated emergency tiller and passed the winner *Silvan* twice, but still lost the race by seconds.”

Started in 1977 as the Corinthian



LOUISE ANN NOETH

Dick McNish — a classic



LATITUDE / JR

Whatcha looking at? A pushpit-hugging crew member on 'Cento Miglia' catches a glance at the camera after the start of the HDA Island Tour on August 18.

Hall. (6 boats; all others DNF)

HDA K (> 114) — 1) **Latin Lass**, Catalina 27, Bill Chapman. (1 boat)

SF 180 — No finishers.

Full results — www.yra.org

BIG BROTHERS-BIG SISTERS (SCYC: 8/12)

DIV. I (< 96) — 1) **Octavia**, Santa Cruz 50, Shepard Kett; 2) **Elyxir**, Santa Cruz 52, Paul Ely; 3) **Escape**, Express 37, Steve Dibeck. (8 boats)

DIV. II (97-170) — 1) **Enigma**, Ultimate 20, John Buchanan; 2) **Mercedes**, Moore 24, Joel Verutti; 3) **Snafu-U**, Moore 24, Jay Crum; 4) **Absolute 05**, Santana 35, Keith McBeth. (14 boats)

DIV. III (171-300) — 1) **Skates**, Pearson Ariel,

Outrageous, Olson 40, Rick Linkmeyer; 3) **Sailing-Pair-A-Dice**, Catalina 30, Barry Keeling. (8 boats)

DIV. V (Corporate) — Long Course: 1) **Octavia** (6 boats); Short Course: 1) **Mercedes** (11 boats).

DIV. VI (Multihull) — 1) **Hobie One**, Hobie Cat 16, Stan Manning; 2) **#1**, Nacra 5.8, Alan O'Driscoll. (3 boats)

Long Course Overall — **Hobie One**.

Short Course Overall — **Enigma**.

Full results — www.scyc.org

WAIKIKI OFFSHORE SERIES (Waikiki YC: 7/27-29; 5 races)

ORR I — 1) **Samba Pa Ti**, TP52, John Kil-

Kate Riley; 2) **Wind Walker**, Islander 28, Van Tunstall; 3) **Mic's Honor**, Santana 22, Cormac Carey. (5 boats)

DIV. IV (Non-spin) — 1) **Bahama Breeze**, Catalina 42, Krista Lighthall; 2)

roy, 7 points; 2) **Boomerang**, Sydney 41, John Spadaro, 11; 3) **Kaimiloa**, J/44, Dave Nottage, 16. (5 boats)

ORR II — 1) **Cowabunga**, Sonoma 30, Mark Denzer, 8 points; 2) **Zamboni**, X-35, Doug Taylor, 15; 3) **Fins**, Sydney 36, Cindy Wyrick, 17. (5 boats)

PHRF I — 1) **Samba Pa Ti**, TP52, John Kilroy, 6 points; 2) **Kaimiloa**, J/44, Dave Nottage, 13; 3) **Boomerang**, Sydney 41, John Spadaro, 13. (5 boats)

PHRF II — 1) **Cowabunga**, Sonoma 30, Mark Denzer, 12 points; 2) **Fins**, Sydney 36, Cindy Wyrick, 17; 3) **Zamboni**, X-35, Doug Taylor, 16. (5 boats)

Full results — www.waikioffshores.com

BAYS #4 (SeqYC: 8/4-5)

420 — 1) Brian Malouf/Matt Van Rensselear, 15 points; 2) Lindsay Grove/Kelsi Schoenrock, 30; 3) Peter Jesberg/James Moody, 34. (7 boats; 13 races, 1 discard)

CFJ — 1) Simon Vana/Neil Bhateja, 28 points; 2) John Gardner/Colin Averill, 30; 3) Ted Netland/Ellie Glenn, 66. (7 boats; 20 races, 1 discard)

LASER — 1) Chris Humphreys, 22 points; 2) Michael Lazzaro, 33; 3) Mike Scott, 37; 4) Matt Werner, 46; 5) Tim Marymee, 66. (10 boats; 13 races, 1 discard)

LASER 4.7 — 1) Domenic Bove, 18 points; 2) Mariana Sosa Cordero, 46; 3) Tom Parker, 51. (5 boats; 16 races, 1 discard)

RADIAL — 1) Jessica Bernard, 21 points; 2)

he said after winning his weight in Mumm Champagne. "This year we really worked hard, and the light winds were perfect for Kettenburgs. We're so proud of our girl."

C.F. Koehler of San Diego won elapsed time honors on his 59-ft *Sally*, a 1928 10-meter sloop, with a time of 3 hours, 5 minutes and 56 seconds. McNish's own *Cheerio II* finished third among yawls.

SCHOONER — 1) **Rose of Sharon**, 1930 59-ft schooner, Byron Chamberlain; 2) **Dauntless**, 1930 70-ft schooner, Paul Plotts. (3 boats)

KETCH — 1) **Splinter**, 1967 30-ft ketch, Dan Chepley; 2) **Spit Fire**, 1994 52-ft ketch, Jeffery Woods; 3) **Maggie J**, 1967 28-ft ketch, Ted Richey. (6 boats)

YAWL — 1) **Pacifica**, 1947 51-ft yawl, Douglas Jones; 2) **Circe**, 1950 56-ft yawl, Dennis Peisto. (4 boats)

SLOOP & CUTTER A — 1) **Sally**, 1928 59-ft sloop, C.F. Koehler; 2) **Vignette II**, 1972 43-ft cutter, W. Russakoff. (4 boats)

SLOOP & CUTTER B — 1) **Elusive II**, 1961 40-ft sloop, Don Greene; 2) **Siboney**, 1952 30-ft sloop, Tom Huston; 3) **Silvan**, 1980 30-ft cutter, Dan Israel. (7 boats)

Championship Round-up

We only wish we had time to cover



JERRY VERLAKSE

Head over heels — The Alameda shoreline served up plenty of breeze for the 72-boat Hobie 16 and 20 North American Championships last month. Luckily, nose dives like this were a rare sight.

them all. . .

WYLLIE WABBIT NATIONALS (Donner Lake, 8/17-19, 6 races)

1) **Jack**, Melinda Erkelens, 14 points; 2) **Weckless**, Rusty Canada, 16; 3) **Asterix**, Simon Winer, 25; 4) **Ghost Dog**, Andy Hamilton, 26; 5) **Mr. McGregor**, Kim Desenberg, 27. (11 boats)

Full results — www.wylliewabbit.org

HOBIE 16 & HOBIE 20 NAs (Crown Beach, Alameda, 7/30-8/3; 18 races, 1 discard)

HOBIE 16 — 1) Aaron Worrall/Brad Wilson, 37 points; 2) Armando Noriega, Jr./Rodrigo Achach, 69; 3) Francisco Figueroa/D. & B. Guzman, 76; 4) Greg Thomas/Jeffrey Fortuna, 87; 5) Mark Modderman/Mike Kast, 132; 6) Paul & Mary Ann Hess, 159; 7) Mike Montague/Kathy Ward, 175; 8) Ken Nelson/Steven Kinnear, 199; 9) Rich McVeigh/

SCORES — CONT'D

Megan Hayes, 31; 3) Drake Jensen, 33. (6 boats; 13 races, 1 discard)

OPTI RED — 1) Lauren Cefali, 33 points; 2) Lindsay Willmore, 57. (4 boats)

OPTI BLUE — 1) Kyle Larsen, 104 points; 2) Trevor Rowedder, 111; 3) Logan Lee, 118. (5 boats)

OPTI WHITE — 1) Will Cefali, 54 points; 2) Kristopher Swanson, 100. (4 boats)

OPTI GREEN — 1) Julie Self, 49 points; 2) Sofia Kirkman, 62; 3) William McMullen, 67. (8 boats; 25 races, 1 discard)

OPTI OVERALL — 1) Lauren Cefali; 2) Will Cefali; 3) Lindsay Willmore; 4) Kristopher Swanson; 5) Kyle Larsen.

Full results — www.pysf.org

SBYRA #5 (SLYC: 8/4)

SPINNAKER — 1) **Paradigm**, J/32, Luther Izmirian; 2) **Mist**, Beneteau First 38, K. Barker/R. Hu. (4 boats)

NON-SPIN — 1) **Osprey**, C&C 35, Rob & Hillary Hutchinson; 2) **Jet Lag**, Catalina 34, Torin Knorr. (3 boats)

Full results — <http://sbyra.home.comcast.net>

ODCA SOUTH BAY-SF SIDE (BVBC: 8/18)

BENETEAU 36.7 — 1) **Serendipity 2**, Thomas Bruce; 2) **Bufflehead**, Stuart Scott. (4 boats)

ALERION EXPRESS 28 — 1) **Eagle**, Chuck Eaton; 2) **Maeve II**, Nancy Petengill. (4 boats)

ISLANDER 36 — 1) **Tenacious**, R. Warren/K. Youngberg; 2) **Windwalker**, R. Shoenhair/G. Gil-

liom; 3) **Pacific High**, Harry Farrell. (6 boats)

OLSON 25 — 1) **Sweet Ness**, N. Basoz/R. Rocci; 2) **Synchronicity**, Steve Smith; 3) **Clean Sweep**, Tom Nemeth. (6 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Voodoo Child**, Charles Barry. (3 boats)

SANTANA 22 — 1) **Tchoupitoulas**, S. Buckingham/C. Giovacchini. (1 boat)

Full results — www.yra.org

MOSELEY REGATTA (TYC: 7/28; 3 races)

ETHELLES — 1) **JR**, Bill Melbostad, 5 points; 2) **Wilder Beast**, Tim Wells, 10; 3) **Dinner Roll**, Jeff Moseley, 12; 4) **1085**, Ethan Doyle, 12. (7 boats)

KNARR — 1) **Larkin**, Melissa Purdy, 7 points; 2) **Three Boys and a Girl**, Chris Perkins, 9; 3) **Sophia**, Tom Reed, 11; 4) **Snaps III**, Knud Wibroe, 13; 5) **Svenkist**, Jonny Moseley, 17; 6) **Lykken**, Rick Fisher, 22; 7) **Gossip**, S. Taft/M. Adams, 23. (13 boats)

Full results — www.tyc.org

H.O. LIND #5 (TYC: 8/11)

SPINNAKER — 1) **Twoirrational**, Moore 24, Anthony Chargin; 2) **Joyride**, J/105, Bill Hoehler. (3 boats)

NON-SPIN — 1) **Galante**, Folkboat, Otto Schreier; 2) **Red Hawk**, Hawkfarm, Sullivan/Gunn. (4 boats)

Full results and Race #6 — www.tyc.org

FALL ONE DESIGN (SCYC: 8/18)

SANTANA 22 — 1) **Gypsy**, Bridget Binko, 2

points; 2) **Rick's Place**, Larry Comstock, 4. (4 boats; 2 races)

SC 27 — 1) **Hanalei**, Rob Schuyler, 6 points; 2) **Saffron**, Della Corte/Abraham, 8; 3) **Jamie's Pony**, Magdalena & Beat Neaf, 9; 4) **Sumo**, Cas-sady/Livingstone, 12. (7 boats; 3 races)

Full results — www.scyc.org

FALL SCORE #1 and 2 (SCYC: 8/5; 2 races)

DIV. A — 1) **Surge III**, Express 37, Jon Kim, 3 points. (2 boats)

DIV. B — 1) **Absolute 05**, Santana 35, Keith MacBeth, 2 points; 2) **Hanalei**, SC 27, Robert Schuyler, 4. (3 boats)

DIV. C — 1) **Wildfire**, Moore 24, Howard Ruderman, 3 points; 2) **Mercedes**, Moore 24, Joel Verutti, 3. (3 boats)

Full results — www.scyc.org

ROUND THE ROCK (BVBC: 8/11; 10 miles)

1) **Thea**, Folkboat, Chris Hermann; 2) **Break-out**, Santana 35, Lloyd Ritchey; 3) **Sea Spirit**, Catalina 34, Larry Baskin. (8 boats)

Full results — www.bayviewboatclub.org

TWIN ISLAND #2 (SYC: 7/28)

SPINNAKER — 1) **Streaker**, J/105, Ron Anderson; 2) **Lynx**, WylieCat 30, Steve Overton; 3) **Q**, Schumacher 40, Sean Scarrott. (6 boats)

NON-SPIN — 1) **Roeboat**, Catalina 30, Rod Decker; 2) **Escapade**, Sabre 402, Nick Sands. (3 boats)

Full results — www.syconline.org

THE RACING

Theresa White, 237; 10) Pamela Noriega/Armando Noriega, Sr., 243. (50 boats)

HOBIE 20 — 1) Brian Lambert/Jamie Livingston, 40 points; 2) Phil & Bev Collins, 57; 3) Mark & Tiffany Lewis, 67; 4) George Pedrick/Gene Harris, 89; 5) Kent Blevin/Jake Wooldridge, 103. (22 boats)

Full results — www.hobienorthamericans.com

CAL 20 NATIONALS (LBYC, 7/20-22: 7 races)

1) **Magic Bus**, Mark Gaudio, 33 points; 2) **Veintiseis**, Chuck Clay, 38; 3) **Clozer 2**, Stan Gibbs, 46; 4) **Rubber Dog**, Keith Ives, 49; 5) **Rigormortis**, Doug McLean, 50; 6) **Basic Sailing**, Tom Pollack, 54; 7) **TJ**, John Shadden, 57; 8) **Convicts on Tour**, Michael Stenovich, 58; 9) **Lickety Split**, Mike Wood, 70; 10) **Maniacal**, Dave Crockett, 71. (24 boats)

Full results — www.lbyc.org

SANTA CRUZ 27 NATIONALS (LTWYC, 7/20-22: 6 races, 1 discard)

1) **Hanalei**, Rob Schuyler, 6 points; 2) **Poopsie**, 12; 3) **Vitesse**, 15; 4) **Magic**, 20; 5) **1st Impression**, 24. (13 boats)

Full results — www.sc27.org

OLSON 30 NATIONALS (Lake Tahoe Windjammers YC, 7/19-21: 7 races, 1 discard)

1) **Blue Star**, T. Downey/L. Spencer, 11 points; 2) **Naked Lady**, Jeffrey Blowers, 22; 3) **Scoundrel**, 30; 4) **Voodoo Child**, Charles Barry, 35; 5) **Hoot**, Andy Macfee, 38. (12 boats)

Full results — www.olson30.org

LASER PCCs (TISC, 8/10-12: 8 races, 1 discard)

FULL RIG — 1) Derick Vranizan, 15 points; 2) Peter Vessella, 29; 3) David Fagen, 31; 4) Tracy Usher, 35; 5) Peter Drasnin, 52; 6) Peter Phelan,

Natalia Montemayor, 12. (3 boats)

Full results — www.pcc2007.laserforum.org

VANGUARD NATIONALS (STFYC, 8/17-19)

1) Nick Adamson/Jago MacLeod, 50 points; 2) Steve Hunt/Nick Kaschak, 51; 3) Richard Feeny/Jenn Hoyle, 51; 4) Harrison Turner/Sam Haythorn, 69; 5) Matthew Sessions/Avery Patton, 85; 6) Kevin Richards/Liz Rountree, 90; 7) Holt Condon/Jonah Greenberger/Abby Swan, 91; 8) Ken Turnbull/Rebecca Beard, 101; 9) Jim Barkow/Alexis Zebrowski, 102; 10) Andy Beeckman/Linda Stephan, 103. (29 boats)

Full results — www.stfyc.org

WINDSURFING NATIONALS (STFYC, 8/8-12)

JUNIOR — 1) Todd Selby, 15 points; 2) Pieter Botha, 20; 3) Aaron Cardwell, 21; 4) Jay Watermeyer, 34; 5) Kai Lenny, 37. (9 boards; 8 races)

FORMULA — 1) Seth Besse, 9 points; 2) Steve Bodner, 32; 3) Eric Christianson, 34; 4) Steve Sylvester, 41; 5) Ben Bamer, 50; 6) David Wells, 50; 7) Al Mirel, 54; 8) Mike Percy, 54; 9) Andreas Macke, 72; 10) Ron Kern, 77. (36 boards; 10 races, 1 discard)

RSX — 1) Robert Willis, 8 points; 2) Richard White, 21; 3) Karen Marriott, 21. (5 boards; 8 races)

Full results — www.stfyc.org

US KITING NATIONALS (STFYC, 7/25-29)

GOLD FLEET — 1) Anthony Chavez, 11 points; 2) Jeffrey Kafka, 15; 3) Jess Richman, 21; 4) Damien LeRoy, 24; 5) Jon Modica, 26; 6) Shawn Richman, 32; 7) John Morrison, 36; 8) Sky Solbach,

Herscher, 122; 5) Tamatoa Gillot, 159; 6) Bryan Lake, 159; 7) Vladimir Belinsky, 163; 8) Ty Reed, 169; 9) Raymond Deiter, 187; 10) John Buys, 195. (24 boards; 15 races, 2 discards)

Full results — www.stfyc.org

EI TORO NAs (Pinecrest Lake, 8/6-9: 8 races, 1 discard)

SENIOR/OPEN — 1) Dave Vickland, 24 points; 2) Paul Tara, 26; 3) John Pacholski, 27; 4) Fred Paxton, 29; 5) Art Lange, 43; 6) Bruce Bradfute, 45; 7) Gordie Nash, 58; 8) Rich Bergsund, 59; 9) Nick Nash, 61; 10) Chris Straub, 63. (32 boats)

MASTER — 1) Hank Easom, 6 points; 2) Mack-



SIMON BELL

No bull — Dave Vickland, left, covers John Pacholski at the 41st EI Toro North Americans. Vickland went on to win the NAs.

enzie Cook, 10; 3) Patrick Tara, 13. (9 boats)

Full results — www.eltoroyra.org

FJ NATIONALS (TISC, 7/28-29: 7 races, 1 discard)

1) Peter Wanders/Gisa Wortberg, 7 points; 2) Thorsten Willemsen/Barbara Gurbenbecher, 11; 3) Bert Wolff/Ronald Kalkhoven, 16; 4) Jens de Waardt/Yorick de Waardt, 16; 5) Norbert Riffeler/Norbert Terode, 30. (19 boats)

Full results — www.tisailing.org

FJ WORLDS (TISC, 8/2-5: 11 races, 2 discards)

1) Peter Wanders/Gisa Wortberg, GER, 11 points; 2) Thorsten Willemsen/Barbara Gurbenbecher, GER, 16; 3) Bert Wolff/Ronald Kalkhoven, NED, 22; 4) Steve Klotz/Kristen Baman, USA, 46; 5) Norbert Terode/Norbert Riffeler, GER, 46. (19 boats)

Full results — www.tisailing.org

CLUB 420 NAs (ABYC, 8/18-21: 13 races, 1 discard)

1) Adam Roberts/Nick Martin, 42 points; 2) Taylor Canfield/Perry Emsiek, 57; 3) Chris Barnard/Chris Segerblom, 62; 4) Oliver Toole/Willie McBride, 80; 5) Stephanie Hudson/Laura McKenna, 119; 6) Sydney Bolger/Caitlin Beavers, 129.5; 7) Cole Hatton/Kayla McComb, 132; 8) Andrew Mason/



PAUL KAMEN

Star-studded fleet — Peter Vessella (158794) finished second and was the top master at the Laser Pacific Coast Championships hosted by Treasure Island Sailing Center in August.

56; 7) Brian Malouf, 56; 8) Jay Renehan, 58; 9) Vann Wilson, 63; 10) Charles Tripp, 67. (39 boats)

RADIAL — 1) Adam Deermount, 10 points; 2) Max Nickberg, 36; 3) Collin Leon, 39; 4) Roger Herbst, 44; 5) John Renehan, 52; 6) Alex Vaught, 52; 7) Cody Shevitz, 61; 8) John Christopher, 74; 9) Julian Soto, 80; 10) Ian Paice, 80. (39 boats)

LASER 4.7 — 1) Domenic Bove, 8 points; 2)

40; 9) Chip Wasson, 42; 10) Geoff Headington, 49; 11) Kent Marinkovic, 58; 12) Nils Sotzlechner, 70; 13) Mark Bosta, 75; 14) Bill Parker, 79; 15) Ken Winner, 79; 16) Donny Parker, 91; 17) Kristin Boese, 99; 18) Kevin Steen, 105. (35 boards; 16 races, 2 discards)

SILVER FLEET — 1) Tom Gore, 109 points; 2) Adam Denny, 110; 3) Stacey Fonas, 112; 4) Bret



FRED FAGO

Trading spaces — Chris Shepherd and Dawn Beechy raced Bill Columbo's Columbia 5.5 'Maverik' to overall victory at Encinal YC's Gracie and George Regatta. In 2006, they were second to Heather Noel and Adam Sadeg on 'Tenacious'. This year, the newlywed Sadegs finished second. See 'Box Scores'.

Morgane Renoir, 150; 9) Mac Mace/Jeff Aschieris, 153; 10) Ben Bainbridge/Kelsey Crowther, 158. (58 boats)

Full results — www.abyc.org

MERCURY NATIONALS (Huntington Lake, 7/29-31; 5 races)

1) Chris Raab/Kenny Dair, 17 points; 2) Pat

& Brendan Bradley, 23; 3) Jim & Kathy Bradley, 23; 4) Mike & JJ Burch, 25; 5) Don Whelan & Alan Johnson, 32; 6) Jack & Chris McAleer, 34; 7) Doug Baird/Aaron Lee, 34; 8) Chris Messano/Ben Bradley, 36; 9) Mark Comings/Geordy Hershman, 39; 10) Pax Davis/Dave Morris, 47. (26 boats)

Full results — www.mercury-sail.com

Race Notes

Maxi confidential: Piedmont small boat sailor and big boat project manager **Bill Erkelens** is back on the maxi boat scene again, this time overseeing the birth of a new **30-meter race yacht**. The Juan Kouyoumdjian-designed, Cookson-built boat still bears the "top secret" stamp, and we can't even reveal the name of the North American owner. But we can tell you that, similar to its 30-meter classmates, the boat will be fitted with a canting keel and powered winches. "We're really looking forward to joining *Wild Oats*, *Alfa Romeo* and *Leopard 3* in the maxi class," says Erkelens.

The boat's first race will hopefully be the **Newport to Bermuda Race** in June

2008, assuming that race organizers decide to allow boats with powered winches as a demonstration class. "Most of the maxi fleet is interested in the Bermuda Race, but at the moment they will not allow us to race," explains Erkelens. "All the new maxis have powered winches, and most races worldwide allow this, except the Bermuda Race and the Trans-Pac." Rumor has it that the TransPacific Yacht Club board will meet this month to decide whether to allow powered winches in the 2009 race to Hawaii. (You may recall that this isn't the first time the TPYC board has voted on the issue.) Organizers of the Bermuda Race will likely follow the TPYC's lead and adopt the same policy for their 2008 race.

More new boats: Erkelens's top secret 100-ft project isn't the only one planning to make a debut at the 2008 Newport to Bermuda Race. Part-time Bay Area resident Jim Swartz is trading his Swan 601 **Money Penny** for a new boat built to the STP 65 box rule. The new *Money Penny* is under construction at McConaghy's Boat Yard in Australia; the Reichel Pugh design house is responsible for its lines.

 An advertisement for APS Raceware Specialists. The background is a collage of sailing-related images: a crew on a boat, a white racing jacket, a white jacket and brown shorts, a white cap, a yellow and black tool, a digital display showing '16.9', a pair of sneakers, and several spools of colorful cordage. The APS logo is a stylized orange and white arrow pointing up and to the right.

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THE RACING

German Udo Schutz has also commissioned a new STP 65 for his *Container* line of boats. Schutz's boat is a Judel/Vrolijk design. Word on the street is that there are "serious inquiries" for at least a half dozen STP 65s in the works.

In the meantime, Swartz has picked up a Melges 32 to train for his move to the sportier side of yacht racing. The Melges, whose name — **g** — follows Swartz's James Bond theme, should debut on the South Florida winter circuit.

Stars and Stripes forever: **Dennis Conner** purchased the Farr-designed Carroll Marine 60 *Numbers* and trucked it out to the West Coast last month. He'll campaign the boat — bet you can't guess its new name — on the Southern California circuit.

Barely there: Just five boats showed up for the two-race **Centerboard Regatta** at Folsom Lake YC on August 11. "It was too close to the Dinghy Delta Ditch race, and I guess we didn't advertise it enough," sighed PRO Mark Erdich. Steve Galeria and his *Banshee 2 Slick* were too fast, winning both races and the regatta.

RICK ROBERTS / WWW.UNDERTHE SUNPHOTOS.COM



Tricky Dick — Scott Dickson won Long Beach YC's Ficker Cup match race for the 11th time.

Young guns: Sequoia YC junior sailor Brian Malouf practically ran away with first place in the six-boat Laser fleet for the CHISPA trophy at the **Pacific Interclub Yacht Association's Youth Regatta**, hosted by Treasure Island YC on August 18. Encinal YC's Michael Grove and crew Alex DelleCese won the five-boat FJ division for the Dave Diola Memorial Cup, and Michael's sister Lindsay

finished second with Kelsi Schoenrock in the forward position, qualifying them for the Jan Horne Memorial Trophy as the top girls team. Just one Opti showed up for each of the A and B divisions, meaning that Sequoia YC's Logan Lee and Kyle Larsen won their respective divisions without much trouble.

Slow going: Tom Holthus's J/145 *Bad Pak* swept all honors at San Diego YC's lightly attended **Bishop Rock race** August 17-19. The *Pakers* took more than 34 hours to complete the 189-mile race from the Two Harbors at Catalina Island, past the west end of the island, around Santa Barbara Island and Bishop Rock, and finishing near the San Diego channel entrance. Results at www.sdy.org.

Fickle Ficker: Scott Dickson won Long Beach YC's **Ficker Cup**, August 17-19. Dickson and his team of Chuck Stevens, Tony Stuart, Matt McKinlay, Max Mooseman and Sonny Gibson defeated racing rules guru Dave Perry. Complete results and daily reports at www.lbyc.com.

Testing, testing: American Laser Racial sailor Anna Tunnicliffe won the gold medal at the **Good Luck Beijing-2007**

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PETER LYONS / WWW.LYONSIMAGING.COM

of their medal race when they lost control in the big breeze and capsized. That took them to fourth overall. The Yngling team of Sally Barkow, Debbie Capozzi and Carrie Howe, also strong contenders for an Olympic medal in '08, entered the double-points medal race with the overall lead, but were over early at the start and did not recross the line correctly. They also finished fourth overall. Until the kinks are worked out of the Olympic regatta website, your best source for complete results from the regatta is www.sailing.org.

She's a beauty: We were sad to miss the **Ronstan International 18-ft Skiff Regatta**,

August 21-25, due to deadline duties. Although this year's race seemed smaller than past years, with just seven so-called "Aussie 18s" racing, it was still action-packed. Take, for example, this race report from day three: "In a blustery 25 knots and choppy seas, not a single

Wings over water — Jarrod Simpson, David Cunningham and Adam Ovington on the British entry 'TMF' in full hike mode at the Ronstan International 18-ft Skiff Regatta.

International Regatta last month. Tunnicliffe put in the one consistently bright performance among moments of brilliance for the rest of the U.S. Olympic Sailing Team during the dress rehearsal

for next year's Olympic regatta. Morgan Larson, Northern California's best shot for a 2008 sailing medal, and Pete Spaulding looked to finish with a silver medal in the 49er fleet until the final run



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THE RACING

boat managed to stay upright through two races. Masts on two boats snapped in half and, and, on a third boat, a crew member shot through the mainsail when he was launched in a capsized. Dan Brandt, who limped home without a mast aboard one of three *SkiffSailing.org* boats, said, "It was a beautiful pitch pole. Best one I've ever had. We were straight up in the air with the wings out to the side."

Those that remained unscathed were still racing as we put the finishing touches on this issue. You'll have to go to www.stfyc.com to see results from the 18s and the **Ronstan Bridge to Bridge** on August 24.

Pinned at the mark: So you thought this month's Racing Sheet was full? Imagine if we could have squeezed in the races that took place after our deadline but before this issue hit the streets! Some of the results you'll have to catch online include the Moore 24 Nationals (www.moore24.org), Windjammers (www.scyc.org), San Francisco Bay Area Opti Champs (www.bayarea-youthsailing.org), Jazz Cup (www.sbyc.org), and

the Richmond YC Sport Boat Regatta, which doubled as the Antrim 27 Nationals (www.richmondyc.org).

Finn-tastic: Later this month Finntatics from near and far will assemble at Coyote Point YC for the **Finn North Americans**. Forty-five boats — including reigning national champion Andy Casey, as well as Olympic hopefuls Zach Railey, Brian Boyd, Geoff Ewenson, and Darrell Peck — are expected to race in the light and flukey conditions September 21-23. Among the locals hoping for a home court advantage are Don Jesberg, Glenn Hansen and Bob Carlen. "Anyone, I mean *anyone*, has a chance of doing well," predicts Jesberg. Following the NAs, the fleet heads to Newport Beach for the U.S. Olympic Trials two weeks later. Most will return to the Bay Area in 2010, if not sooner, for the nationals and the Finn Gold Cup world championship. NA results will be at www.cpyc.com.

The buzz is building: The "big" boats are coming to town. Be sure to check out our picks for this month's **Rolex Big Boat Series** in *Sightings*.

So long, farewell: After months of

winding down operations at the Spinnaker Shop and its parent company Precision Technical Sewing, **Sally Lindsay Honey** has locked the doors for good following a 28-year run. In addition to its namesake sails, PTS projects included Hollywood movie props, NASA space shuttle parts, and world-famous dinghy harnesses and spinnaker nets. The latter two are still available; find details about how to order at www.spinnakershop.com.

Meanwhile, Honey, a two-time U.S. Yachtswoman of the Year and one of the best female skippers in the Bay Area, and her husband **Stan** are headed overseas for a few years while Stan takes his next multi-year, high-profile racing assignment, this one on a very large day sailer. Look for more on that soon.

On that note, your Racing Sheet editor writes her own farewell. There's been a wind shift and we're taking the lift to the mark. Thanks to all for the tips, tricks, and warm wishes during this brief ride. Should you find yourself on New Zealand's South Island, please look us up — sutteranne@gmail.com.



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WORLD

With reports this month on **Baja's Latest Thrill Ride**, the thoughtful insights of frequent charterers on **The British Virgins for First-Timers** and miscellaneous **Charter Notes**.

Cabo's A-Cup Fantasy Camp: Even More Fun than Cabo Wabo

Pat Lopez is intimately familiar with Cabo San Lucas and its many attractions for visitors, as he's been vacationing there every summer for years. But when he looked out over the harbor last month from the rental villa his family owns — which is perched high up a hill called the Pedregal — he immediately noticed something distinctly different out on the water. Two enormous sloops were sailing in formation as if performing the tight choreography of a match race.

A closer look through the binoculars confirmed that these were, in fact, authentic IACC America's Cup boats, NZL 81 and 82. That same afternoon Pat learned that they'd recently been delivered and put into charter service, offering daysails and authentic match racing experiences to sailor and would-be sailors of all skill levels.

"It was just awesome to be able to sail on an America's Cup boat," says Pat with the enthusiasm of a 12-year-old who's just returned from his first trip to Disneyland. A longtime S.F. Bay racer (and Loch Lomond Harbormaster), Pat has helmed and trimmed sails on all sorts of boats, but this experience — even though just a daysail — was clearly unique.

It was a relatively slow day when he and a couple of buddies jumped aboard for a three-hour sail, so only one boat went out. But the young all-Kiwi crew

still put NZL 81 through her paces as if she had a hot competitor right on top of her. As you might imagine, most day-trippers who sign on have never come close to sailing aboard a top-notch racing machine — if they've ever even sailed at all. So when captain Kevin Peet found out that Pat knew what he was doing, he quickly put him to work trimming the massive kite, working the giant coffee grinders and driving. "It's amazing how high those boats can point," says Pat. "We were doing 10 knots pointing w-a-a-a-y upwind!"

While the five young crewmen who accompany every charter may not let everyone trim the chute, we're told that everyone who wants to gets a chance at the wheel and the grinders. With larger groups, both boats go out and are put through all the paces of a serious match race. Those willing to lend a hand are assigned positions and instructed in the use of the six-speed winches and other gear. Then they initiate the pre-start 'courtship', trading tracks and vying for position, and sail a course around the harbor which gets everyone's adrenalin pumping.

Cabo San Lucas is renowned as a fisherman's haven, but it's also a fine place to sail — especially aboard a bona fide IACC racing machine.

CABO ADVENTURES

Sound like fun? To our way of thinking it sure beats the heck out of whiling away the hours in a steamy beach bar.

The boats were purchased from Team New Zealand by Cabo Adventures, a long-established purveyor of unusual sports such as swim sessions with dolphins, desert safaris and canopy tours, where vacationers get to glide through the treetops on a series of zip lines.

While we've long been aware



of charter offerings aboard other retired A-Cup contenders in places like Newport, St. Maarten and Sydney, those are run on older boats. By contrast, one of the cool things about this operation is that 81 is from the '03 Cup (warehoused in a shed in Auckland) and 82 is from Valencia. So their hull designs are cutting edge and their gear is still relatively new. Although the operators have been reluctant to spoil the boats' classic look by adding lifelines, they have made several concessions to passenger safety on each boat such as the addition of stainless steel pulpits around the aft sections,

CABO ADVENTURES



OF CHARTERING



PAT LOPEZ

Screaming along on a moderate breeze, a ride aboard one of these thoroughbreds is like a hands-on sailing workshop.

restricted access to forward areas, use of roller-furling jibs and the requirement that everyone wear a lifejacket. Of course, if you were to fall overboard in this 80° water, it would probably be more refreshing than traumatic. Besides, a 40-ft chase boat shadows every charter.

As Captain Kevin explains, 81 was shipped from Auckland across the Pacific to Ensenada where he and a crew reassembled her and delivered her down the peninsula. Meanwhile, 82 was shipped from Spain across the Atlantic to Vera Cruz, in the southwest corner of the Gulf of Mexico. If you go down and take a ride on her, ask Kevin about the delivery by truck across central Mexico, right through the heart of Mexico City to the west coast port of Manzanillo. Now that's what we call an extreme sport!

In the two months these boats have been available for charters, they've had close to 500 charter guests aboard, most of whom hadn't heard about the opera-

tion before stumbling across the boats at Cabo Marina. They take wannabe sailors of all shapes and sizes — up to 20 per trip — including kids as young as 10, if accompanied by an adult. Needless to say, however, a daysail like this is not for everyone. As the brochure cautions: "Guests with a history of back or neck problems, limited mobility, motion sickness and pregnant guests are not permitted on the tour."

Beyond the obvious thrills of sailing on such prestigious boats, Pat found that one of the coolest things about his three-hour spin was talking shop with the young Kiwi crew, all of whom are excellent sailors and, no doubt, would love to parlay their experience here into competing in an actual Cup campaign.

PAT LOPEZ

Before signing on with this project, Kevin worked as a sailing coach for the Royal New Zealand Yacht Squadron in Auckland. Some of his students came out with him as crew.

While any A-Cup daysail would be thrilling, Pat Lopez has a great suggestion: Why not organize several teams of racers from Bay Area YCs or sailing clubs to fly down and do a round robin competition. Whoever loses can buy the drinks at Cabo Wabo! As he points out, the breeze here is almost always manageable, air temps are always warm and the water's like a bathtub. What's not to like about it?

We'll take his idea a step further by suggesting that experienced racers within the upcoming Baja Ha-Ha rally might organize a few teams and block out an afternoon of match racing after the fleet arrives.

In any case, we wish Cabo Adventures the best of luck with their latest offering. It's about time Cabo got a few more high-profile sailboats to offset its abundance of glistening sportfishers and megayachts.

For more info on charters aboard NZL 81 and 82, see www.cabo-adventures.com.

— latitude/at

Tips for First-Time Charterers: Bareboating in the BVI

Ed. note — After doing seven bareboat charters in the British Virgin Islands, Steve and Cindy Woods are amateur ex-

Like a kid in a candy store, Pat Lopez had a ball trimming the massive chute aboard NZL 81. Later, he had the boys over for dinner.



PAT LOPEZ



LATITUDE / ANDY

perts on that much-loved sailing venue. When friends recently asked them for advice on doing a first-time BVI charter, the Woodses quickly whipped out a minor treatise of insightful info. The following is an excerpted version.

What to Pack? — Think warm: 80° to 85° (hot for some) and humid if you go between April and October — as we do. It's a few degrees cooler during winter. You'll only need T-shirts, shorts, sandals bathing suits. Leave the long pants,

For most BVI charterers, a stopover at the Bitter End YC is always a highlight. While there, check out their arsenal of watersports toys.

long dresses, shoes, etc. at home. You will most likely live in your bathing suit most of the days. Almost every place in these islands is very casual. We find that a soft sail bag or duffle bag per person is purrrrfect, allowing you room to bring back some of those cool local T-shirts or island sun dresses.

What company to use? — Every sailing magazine has loads of bareboat charter

ads, and if you've read *Latitude* over the years, you will have read many reviews on the various companies. We have always used The Moorings because they have a hotel on their property. They are also the largest charter company, which does offer some security, but it also means that they are usually the most expensive. The Moorings base is centrally located in Road Town and they have a wonderful hotel, restaurant and bar facility. After a very long flight in the same set of clothes, it is great to arrive there, jump into the pool and swim over to the bar for your 'must have' rum punch. Yum!!! Two please.

Air Travel — If you live in the Bay Area, your plane travel time will typically be between 12 and 14 hours aboard three different planes. Since it's such a long trip — especially with children! — we take the appropriately nicknamed 'red eye' with American Airlines. We leave late at night and eventually arrive in the early afternoon. While there are smaller airlines that fly from San Juan to the BVI, only American has the larger 30-seat ATR aircraft, and American will

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OF CHARTERING

through-ticket you (and your baggage) to the BVI from the Bay Area for no extra charge.

Getting Started — If you're like us, you'll want to do your own provisioning rather than buying a preset provisioning package. In the capital city, Road Town (Tortola), close to several marinas, you'll find Riteway Food Market. It's the largest supermarket on the island and the best place to pick up breakfast and lunch items. We rarely cook dinner, as there are restaurants everywhere, and they all take US dollars and/or credit cards. If Riteway doesn't have what you're looking for, then Bobby's Marketplace, farther downtown, probably will.

It's wise to buy a Charter Starter Kit when you book your charter. This typically includes toilet paper, paper towels, salt, pepper, sugar, cooking oil, sponges, dishwashing soap, etc. Get some extra self-starting charcoal briquettes — great for barbecuing hot dogs and hamburgers off the back of the boat. If your purchases are over \$100 (which will be about six items, no kidding!!!) the markets will pay for the taxi ride back to your boat. They



LATITUDE / ANDY

BVI charter vets agree that the jagged outcroppings called The Indians offer some of the territory's best snorkeling.

won't volunteer, but if you ask, they'll usually do it.

Load as much ice and water as your boat will physically carry, as you will run out. Someone on your crew will have to be appointed as the 'Water Nazi', because it's easy to forget to conserve, and with kids it goes fast. Cindy and I have to fill up at least once during our 13-day trip, even though we take 'Navy showers'. That is, wet down, water off, soap up,

water on and rinse off. Our last boat carried about 200 gallons.

Boats with air conditioning come with a generator. The charter companies set up the fuel transfer valves so that the generator draws from just one of your two tanks. That way you can't run out of fuel completely. But it's nice to know how to switch over when necessary.

If you are chartering a catamaran, there will be an anchor windlass directly in front of the mast. Your charter briefer will probably only show you how to hoist (crank, grunt, groan) the mainsail up

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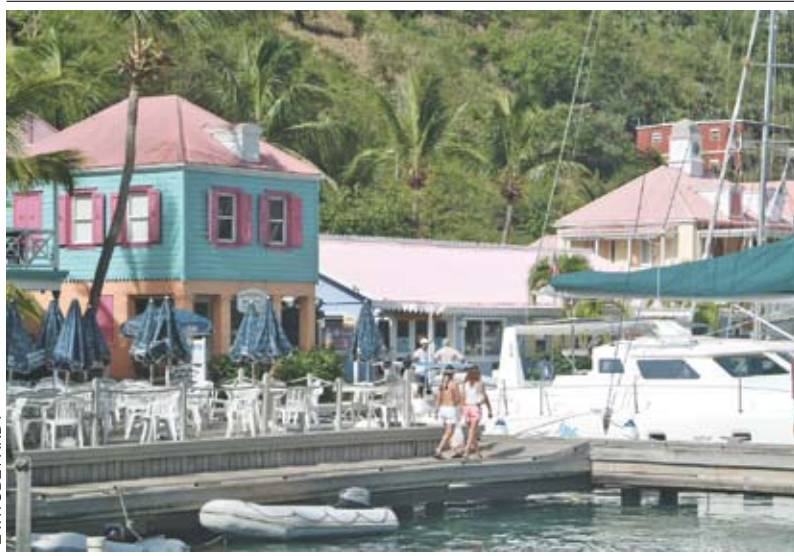
WORLD

the mast manually. The first 20 feet of cranking is pretty easy, but the last 20 to 30 feet feels like you're lifting barbells. We take the main halyard around the halyard winch and down to the capstan on the anchor windlass, then 'power up' the main-sail. Works great, but you must be vigilant or you could end up *owning* a sail.

When going ashore for dinner at night, remember to close up all of the hatches — we also crank up the generator and switch on the A/C. Caribbean 30-second rain showers come out of nowhere and will deluge everything in the boat if hatches are left open.

It's useful to bring along a 100- or 300-watt power inverter with a cigarette lighter plug-in for charging up cameras, iPod, etc. ATT/Cingular cell service is available in the BVI.

All waters throughout the country are



Yet another worthwhile stop is Soper's Hole on the west end of Tortola. Shops and restaurants are built in classic West Indian style.

part of a vast marine sanctuary which provides many fine snorkeling and diving opportunities. There are a number of dive companies which offer rendezvous diving, where they pick you up in your anchorage and provide all the gear you need. There's also a Dolphin Encounter on Tortola where you can actually swim

with tame dolphins. Our son Kyle loved it.

Anchorage — There are safe, well-protected anchorages all over the territory, but the following are some of our favorites:

- Norman Island — Snorkel at a small group of rocks called The Indians. You can swim into the famous Norman Island Treasure Caves on your way into The Bight anchorage, home of the floating 'Willie T.' bar.

- Cooper Island — The anchorage is famous for its sunset views down the Drake Channel, and the Cooper Island Beach Club ashore is great for dinner. Nearby is the famous Wreck of the Rhone off Salt Island where the *The Deep* was filmed.

- North Sound — Consider having lunch at Pusser's Restaurant at Leverick Bay, then head to the mooring field off the Bitter End Yacht Club, a 4-star

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OF CHARTERING

watersport resort. (All mooring balls in the BVI are \$20 per night except at Peter Island which gets \$35 per night.) All BVI restaurants have a VHF radio that you call on Channel 16 so you can make dinner reservations. Adjacent to BEYC is a small island called Saba Rock which has a lively bar and nice restaurant.

The Rock runs a small (free) ferry to and from the Bitter End.

- Anegada — This coral-formed island lies 13 miles away via a beam reach. Keep your charts handy and check the entrance carefully as you enter the anchorage. It has buoys to guide you in, so don't be tempted to take shortcuts, as surrounding waters are very shallow! Most of the BVI's lobster comes from Anegada, so it's a fitting dinner choice while here. A short cab ride away lies Loblolly Bay, with nice snorkeling and a bar/restaurant.

- Marina Cay/Trellis Bay — On the



LATITUDE/ANDY

The gentle, warm waters of the Caribbean are a wonderful place to introduce kids to the joys of watersports — and build lasting memories.

way, the Dog Islands make a nice stop-over for scuba or snorkeling. Marina Cay is a dinner islet with another Pusser's restaurant and shop ashore. An alternative in the same area is Trellis Bay, across the channel and adjacent to Beef Island (home of the airport). Ashore you'll find the funky but fun Last Resort which

is a very popular place for dinner and entertainment.

- Cane Garden Bay — A few hours of downwind sailing will take you to Cane Garden Bay. The beach behind the broad anchorage is a huge crescent covered with fine sand beach. Great for the kids. You can usually rent water bikes, rafts, floats, wind-surfers and more from one of the many beach vendors. Quinto's restaurant is home to a locally famous musician of the same name, and the food is excellent.

Needless to say, we could go on. But actually, finding

your way around the BVI is really quite simple, which has a lot to do with why it remains the most popular charter venue in the world.

— steve & cindy woods

Charter Notes

We hate to break it to you, but summer is coming to an end. If you live in the Bay Area, though, there is an upside to that fact. And that is that **September**

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- La Paz to Puerto Vallarta, many stops: Dec. 3-15, \$1600 - \$3400/person + 10% tax
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WORLD OF CHARTERING

and October are typically the very **nicest months to sail on the Bay**. Why? Because there's generally little or no fog, yet still ample breeze and relatively warm temperatures. So don't think that just because the kids are back in school and department stores are making room on their shelves for wool sweaters and Christmas decor that you need to stow away your seabag until spring.

In fact, being tireless proponents of **'special occasion chartering'**, we'd strongly urge you to use the fine sailing conditions of fall on the Bay to plan a **floating office party, family reunion, birthday bash or some other celebration** aboard one of the Bay Area's well-run charter vessels. From **sloops to catamarans to schooners**, there's a boat appropriate to any on-the-water occasion. With **guest capacities from 6 to 80**, they are staffed by Coast Guard-licensed captains and professional crews.

Looking farther down the calendar toward the end of the year, shouldn't you be firming up your **winter getaway**



LATITUDE / RICHARD

Can you dance like a penguin with your fins on? At the Los Islotes sea lion rookery you can swim alongside dozens of marine mammals.

plans? If you'd like to charter far afield over Christmas and New Years you'd better get on it yesterday, as those two

weeks are the most popular of the year in prime winter destinations such as the islands of the **Eastern Caribbean**.

If your dates are not dependent on kids being out of school you can usually find a good choice of boats just before and just after the holidays — and often get a nice **price break** off peak season pricing.

Besides the many chartering choices of the Eastern Caribbean, we'd remind you that a good variety of bareboats are offered out of **La Paz, Mexico**, gateway to the wonderful **Sea of Cortez**. If the U.S. owned Baja it would undoubtedly be lined with condos and strip malls from top to bottom, and we shudder to think what the Sea itself would be like. Luckily that's not the case, and most of Baja and **the Sea remains unspoiled** — for boaters, it's a watery playground that **abounds with sealife** and is practically devoid of modern development.

Like all charter destinations off the beaten track, though, the fleet there is not enormous, so lock in your booking ASAP to avoid disappointment.

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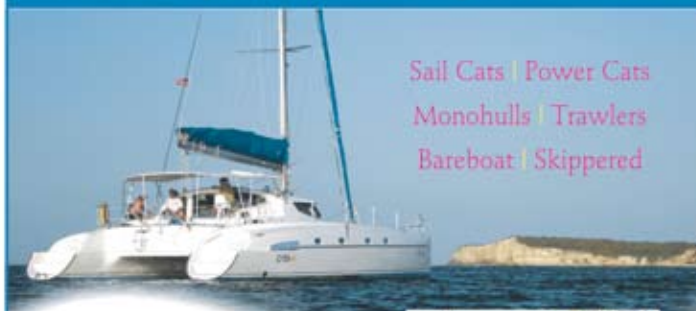
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CHANGES

With reports this month from **Moon and Stars** on reaching P.V.; from **Mahina Tiare** on continuing adventures in the high latitudes; from **Fleetwood** on singlehandedly the east coast of South America; from **Viking** on a proposed restoration while cruising the South Pacific; from **Rosario** on a one-year sabbatical to the Caribbean and Med; from **Moonshadow** on the often dangerous passage from the Indian Ocean to the Med; from **Bruadair** on having an intruder in Panama; and **Cruise Notes**.

Moon And Stars — Catana 472 J.R. Beutler and Lupe Dipp Home Just In Time To Sell Her (Puerto Vallarta)

Two years after leaving Fort Lauderdale, we *finally* have *Moon and Stars* in Puerto Vallarta. It feels really great — although we might not have her long.

After numerous stops in the Western Caribbean, we turned her over to a delivery crew in Panama for the trip up to Puerto Vallarta. They made it to Huatulco, Mexico, at which point they discovered that some water had entered the saildrive and transmission, presumably as a result of picking up a fishing net. That, in addition to a couple of unknown preexisting problems forced us to cancel the rest of the delivery. As we were on a long planned trip to Europe, we had to leave our cat there.

In our absence, Arcadio Sanchez, 'our man' in Huatulco, turned out to be not as good as we'd hoped. He originally quoted us \$800 to modify his trailer in order to haul *Moon and Stars* there. But when Lupe pressured him for a quote in writing, the price skyrocketed to \$3,000 — plus whatever work we'd need him to do to the boat. Enrique, the marina manager, turned out to be a great and helpful guy. He tried to reason with Arcadio, but to no avail. We liked Enrique and Huatulco, but suggest you exercise caution if you need to haul there.

After our return from Europe, I went down, supervised a quick patch, and motored up to the Ixtapa Marina Boatyard with just one engine. The yard's

'Moon and Stars', the Catana 472 with the celestial paint job, at her new slip in Nuevo Vallarta. She's to be replaced by a 60-footer.



LUPRECIA DIPP

Travel-Lift is just a half meter wider than our 7.5-meter-wide cat, so it was a tight squeeze. We used carpets as fenders, but I was still as nervous as a cat in a dog pound driving into the narrow opening. But all went well, and Fillippi, the crane operator, was very good at his job. With the help of Performance Marine and some others, we managed to get the cat sanded, epoxy primed, the bottom painted, and four thru-hulls replaced. Their price was reasonable and the work, if supervised, was of good quality. We paid \$780 to be hauled and launched. That wasn't horrible, but the daily yard rate of \$3/ft/day seemed pricey.

Marina Ixtapa is nice and secure, and the folks there were accommodating. However, it was 85 cents/ft/night — and they made us pay for two slips because we were a cat — not including water and electricity. That turned out to be over \$100/day! The end-ties are \$100 a day also, but the folks in the office said they had to save them for longer boats. It's a good if somewhat expensive marina.

With the help of Rodrigo, Lupe's son, and a friend of his, we brought the boat the last 300 or so miles to Banderas Bay. Most of the time we stayed eight to 15 miles offshore trying to avoid the nightly thunder and lightning storms. But let me tell you, it gets pretty exciting when lightning is striking the water all around you and the mast on your boat is the tallest thing for 30 miles! But we had mostly calm conditions.

As we were bringing the cat up the coast, Lupe went looking for a slip. She found one on the canal in Nuevo Vallarta across from Paradise Marina. The only catch is that the slip came with a house. So we've moved from our home in Marina Puerto Vallarta to this big house with a dock for *Moon and Stars* is back in Nuevo Vallarta. It's very nice, so look forward to a lot of parties there when the sailing fleet arrives for the season. We hope everybody remembers us and will come to visit. We'll be on Channel 22.

Last Sunday we went for an afternoon sail on beautiful Banderas Bay. It was blowing about 15 knots, we were



PHOTOS COURTESY MAHINA TIARE

doing over 10 knots, and the boat was as flat and comfortable as if we'd been sitting at our dining room table on land. What a place to sail! What a boat! I kind of hate to sell her, but Lupe insists she wants something in the 60-ft range. One of the limiting factors is that neither of us like the way so many new cats have the helm and controls on a flybridge. We like all the sailing activities and socializing together. We also will insist on high bridgedeck clearance. Our Catana has it, so we didn't experience many 'bombs'. We're not going to move on a new cat until we sell our current one, but we took two potential buyers out last weekend and another is flying in this week, so it could be relatively soon.

—j.r. 08/01/07

J.R. — Congratulations to you and Lupe. Just remember not to sell the current *Moon and Stars* until after the December 7, 8 and 9 Banderas Bay Blast, featuring the catamaran match race between the Vallarta YC and the Punta Mita Yacht



& Surf Club, with all other boats — yours included — invited to participate. As you'll recall, the Blast ends with the Pirates for Pupils Spinnaker Run for Charity from Punta Mita to Paradise Marina — or perhaps your house? — on Sunday.

**Mahina Tiare - Hallberg-Rassy 46
John Neal, Amanda Swan-Neal
Joining The Polar Bear Swim Club
(Friday Harbor, WA)**

I was leaning over the bow of *Mahina Tiare* to scoop up a bucket of water when there was a sudden 'thud'. I was instantly thrown over the bow, did a flip, and landed feet first in the Arctic Ocean. The water temperature was a brisk 34 degrees, not at all warm like off Moorea.

This happened in early July when Amanda and I were on Leg 3 of this season's expedition, with a crew of six aboard. We had been having an exciting time working our way from Loneyarbyen, Spitsbergen, which is at 78° N, to as far north as the pack ice would allow be-

Spread; 'Mahina Tiare' storms along in ominous conditions. Insets; The high latitudes are home to Mr. Walrus and Mr. Polar Bear.

fore heading down to Norway. We were having a great time. For example, a few days before we'd stopped for lunch at Poolepunten Point on Prins Karls Forland, where friends aboard the Apogee 50 *Joyant* reported seeing walrus on the beach the night before. Even before we reached the somewhat tenuous and partially exposed anchorage, we could see — and smell — the 2,000-lb behemoths. We dinghied ashore and hiked up the beach to the point where the walrus snuggled together. Careful not to disturb them, we admired the six of them, plus two more cavorting in the water, with spectacular glaciers and mountains in the background.

A few hours and 30 miles later, we anchored at Engelsbukta, which provided fine protection from the 15 to 20 knots of wind that we'd been experiencing all day. We spotted some reindeer, which were fearless — and even

curious when we came ashore. They galloped past, stopped, coyly eyed us while pretending to be grazing, then ran back the other way. One of the reindeer must have frightened a couple of nesting birds, because they harassed him for nearly a mile!

We got our normal 0600 start on July 14, planning to sail to the edge of the pack ice, which according to the Navtex ice report was less than 30 miles to the

John's inadvertent 'polar bear swim' came complete with this three-inch gash-to-the-bone on his chin. Dermabond worked, but only briefly.



MAHINA TIARE

CHANGES

northwest, unusually close. A Dutch boat reported seeing several seals and a polar bear along the ice edge, so those were added incentives to seeing ice that continued to the North Pole and beyond. As we left Sallyhamna on the course we had plotted the night before, Amanda admired the dramatic Drottenfjellet Fjord and glacier just to the south. The sun was shining on the glacier, Stefan was standing watch on the mast pulpit, and Chuck was on the helm. "We're not in a hurry," I said, "so let's duck in there and have a look!" That's how the trouble started.

I took a look at the charts and noted that two rocks were awash inside the bay. As it was high tide, the closer of the two wasn't showing. I knew the chart wasn't accurate for GPS because on several occasions earlier that week we'd anchored with the GPS indicating that we were on land. So we motored in slowly, enjoying the scenery and taking some photos. Then Chuck steered us on the reciprocal of our original course to get back out the bay. When I assumed that we'd passed the awash rock we hadn't seen, I left the chart in the cockpit and took a bucket and brush to the foredeck to clean off the bits of kelp and sand that had earlier come up with the chain.

After *Mahina Tiare* came to an abrupt halt and I did my inadvertent flip into the icy water at 6:41 a.m., I swam aft, clinging to the bucket, to where the crew had tossed the Lifesling over. Once I grabbed it, they pulled me aft to the swim-step. As I climbed up the stern, blood spurted from my chin all over my jacket and onto the teak decks. I used a cockpit towel with pressure to try to stop the bleeding, and quickly assessed the situation. We had obviously located the second awash rock, and what was worse, at fairly close **'Mahina Tiare' and her crew nose up into the pack ice that extends all the way to the North Pole and beyond.**



to high tide, Amanda tried backing off with full reverse power, but, based on the angle that the bow was pointing into the air, it was obvious that our boat's six knots of speed had carried her well up onto the rock.

We quickly got the dinghy launched, outboard mounted, and our 44-lb Delta anchor with 50-ft of chain in the dinghy. Peter and I motored the dinghy to *Mahina Tiare's* transom, where crew passed us an end of the 180-ft nylon rode, which Peter shackled to the chain. In a couple minutes we had the Delta set directly astern and led to the primary

sheet winch. But even with a strong pull and the reverse thrust of *Mahina Tiare's* engine, she wasn't budging. I took a quick hot shower below, got into some dry clothes, grabbed a hot chocolate, and went to work rigging our third anchor. It's a 40-lb West Marine Performance 2 that I secured to the spinnaker halyard and set off the beam in deeper water in order to heel the boat over. Our crew scooted out to the

Spread; The 48-ft long Hallberg-Rassy 46 was stranded on a rock until the tide came in. Inset; John's chin eventually required stitches.

end of the boom, which we maneuvered to the leeward side of the boat to tip her over further. Even though this caused *Mahina Tiare* to heel considerably, she still held fast.

With the tide continuing to fall, Peter, and later Amanda, put on dive masks and hung over the side of the dinghy to assess the underwater situation. They reported that the rudder was clear, but the keel was hard aground, with shallower water to port. We radioed our friends on *Joyant*, who were sailing to the edge of the ice pack, letting them know of our situation. They offered to turn back and stand by. We declined their kind offer, but told them we'd keep them advised of our situation.

Stefan, an emergency room physician, offered to take a look at my bloody chin. As I lay down on the cabin sole and lifted the sodden, bloody towel off my chin, Amanda gasped. I'd received a three-inch gash to the bone. It was still bleeding, so Stefan glued it closed with some Dermabond tissue adhesive.



AMANDA SWAN NEAL



AMANDA SWAN NEAL

ice again. After about five hours of great sailing, we got into thicker ice, where it was only safe to motor, and looked for openings. By 5:30 p.m., we'd gone as far as we could, having reached 80 09 N, 10 09 E. We shut down the engine and drifted, nearly locked in the ice. We saw several seals, polar bear tracks, birds and incredible vistas. There was white ice as far as we could see from deck, and when Amanda went to the masthead to take photos, she could see that it extended to the horizon.

We had many other wonderful adventures on this leg, but we decided to not do anymore running aground or swimming.

— john 07/18/07

**Fleetwood — Najad 30
Jack van Ommen
The East Coast of South America
(Gig Harbor, Washinton)**

Today is Pentacost Sunday or Whitsunday, and various spirits have moved me. At the 8 a.m. mass, it was the Holy Spirit. Now, later in the day, it's Black Label rum. Remember the *Drinking Rum and Coca-Cola* song from the '50s? It came from here in Trinidad, my most recent stop. Point Cumola, of "going down to Point Cumola", is just down the road.

Fleetwood and I made landfall in Brazil on April 25 after crossing the South Atlantic Ocean from South Africa. At daylight I moved further up the river to Praya de Jacare, which is where most cruisers put the hook down. Jacare is a spot where people from Joao Pessao, a nearby bigger city, come for the evening or the weekend to relax and watch the sunset from any of the six riverside restaurants. There is a musician who plays his sax from a small boat at sunset, and the sound is amplified to all the restaurants, which have decks over the water's edge. It's always the same routine. It starts with a march from someone like Purcell, then *Bolero* by Ravel, then the Christmas Song *'Oh Come Let Us Adore Him*, and finally, *Ave Maria*. After that, each restaurant has a live band or plays music at a deafening volume. It's not a quiet anchorage.

A commuter train follows the river from the mouth at Cabedelo to Joao Pessao. The first morning I was there, Rene, a Dutch/Kiwi guy on *Takaihau*,

accompanied me to Cabedelo to show me the four offices I needed to visit to check in. Joao Pessao is one of the oldest settlements in South America, but its growth has been stunted by the shallow depth of the Paraiba River. It has some magnificent remnants of the 16th and 17th century, but unfortunately much of the Colonial structures have been destroyed or squeezed in between more modern structures. The cathedral of Sao Francisco, begun in 1589, has magnificent wood carvings in a style of architecture similar to what you see in the Franciscan missions on California's Camino Real. The difference is that the church and monastery here are much larger and have gone through a few more upgrades.

I first visited southern Brazil in '02, at which time I observed how badly Brazilians dress. Nothing has changed. They wear stretch garments that fit tightly over their out-of-shape bodies. And they wear clothes that don't complement each other. But what they lack in style and appearance, they more than make up for in kindness and hospitality.

I headed south on May 1 and arrived at Fortaleza three days later. The Marina Hotel there offers Med-style moorings at the edge of the downtown district. Among the amenities are free wireless internet access, nice showers and a fine swimming pool. There are high-rise hotels and condos all along the waterfront to the south of town, as Fortaleza has become a popular vacation destination for European tourists.

I filled my fuel tank with 10 gallons of diesel, an exorbitant amount in view of the fact that I've only used 100 gallons in the last 2.5 years of cruising. But I figured I might need it to motor though the doldrums when crossing the equator. As it turned out, there are no doldrums ***Approaching one of the six waterfront restaurants at Jacare, where folks from the big city of Joao Pessao come to relax.***

Getting back to the problem at hand, we tried re-leading the stern anchor around the amidships cleat to pull from a different angle, but it still didn't help. We watched the tide — the range was three feet — fall, using the shoreline as a gauge, and sounded around the boat with a lead. Since we obviously weren't going anywhere soon, Amanda passed out bowls of porridge to the crew on deck and to Bob, who ate his while sitting on the far end of the boom.

Shortly after 11 a.m., the wind increased to 12 knots with some chop coming into the bay. We felt a couple of jolts as the rising tide slowly brought *Mahina Tiare* back close to vertical. Ninety minutes later, we ran the stern anchor to the shallow side of the transom and started to move the boom to the other side to try to heel us in the other direction. Putting the engine in moderate reverse, we pivoted, but didn't move. A few minutes later I tried again, and we slowly floated free.

Wow, what an incredible feeling of relief!

After collecting all our gear and stowing it, we were off in the direction of pack



CHANGES

close to the Brazilian coast.

My 1,000-mile passage from Brazil to Iles du Salut in French Guyana only took seven days, thanks to the strong current. When I crossed the equator for the fourth time of my voyage, I realized that, realistically, it would be the last time I'd do it by sailboat. By the time I complete my circumnavigation — with a long detour to Northern Europe, and the Med — I'll be close to 80 when I get back to the West Coast.

Devil's Island, famous because of the book of the same name and the movie *Papillon*, is one of the three islands that makes up Iles du Salut. As it turns out, Devil's Island, more properly Isle Diablo, was never home to a prison. That was on Ile Royale. The only prisoner kept on Devil's Island was Alfred Dreyfus, who was there for 15 years, wrongly accused of treason around the turn of the 19th century. Dreyfus was 'rehabilitated' by, among other things, Albert Camus' famous *Jaccuse* letter to a leading Parisian newspaper. I also learned that Papillon didn't escape from any of these islands, but rather from Cayenne on Guyana's mainland.

Once I got the anchor down at Ile Royale, I realized how much the three islands reminded me of the Marquesas. They are very quiet and laid back, very tropical, and there are no cars. But the woods of the island team with monkeys, pheasant, peacocks, iguana and a rabbit-like rodent called agouti. The latter has a head like a rabbit, hops around like a rabbit, and is a Creole delicacy. They are also found here in Trinidad.

There was no place to check into at Iles du Salut, so I have no proof in my passport that I ever visited French Guyana. It only took a day to see all of Ile Royale, so I left the next day on a 170-mile passage to Paramaribo, which is up the Surinam

Sax music at sunset, a speciality at Jacare, Brazil.

River in the former Dutch Guyana. It is very easy to get set north of your destination in this area by the strong currents. It happened to me when I aimed for Ile Royale and for the mouth of the Surinam River. Because of the current, you

need to aim between 20 to 40 degrees south of your destination. I had 150-mile days to Ile Royale, a 160-mile day to Surinam, and a similarly fast trip from Surinam to Trinidad. At times the GPS indicated that I was doing 10 knots over the bottom, which meant there was as much as four knots of favorable current. The fishing was very good in the shallow waters around Paramaribo. One morning I collected 17 two-inch long flying fish from *Fleetwood's* deck for a breakfast fry. Normally, I'd be lucky to find a couple half that size.

I thoroughly enjoyed Surinam, and would have stayed longer had I not been so nervous about the anchoring conditions. The current in the river turns every six hours, and the second morning I found my anchor rode wrapped around the keel and my heavy plough anchor free because the tide had turned. It was only by inches that I missed what could have been a nasty collision with a pier.

I had had a similar experience on the river at Praya do Jacare. When I came back from clearing in, *Fleetwood* wasn't where I had left her. Fortunately, fellow French/German cruisers had put another anchor out. During the turning of the tide, the chain had become entangled in the blades of the Danforth that I had been using. Jean Pierre suggested I anchor from the stern, which I did, and it prevented wraps on the keel. I also changed to my heavier plough anchor. But on the Surinam River the current ran much stronger, and put too much strain on *Fleetwood's* transom-hung rudder when anchored from the stern. In retrospect, I feel that I could have avoided much of the problem by reducing the amount of line I was using and relying mostly on the 30+ feet of chain I had in the shallow water.

The best place to anchor at Paramaribo is off the pilot station, but for longer stays it's best to continue another eight miles up the river to Domburg, which has a regular marina. When I cleared in with the *Vreemdelingen Politie* — or Foreign Police — I was told I needed a visa. But since I was leaving the same day, I managed to have them drop the requirement. I've since been told you only need a visa if you stay for longer than a week.

Suranim's population is made up of descendants of African slaves and contract laborers who were brought in from Java and India after Abolition. These latter two groups have maintained their traditions and language, and you can sample their food at restaurants and food courts, and listen to their music on



a number of radio stations.

There is much to see and do right there on the river bank at Paramaribo, as there are restaurants, shops, internet cafes and a flower market. Further up the river there are the president's palace, government buildings and the old Zeelandia fort. Paramaribo is one of the few well-preserved colonial cities that I've seen on my two-year voyage, as there are no high-rise buildings crowding out the traditional architecture. Most of the buildings have a stone foundation, stone stoops with porches, white clapboard sidings and black wooden shutters. The downtown Peter and Paul Cathedral is the size and shape of a European gothic church, with tall steeples, but it's built entirely of tropical hardwoods!

During slack water on May 18, I weighed anchor and set sail for Trinidad, arriving four days later. I moored *Fleetwood* Med-style at Power Boats Ltd. I haven't quite decided what to think of my new environment, as the Caribbean cruising crowd is quite different from what I've been used to for the last two years. Most are Americans and Cana-



IN LATITUDES



ELECTRONIC/RICHARD

Kerry Locke will be putting the 'cruise while you restore' concept to the test starting next March when he heads for the South Pacific.

dians, and you see some very large and expensive boats that probably never venture much beyond this string of islands. As for the Trini's, they can be a bit surly, and give you the impression that they are doing you a big favor by waiting on you. But, I may change my mind the longer I'm here.

Like everywhere, there is much to see and do at Trinidad. Two evenings ago, I went on a tour to see the leatherback turtles lay their eggs. It was an amazing experience to see these six-foot-long mothers dig in and lay the eggs. Last evening I had another exceptional experience, as I got to see a Scarlet Ibis, Trinidad & Tobago's national bird, in the Caroni Swamp. A young guide with an open skiff took us through the mangrove canals, where we saw several kinds of herons and cormorants, and got a close look at a tree boa curled up on a branch over the water. As dusk was falling, we watched from a safe distance as the scarlet ibis came in pairs and flocks to roost

at a nearby island. It's hard to describe the bright, deep red color of the birds. These ibis start their lives out white in color, but thanks to a diet of tree crabs, the carotene changes their plumage, legs and beaks to a bright red.

My one splurge in Trinidad? Duty-free Black Label rum, a liter of which sells for \$8.

—jack 05/30/07

Viking — Garden 52 Kerry Locke Restore While Cruising? (Kona, Hawaii)

On the left of the accompanying photo is Kerry Locke who, "in the day", attended Sonoma Valley High and had a custom car shop in the same area. Then 20 years ago the tropical breezes called to him, so he moved to Kona. He worked for a long time as a cook, then took turns being employed as a diver, welder and carpenter. On the right of the photo is the green-hulled *Viking*, a 52-ft canoestern William Garden design that had been built in Everett, Washington, in '52 by Richard Myers. She displaces 66,000 pounds, much of it being Port Orford cedar planks, oak ribs and mahogany

beams.

Locke purchased *Viking* out of the Ko Olina Marina on Oahu for a total of \$17,000, and with unusual terms — just \$500 down and \$500 a month. Sort of like a used car. "She doesn't have any systems," Locke admits, "but she sails". Or at least she will be able to sail when a missing spreader is replaced.

Locke plans to sail to the South Pacific next March, using his many skills to restore the boat as he cruises. While the boat has an excellent pedigree, she is more than 55 years old, so it's not going to be easy or inexpensive. Nonetheless, we wish him all the success in the world with his endeavour.

— latitude 07/24/07

Rosario — Beneteau 423 David and Tni Newhoff Caribbean/Med Sabbatical (San Francisco)

"From the very beginning of our relationship almost eight years ago in Orcas Island," writes Tni, "we've had the dream of buying a boat and spending a year exploring on the water. To do so, we gave up our jobs — David at Vinq Software, me at the Wilson Sonsini Goodrich & Rosati law firm in Palo Alto — sublet our house, and left San Francisco behind. Most of our mid-30s friends are back home buying houses and having children. Although we would love to cruise as a family some day, right now we want to do it as just a couple."

David has a long history on the water, starting with boats in the San Juan Islands, but it was while living in London that he fell in love with sailing. He took courses from the RYA, worked as a skipper for several months in Greece on a Moody 45, then was crew on an Irwin 44 for the 1,700-mile passage from England

David and Tni, one happy looking couple, decided to take a year sabbatical to cruise the Caribbean, cross the Atlantic, and do the Med.



COURTESY ROSARIO

CHANGES

to the Spanish island of Formentera in the Med. Tni has been sailing for the last seven years, and for the last three had



Endless free entertainment at St. Barth — watching the small passenger planes try to land without ending up in Baie St. Jean.

trained to be a skipper at the Modern Sailing Academy in Sausalito. She's also done five marathons and a number of half-marathons and other races.

The duo's plan is to spend a year cruising, starting with six months in the Caribbean, and then, after a trans-Atlantic crossing, six months in the Med. The two bought their 423 in West Palm Beach, so their first 'passage' was to Miami. This involved going under 36 bridges along the IntraCoastal Waterway. They had to wait an hour for one bridge to open, and were so frightened that their 48-ft tall mast wouldn't make it under a 53-ft bridge that they were "speechless for more than five minutes."

After some early sailing in the Bahamas, Tni wrote about the good times: "We've seen the most beautiful sunsets and equally beautiful sunrises. I experienced the dark of moonless nights where you can't tell where the horizon begins and ends. I found peace and comfort in

Tni and David's year-long, pre-kids, nautical adventure has been leaving them with big smiles on their faces.

the darkness surrounded by the water and the stars. We saw whales and dolphins! We saw the Southern Cross for the first time. Since we hadn't set foot on land for more than a week, by the time we arrived in the Dominican Republic, our senses became heightened, so we could smell the soil long before we made landfall. The humid and musty aroma of land filled us with joy."

Tni also experienced some less good things about cruising: "It was cool to see the flying fish, which sometimes seem as though they can go on forever. When you're on watch alone — as we were until a third of our way across the Atlantic to the Med — the flying fish provide entertainment. But then one night, I seemed to attract them. Four of them flew over the transom and into the cockpit! One even hit me in the head! It's no fun to be in the middle of nowhere, in the dark, and suddenly be joined by other living things. I felt like a target, so I spent the rest of my watch from the companionway steps. Yes, I'm over flying fish!"

But the beauty kept going on and on. "We spent a week on uninhabited Conception Island in the Southern Bahamas," they wrote, "and it's no exaggeration to say it's the most beautiful place that we've ever seen!"

Then there were the unique nautical animals at Big Major's Spot, an anchorage off Staniel Cay in the Exumas. "We'd heard lots of rumors about pigs that would swim out to dinghies, so when we saw a few pigs on the beach, we got in the dinghy and motored closer. When we got to within about 100 yards of shore, one pig started swimming out to us! It was a peculiar sight. We tossed him a tortilla, but once it landed in salt water he had no further interest. By then other pigs had come out, the most memorable being a brown pig with long ears who was both a fast swimmer and very hungry.

We missed the part in the cruising guide that said to feed them ashore, not from the dinghy, so the brown pig tried to climb into our inflatable, his hooves scratching at the fabric. We and our friends in the dinghy with us reacted with laughter, shock and let's just say it, terror! As we worked to start the outboard, our friend Marilee tried

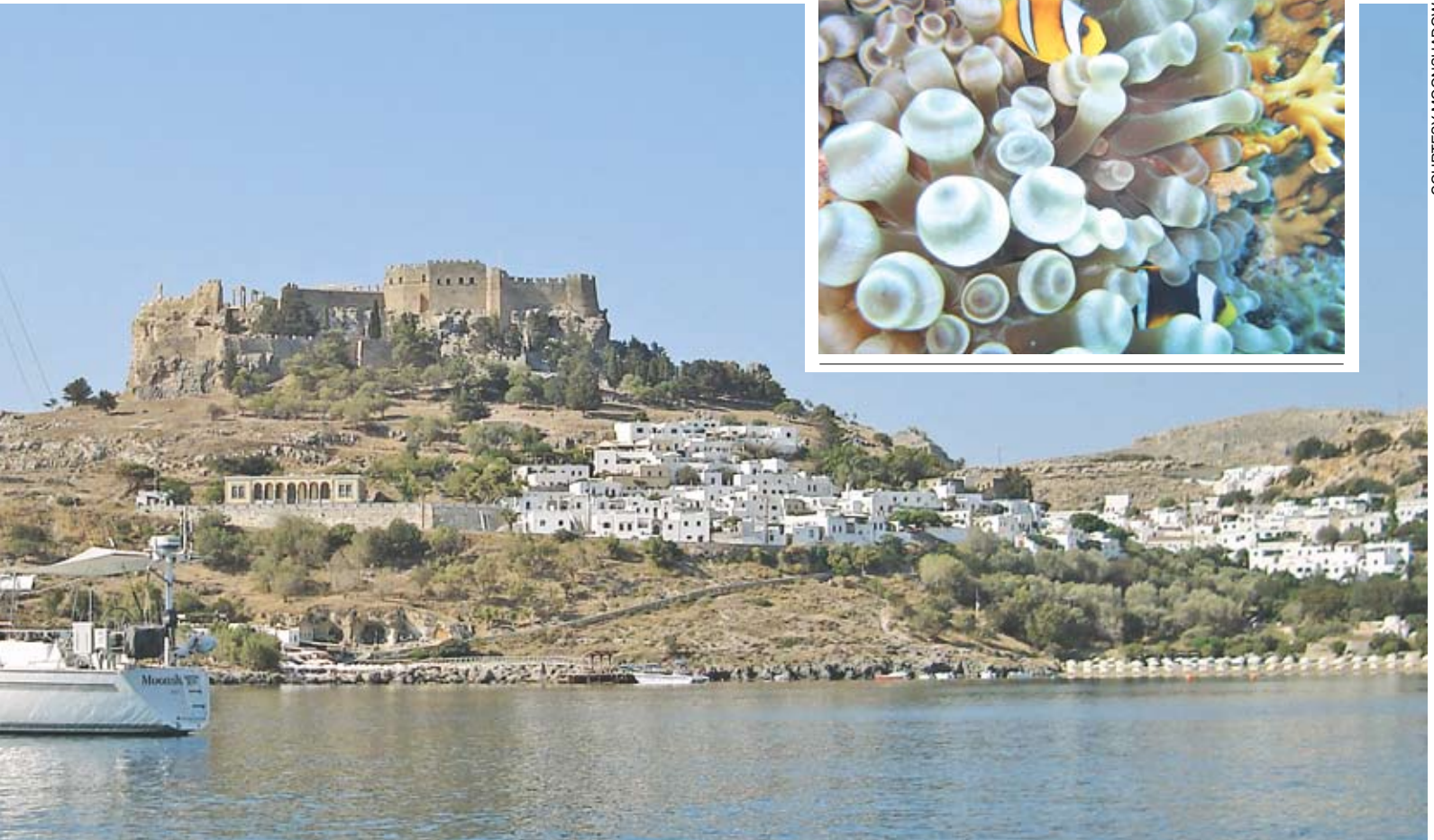


to distract the pigs by emptying a bag of cereal over their heads and into the air — which made them even more intent on getting into the dinghy. We eventually outran them. Why they call that place Big Major's Spot instead of the Bay of Pigs is beyond us."

There was more conventional sea life, too: "While on our way from the Dominican Republic to Puerto Rico, we saw a whale breach nearly a dozen times less than 100 yards from our boat. It was as though he were putting on a show just for our viewing pleasure. We'd never seen anything like it before."

The couples' inflatable apparently didn't want to leave St. Martin, as it broke free and attempted to return to that island during a rough passage to St. Barth. Once the couple got to the 'St. Tropez of the Caribbean', they were impressed, spending an entire month there. And most of the fun things were free: "We could stand there almost endlessly — and did so over and over again — watching the little planes try to clear the ridge, dive, and try to land before skidding into the blue waters of Baie St. Jean. We can't imagine that there could be a runway like it anywhere else, where





the planes come in just a few feet over your head! We were told that it's not so rare for planes to overshoot and end up on the beach."

After six months in the Caribbean, the couple joined the ARC Europe, a small group of boats rallying back across the Atlantic to Europe. It took them eight days to cover the 900 miles to Bermuda, then, having been joined by Jeff Golden and John Newhoff, took 18 days to make it to the Azores. The final six days to Lagos, Portugal, had some of the roughest weather.

"We did it!" wrote Tni in triumph. "The four of us were a great team, and we can remember this all our lives. The strangest part for me was that I was never afraid, not even with winds gusting to 35 knots, 15-foot waves, and the stanchions completely underwater. I wasn't afraid because I always had complete faith in the boat and the captain. When I've done marathons, when I get to about mile 23 I swear each is going to be my last. But when I cross the finish line, endorphins pumping, elated, I'm already planning the next one. But when it comes to crossing an ocean, once is enough. I will be eternally grateful for

Spread; 'Moonshadow' at lovely Lindos, Greece. Inset: All the color in the Red Sea is beneath the surface, not on land.

the unique perspective my crossing has given me of the world, of how vast the oceans are and what a small place that I occupy in this world, but I don't need to cross an ocean again. I will carry this one with me forever."

Thrilled to have reached Europe, the couple enjoyed Portugal, and by the middle of July were just getting the hang of lunch not starting until 2 p.m. in Spain.

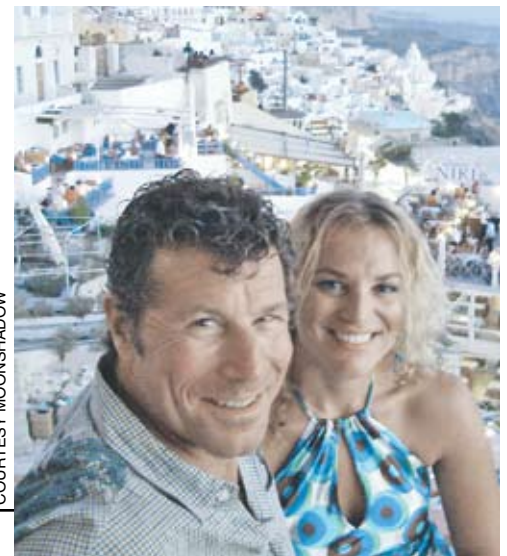
— latitude 08/15/07

**Moonshadow — Deerfoot 62
George Backhus and Merima
Thailand To The Med
(Sausalito)**

We're doing well here in the Med, and are once again enjoying the relaxed cruising lifestyle after the 6,500-mile trip from Thailand earlier in the year. To the best of our knowledge, this was the first time in years that there were no pirate attacks on cruising yachts transiting the Indian Ocean - Red Sea. I suppose that most of the fleet had a few of the typical curious/aggressive fishing boat approaches, but we never felt threatened in any way. We'd heard that the Omani

and Yemeni Coast Guards had stepped up patrols, but we never saw any. One evening we did have a boatload of 'officials' visit us to check our papers in Yemen. None of them, however, wore uniforms, and the unmarked boat looked similar to local fishing boats.

Most of this year's cruising fleet went through the Gulf of Aden 'Pirate Alley' in convoys. But, based on all our research, **Having made it from Thailand to Turkey without incident, George and Merima stop to enjoy a sunset at Santorini, Greece.**



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there didn't seem to be a statistical advantage in doing this. Besides, we weren't too keen at having to limp along at 5 to 5.5 knots for six days. So we went it alone, avoiding weekend days, which is when most, if not all, of the confirmed attacks have occurred. We also crossed the most dangerous parts in darkness with no lights showing. By keeping our speed of advance at seven knots or better, we cut our exposure time to four days. If anyone is curious, we don't carry guns.

Merima and I did the trip from Salalah in Oman up through the Red Sea to Suez doublehanded. We didn't start particularly early in the season, but did have favorable winds much of the way to Sudan. We also picked our times from then on to avoid the strong northerlies. When the wind was contrary, we took advantage of the fabulous diving in the Red Sea. Weather forecasting in the Red Sea is hopeless. GRIB files were so inaccurate that they were virtually useless. We started moving at first light when winds were light, and would make as many miles as we could before stopping. When the winds were aft of the beam, we kept moving north.

The level of difficulty with officialdom along the way was probably about average compared to other areas we've visited — with the exception of Eritrea. Officials in the port of Massawa were probably as difficult as we've encountered anywhere. We needed special permission from the Department of Tourism to visit the beautiful capital city of Asmara, but they were ill-prepared to deal with the public and nearly impossible to reason with. After much diplomacy, extreme patience, and the threat of a fleet pullout from the country, we did get our permits in the end. Nonetheless, we dubbed them the "Department of Anti-Tourism."

Reflecting back on our Red Sea experience,

The coastal Turks are as friendly as the Greeks, and surprisingly, they have much better facilities for yachties.

rience, it wasn't too bad. It's definitely not a trip for the weak of heart or ill-prepared. Fuel, provisions, repairs and health care are all nearly impossible to come by along much of the Red Sea. That said, it is a place where you can have some amazing experiences and see incredible sights that few other cruisers will ever see. Would we do it again? I don't think so!

The photos I've sent to accompany this short piece were taken during our recent cruise through the Greek Isles. Greece is beautiful, the food and wine are great, and the people are friendly — but when it comes to facilities for yachties, they 'missed the boat'. We're now at Bodrum, Turkey, in a five-star marina.

— george 08/15/07

Bruadair — Hans Christian 33T Damon & David Boarded By Intruders, Panama (N/A)

On a Friday night on the hook at Bocas del Toro, Panama, we were down below, reading books, our cabin lights on. At 8 p.m. the chime for the wireless motion sensor in our dinghy went off. I gave David a look of surprise and went up into the cockpit of our boat to investigate. When I got there, I found myself face-to-face with another person! My heart skipped a beat, and I called down for David to get "the gun" — which in our case is a flare gun. The intruder backed away, so I ran below and issued a Mayday on 16, stating that we were in the anchorage, had been boarded, and needed help. After I flicked on the DSC, I returned to the cockpit to see the intruder getting into our dinghy, while a friend paddled off into the darkness in his *cayuco*.

Within minutes help arrived, Paul from *Angel Heart* being the first. He made sure that our uninvited guest stayed in the dinghy. I started taking photos of the intruder — a kid — who didn't like having his photo taken. As more boaters arrived in their dinghies, I went below to cancel the automated distress call on the radio. We later found out that when Sonny on *Valentina* heard our call, he jumped into his dinghy and got help from the crowded yacht club bar. Kay, Sonny's wife, called the police. Our radio calls to the port captain went unanswered all night.

So there we were, David and I in the cockpit, the intruder in the dinghy, three of our four cruisers in dinghies making sure the intruder didn't swim away, and another three or four cruisers in dinghies searching for the other guy in the *cayuco*.



By this time we had the floodlights on as well as a strobe on top of the solar panel, our goal being to attract as much attention as possible.

When the police arrived 10 minutes later, the kid told them that he was returning something that we'd lost. He couldn't produce anything, of course, so the police believed him as little as we did. When they asked if I wanted to file a report, I told them that I certainly did, so we all went to the police station. Because the intruder was a minor, I was told he would be released to his mother, but that he'd have to appear before a judge on the mainland.

We learned that our Reporter Wireless Alert System, \$79.99 from Radio Shack, paid for itself in one night. Without that, we would never have known that we had an intruder. Because of our high gunnels, our cabin lights are not visible from down low on the water, so it might have looked as though our boat was empty. The two kids who came out to our boat had been in the yacht club's bar area earlier in the evening, drinking sodas. Since the bar was packed, I suspect they





Five years ago we took this photo of the '02 Ha-Ha fleet in Bahia Santa Maria. We're curious, what have you folks been up to since?

thought the boats would be empty.

We also learned that while some cruisers did not hear our initial distress call, they did pick up our automated DSC distress, as it causes their VHF to buzz and beep loudly. We were also disappointed to learn that only two of the 20 boats in the anchorage knew what was going on, because almost everyone had their radios turned off. All the help we got came from those in the marina, including the crew of *Blow Me Away*, who were in the bar. Why cruisers at anchor would turn their radio off at anchor is beyond me. It's quite disturbing to realize that you can't count on your neighbors if there's an emergency. And don't forget, a 12-year-old can kill just as easily as an adult.

— damon 08/15/07

Damon — When it comes to things that spook cruisers, having your boat boarded is, understandably, near the top of the list. Fortunately, things like that rarely

happen. And it seems to us that it would happen even less often if boats had audio rather than silent alarms.

As for being disappointed that other boats in the anchorage had their radios turned off, we have to say you'd be disappointed in us, too. For unless we're expecting a specific message at a specific time, we never have the radio on. After all, we go cruising to unplug, not to monitor the radio in the very unlikely chance that somebody needs help. If, on the other hand, we heard the repeated sounding of an air horn, we'd respond immediately.

Cruise Notes:

Garth Wilcox and Wendy Hinman of the Port Ludlow, WA-based Wylie 31 **Velella** have been two of the most relentless small boat cruisers since they completed the Ha-Ha in '00. Not only that, but in recent times they've been taking 'the oceans less travelled', specifically through the Philippines, Hong Kong, China, Taiwan and we're not sure

where else. A short time ago they began exploring Japan, starting with Kyushu, home of Nagasaki, famous for being the target of the second atomic bomb. When the couple arrived at the scenic port, which is surrounded on three sides by mountains, they were delighted at a welcome which included a free slip for a week at Dejima Marina. Noting that Nagasaki was 'discovered' by a wayward Portuguese ship, and that for 200 years it was Japan's only outlet to the outside world, both Garth and Wendy took time to read up about the historic city and take advantage of its many cultural offerings. In recent years, a small but growing number of Americans — including Hinman — had come to the conclusion that the United States was wrong to have bombed Nagasaki, which resulted in the immediate death of 75,000 people, the injuring of 75,000 more, and reduced everything within 6.5 miles to ash. Having visited the site of the devastation, we assumed that Wendy might have been even firmer in her belief that what the U.S. had done was wrong. But that is not the case.

"While I have long been skeptical about the arguments for dropping the atomic bombs, and have been horrified by their devastation, the more I've read, the more I've come to the conclusion that the ravages of the war continuing might have been far worse than the destruction caused by the atomic bombs. For instance, I was shocked to learn the extent to which Japan was committed, like a runaway freight train, to pursuing this hopeless conflict. The books and other materials I read described the preparations for a fight-to-the-death if the Americans landed on the main islands of Japan. Children, for example, were working in arms factories and volunteering for kamikaze missions from the air. **One can only marvel at the things Garth and Wendy have seen and experienced since doing the Ha-Ha in '00.**



LELECTRONIC/RICHARD

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and the sea, women were being trained to use sharpened sticks as spears to kill or maim as many Americans as possible, and there was rampant malnutrition and other critical shortages. Nonetheless, there was still strong debate within the Japanese government as to whether to negotiate a peace on any terms." The subject of the atomic bombs remains very sensitive in Japan, where a defense minister was recently forced to resign for saying he thought that it had been necessary for the Americans to drop them. While it was clear that Garth and Wendy are Americans, they never felt any animosity, even at the important war shrines. Indeed, they were "warmly welcomed."

"I've read about the new procedures and charges for cruisers in Ecuador, but unfortunately Panama is doing something similar," reports Jerry Blakeslee, formerly of Alameda and now of the St. Martin-based NAB 38 **Islomania**. "The new regulations in Panama will require an initial visit to the boat by Immigration officials, which, depending on who you talk to, will cost \$25 to \$150; photos



JERRY BLAKESLEE

The bridge that marks the border between Panama and Costa Rica. Cruisers who want to stay in Panama get to know it well.

of the skipper and crew; a monthly visit by cruisers to the Immigration office and, by some accounts, a letter of responsibility by a Panamanian citizen! One cruiser said that he refused to get such

a letter, and the requirement was waived. The monthly visit to Immigration would require many cruisers to have to travel to the office by water taxi and bus, and would consume most of the day. Furthermore, despite phone calls the previous day to confirm that the necessary official would be in the office, cruisers have gone to all the trouble to get there — only to discover the necessary official wasn't in. As such, some cruisers, myself included, have opted to continue to use the regular tourist visa approach, which means we get one-month followed by a two-month extension. This means you have to travel outside of Panama for at least three days every three months, but since we enjoy land travel and have barely begun to see Costa Rica, it's not too much of a burden. The manager of the Bocas Marina tells me that a big effort is being made to get the new regulations repealed and to make the new Immigration laws compatible with the cruising permit, which allows a boat to be in Panama for 90 days, renewable for up to one year. Here's to hoping that it works! By the

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way, while we were making our first land trip to Costa Rica, there apparently were winds to 37 knots where our boat was anchored in Bocas del Toro. *Islomania* stayed hooked, but apparently six or so other boats went adrift. Fortunately, there was no damage, just panic."

Don't know how to tell your boss that you're quitting and going cruising? Let *Lectronic* do it.

"My wife Monica had been fretting about how and when to tell her employer about our cruising plans," writes Glenn Twitchell of the Newport Beach-based Lagoon 38 **Beach Access**. "She's really enjoyed working where she has, and wanted to give them the most notice possible. On the other hand, everyone knows someone who did that — only to be shown the door immediately. We didn't think that would happen to Monica, but you never know. Anyway, a lot of people here in Newport Beach know the boat *Grunt*, which *Lectronic* reported burned and sank in Cherry Cove on the night of August 11. When the owner of Monica's company read about that trag-

edy, he continued on down the page — where he read about our ability to make Bloody Marys, and even more important, our plans to take off as part of the Ha-Ha at the end of October and be gone for years. He asked the COO of the company if he knew anything about it, which

set off a rapid series of phone calls that resulted in the news raging through the company. Fortunately, the news is all good, as Monica is held in high regard and everyone is supportive of our cruising plans. It helps that the owner and much of his top staff are either mariners and/or surfers and understand that kind of thing. So thank you, *Latitude*, for the



In preparation for going cruising, Glen and Monica perfect their Sunday morning chemistry experiments. Delicious!

assist."

We're glad there is no damage, but here's a word to the wise: When talking to a journalist, assume that everything you say will end up in print, either as a direct quote or in some other fashion. The way to prevent this is simple: "What I'm about to tell you and/or this entire

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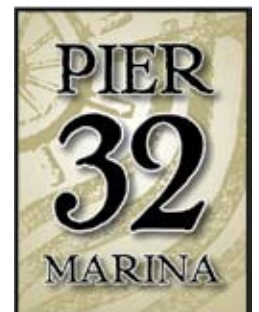
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conversation is off the record."

Connie McWilliam of Puerto Escondido, Baja, reports that **Singlar**, which operates 11 relatively small marinas and relatively large marine facilities, mostly in the Sea of Cortez and including Mazatlan, has announced a significant cut in their daily and weekly mooring rates for the upcoming season. Unfortunately, there is no change in the monthly rates. What's not been made clear is if the new rates only apply to Puerto Escondido, where they just have 170 or so moorings, or also the other facilities in places such as La Paz and Mazatlan, where they actually have slips. Almost all of their facilities are nearly new or new. Last year the daily rate for 40-ft boats was 6 pesos/ft, while this year it's going to be 4.29 pesos/ft — or about \$14.28 a day. The weekly rate has been dropped from 3.57 pesos/ft to 2.67 pesos/ft — or about \$65. The monthly rate would be about \$240. This is all based on an exchange rate of 10.5 pesos to the dollar. Haulouts — Singlar has installed Travel-Lifts at many places in Mexico — will be 71 pesos/ft each way for boats 31 to 45 feet, and slightly higher for larger boats.



ELECTRONIC/RICHARD

The moorings may be set in Puerto Escondido, but the condo project has been going on for 25 years — and still isn't close to completion.

Fuel will be whatever the going rate is plus 22%, which will encourage folks with smaller boats to jerry jug. A 10.5% IVA tax must be added to all prices. The reports says "the showers and swim-

ming pool are open", which adds to the mystery, because not all of the facilities have pools.

As for the Singlar facility at **Santa Rosalia** on the Baja side of the Sea of Cortez, Carlos Cota reports, "The prices here are approximately \$1/ft/day on the daily rate, or 40 cents/ft/week, or 12 cents/ft/month." For a 40-ft boat, that would work out to \$40/day, \$160/week or \$480/month. Cota says that the prices of slips at Singlar marinas in La Paz, Mazatlan, San Felipe and Puerto Penasco were recently lowered, so he's talking to the home office in Mexico City to try to lower the prices at Santa Rosalia, too. Unlike many of the other places in Mexico, Santa Rosalia often has vacant slips. By the way, Singlar reports that they'll be moving ahead with a marina and facilities at San Blas, which is between Mazatlan and Banderas Bay. The project had started, was stopped, and apparently will begin again.

Getting A Slip 101. If you were to call almost any marina in San Diego, Los Cabos, Banderas Bay, La Paz or Hawaii, they'd tell you they didn't have

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any open slips. This causes some folks to decide not to visit these places, and sometimes not to even leave their home port. The hesitancy is understandable, but when it comes to getting a berth in crowded areas, there is no substitute for having faith and just showing up. If you show up with your boat, your chances of getting a slip are about, oh, 90% better than if you call from 1,000 miles away. The uncertainty doesn't make things easy for cruisers — and particularly 'commuter cruisers', who have to have a berth — and one's faith is not always rewarded, but veteran cruisers have learned to live with it.

"Perhaps it's a case of perspective, but the *Lectronic* photos of the new **Puertos Los Cabos Marina** make it seem as though there is very little room to maneuver in the fairways," writes Larry Watkins of the Long Beach-based Beneteau 40 **Moondance**. Even the first photo, which showed the entrance, looks as though it might be a little tight." The photos probably didn't accurately convey the scale of the project. The berths that were already in place in the first pho-

to are actually very small and are just for *pangas* and such, so they need very little room to maneuver. The majority of the slips in the marina — Phase One of which is to open in November — have been designed for boats that are 50 feet or longer, as well as some megayachts. As such, we're confident the entrance will be plenty wide. A lot wider, in any event, than the entrance to Simpson Bay Lagoon in St. Martin, where the many mega motoryachts all but have to grease their topsides to slide in.

"In the August issue of *Latitude* there was a letter from a fellow who wants to sail the South Pacific and Italy, and wondered how best to do it," writes John DeFoe of the Laurel, Maryland-based **Tartan 37**. "Your advice — to sail to the



Slips 101. *Even though the Ala Wai is packed and partly condemned, insiders tell us that if you just show up, things will work out.*

South Pacific, and then just continue west to Italy — was, as usual, sound and well-reasoned. But there is another route there, a less travelled one. I read about it in Miles Hordern's book *Voyaging the Pacific*. In some 30 adult years of reading about offshore sailing, as well as doing some myself, I found this book to have the clearest description I've ever read of the realities of sailing offshore on a

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small boat. Hordern sailed, as described in the book, from New Zealand to Chile aboard his 28-footer, sailing the southern part — the Southern Ocean — to get across the South Pacific."

From the West Coast across the South Pacific to New Zealand, then east in the Southern Ocean to the Atlantic, and finally up to the Med and Italy? It's certainly possible. If we're not mistaken, that's pretty much what Pete Passano did with **Sea Bear**, the Wittoltz 37 he and Bob van Blaricom built in the Santa Venetia Creek behind the Marin County Civic Center. But what a long and rough trip across the cold Southern Ocean that would be.

"As you noted in early August, the much heralded greater-than-average hurricane season has, so far, been a no-show," writes John Anderton of the Alameda-based-but-longtime-in-the-Caribbean Cabo Rico 38 **Sanderling**. "The water temperature has been at least two degrees cooler than normal for a hurricane season. This compares with six degrees above normal two years ago when there was a record 27 named



ELECTRONIC/RICHARD

Anderton, as seen in typical Caribbean attire, aboard 'Sanderling' back in '04. It's been a long time since he's been back in the States.

storms. Last Friday, Eric Makey, our local television weatherman, issued a heads up to the cruising community via his morning HF weather report that com-

puter models began to predict a storm system coming off the African coast. In fact, the storm system is supposed to reach tropical depression status today. The Azores High may force the system to take a more westerly track and go through the Lesser Antilles at about St. Lucia on Thursday or Friday. This week I'll be flying to Portland for a visit with family and friends. It will be my first time back in seven years, so I'll have to buy some long pants and shoes, and take a crash course in normal behavior. By the way, will the Wanderer and Doña de Mallorca be in St. Barths for New Year's again?"

If we're not mistaken, that tropical depression didn't turn into a hurricane, but as everyone knows, by the middle of the month hurricane **Dean** took a path between Martinique and St. Lucia on its way west across the Caribbean, where it eventually developed into a Category 5 hurricane. All things considered, it could have been much worse. For example, the flooding that was occurring at the same time in Minnesota claimed more lives,

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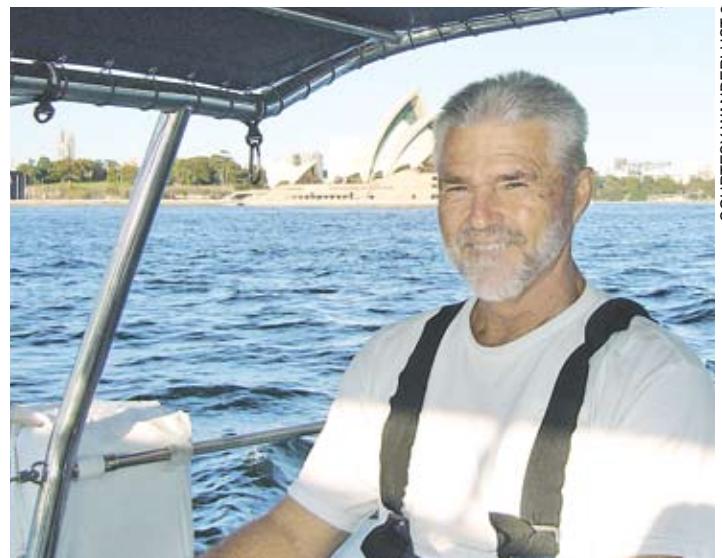
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and damage to Caribbean boating interests was slight. We spoke with a woman who had been at Rodney Bay Marina in St. Lucia, who said the maximum winds there were 55 knots and there was no real damage. Her husband was visiting Marin, Martinique, which was on the bad quadrant, and he reported 40 boats and several jetties lost. It initially looked as though Cancun, the beaches of which had all but been destroyed just a few years ago, was going to be leveled again. But it was spared. Both William Gray and NOAA have reduced the number of hurricanes they had forecast for this season, as it's been very slow to date. However, nobody is out of the woods yet, as September is generally the worst month, both in the Atlantic/Caribbean and along the Pacific Coast of Mexico. By the way, it's been very quiet along the coast of Mexico, although somewhat more active than normal to the east of Hawaii. Asking if the Wanderer and Doña de Mallorca will be in St. Barth for New Year's is sort of like asking the baseball writer for the *New York Times* if he'll be

attending the World Series. We have to be at St. Barth for New Year's, it's our job.

Speaking of St. Barth, frequent single-hander Mike Harker, who made it to Sydney, Australia, in time to put his Manhattan Beach-based Hunter Mariner 49 **Wanderlust 3** in their August boat show, reported that he planned to be in St. Barths for New Year's, too, which means he'll have all but made it around the world in 11 months. Incredible! "I'll leave Thursday Island in the Torres Strait in July; head across the Indian Ocean in mid-September; go south of Madagascar and along the east coast of South Africa in October; make my way around the east coast of South Africa to



Continuing on at a ferocious pace, Mike Harker sails 'Wanderlust 3' past the Sydney Opera House in, where else, Sydney, Australia.

Cape Town by mid-November; cross the Atlantic to Brazil's Fernando de Noranja in early December, and try to make St. Barth for New Year's. I will be alone for most of the voyage, although my pretty redheaded friend Carla from Namibia — *Latitude* readers will remember her

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photos — will join me from Cape Town up to Walvis Bay, Namibia. Once there, my Brazilian friend Fabio will meet me there to cross the South Atlantic to Brazil."

Alas, as every cruiser knows, stuff happens. First, Harker fell while riding his bike and received a cut that became infected. It didn't heal for a week because of leg problems he suffered as a result of a near-fatal hang-gliding accident earlier in his life. Then he had to rush back to the States because his father was near death. Despite these obstacles, we wouldn't be surprised if Harker — who only started sailing during the '00 Ha-Ha — doesn't make it to St. Barth by the 31st. And he doesn't even have a glass of bubbly at midnight!

Earlier this year, we asked first-time cruisers to Mexico which place they liked the most. We're slow getting around to report it, but in the case of Jonesy and Terry Morris of the Chula Vista-based Gulfstar 50 **Niki Wiki**, "We declared each new anchorage "the best so far" as we worked our way south down the mainland after the Ha-Ha. But when we arrived at Zihua in March, we both



LATITUDE/ANDY

Zihua Bay has long been a favorite with cruisers, but a dreadful three-ship cruise dock that's been proposed would change all that.

wondered why we hadn't just gone there in the first place! Zihua is well worth the long haul to get there from Manzanillo. In our opinion, Isla Grande is the jewel of the Zihua area. Once at the island, you can snorkel the coral reef in clear

water, enjoy seafood and beers at the beach *palapas*, and then have the place all to yourself at night when the last visitors — and workers — have to return to the mainland at 6 p.m. Of course, we can't forget the fond memories we have of the dinghy raft-ups with fellow cruisers at Tenacatita, the snorkeling and birding at Isla Isabella, the quiet beauty of Chacala, and pastries delivered right to your boat by zee French baker in Barra de Navidad Lagoon. All these are cruising Mexico, and we loved it!"

Over the years, a number of readers have reported that, while offshore, they were unsuccessful in contacting the Coast Guard on 2182, the 'emergency frequency'. If you don't know why that would be the case, read **The ABC's of SSB Radio** by Gordon West, which will appear in the October 1 *Latitude*, just in time for cruisers headed south to Mexico.

Damn scheduling conflicts! We got an invite to this year's **King's Cup Regatta** in Phuket, Thailand, which because it will be His Majesty the King of Thailand's



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80th birthday, is expected to attract even more than the 100 boats that participated last year. Alas, the King's Cup conflicts with the **Banderas Bay Blast and Pirates For Pupils Spinnaker Run for Charity** that same December 7, 8 and 9 weekend. Who knows, maybe we can get a report from Frank and Janice Balmer of the Tacoma-based Gulfstar 50 **Freewind**. We're told the retired school teachers kept right on going after the '03 Ha-Ha and are now in 'The Land of Smiles'.

How close do cruising friends become? Bob and Kay Finlay, of Edmonton, Alberta, Canada, and the Irwin 44 **Kay II**, started sailing many years ago, and started their cruising in the Med. For the last three years, however, they've been cruising Mexico, where it's impossible not to make many cruising friends. This is particularly true, since many cruisers checked in with Kay on the Amigo Net. Anyway, when it came time for the couple's 50th wedding anniversary in Alberta, friends from cruising in Mexico weren't hesitant about helping

them celebrate. This included Rich Crowell and Jan Schwab of the Islander Freeport 41 **Slipaway**, who flew to Canada from Virginia; John and Mary Williamson of the Irwin 37 **Java**, who came up from Vancouver; and Alan and Margaret 'Mac' Mathison of

the Morgan 43 **Effie**, who came up from Ensenada. Although everyone enjoyed visiting with family and friends and helping the Finlays celebrate their anniversary, we were told the main topic of conversation was how everybody was dying to get back to their boats.

"We moved our boat from Lake Mead, Nevada, back to San Diego and the Pacific Ocean in early July," report Ken Lucas and Nora Caplette of the DownEast



Ken and Nora rescued the DownEast 32 'Seabird' from fresh water duty on Lake Mead in the desert outside of Las Vegas.

32 **Seabird**. "Thank you Shelter Island Boatyard and John at Western Yachts for the handholding. And thank you Travis of Mighty Crane for safely loading our home and our future. Once in San Diego, our boat got her first real safety inspection and bottom job in about seven years. Then she went into the water. San Diego Bay and her approaches have been great, and it's been great for our boat to be able

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to smell and taste saltwater once again." When Lucas retires from his job doing environmental work at Camp Pendleton, the couple plan to head to Mexico, the Caribbean and eventually around the world.

A mussel problem in the Great Sonoran Desert? Lucas tells us that the drought in the Rockies has been tough on **Lake Mead**, which is down 110 feet from the norm, and is dropping another foot a week. Mariners therefore have to be careful not to run into hilltops that were formerly far beneath the surface. Since the lake was built for irrigation rather than recreational purposes, safe boating conditions are not the priority. In addition, Lake Mead has become home to quagga mussels, so all boats have to be washed when they come out of the water, and get certificates of being mussel-free before crossing state lines.

"We sent in our Ha-Ha entry fee, filled out all the forms, have found willing crew, and are now working on getting our boat ready to sail to Mexico," reports Richard Boren of the Bakersfield/Port San Luis-based 30-year-old Pearson 365

ketch **Third Day**. "Our 'to-do' list is long and contains all the standard items: autopilot installation, electric windlass installation, fresh bottom paint, replacing a few thru-hulls and so forth. But today, August 1, we completed installation of what will no doubt be the crew's most admired installation, our new Adler-Barbour SuperCold Machine. There was only one acceptable way to test the new unit's function, and I'm happy to report that the result was ice cold. It would have brought a tear to the eye of any sailor whose cold beer supply was dependent on ice."

"A number of Harry Brenker's friends in Seattle are wondering where he is and if he's all right," writes Wendy Joseph. "We figure that he and **Rhiannon**, his Cascade 36, are somewhere off the west coast of Africa, but we don't know exactly where. If anyone has any info, please contact me at wjoseph@cmc.net." The west coast of Africa? We can't remember the last time, if ever, we got a cruising

report from there.

"Having cruised my Pearson 30 across the Pacific in '98, I've spent the last five years building my cruising kitty in the Sierra foothills," reports Will Green. "Now I've moved one step closer to getting back out there by purchasing the C&C 38 **Sprig**. I'll keep her in the Delta for now, and do some coastal cruising before taking off on my next long cruise. I recently met up with the Balfour family, friends from my Pacific cruise, on their Peterson 44 **Taj** in La Cieba, Honduras. The family bases their boat out of the beautiful Lagoon Marina Resort, and cruise the islands of Utila and Roatan. The resort/marina is run by Tony and Rita Vorleiter, and is a safe place for cruisers to leave a boat when they want to return home. La Cieba Marine, where boats can be hauled and worked on, is right next door."

Apparently not so safe a place to leave a boat is Sevana Cove Marina in Malaysia. According to C. Douglas Walling of the Monterey-based 28-ft Bristol Channel Cutter **Calliste**, he and his friend Lang were in the final phase of repairs

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of tsunami inflicted damage to the boat when their workshop/container was broken into. "All our tools and supplies were stolen from the dry storage area. It might have been an inside job. The security and police haven't been effective in solving the crime. I estimate the loss at \$9,000, and, since my insurance doesn't cover off-boat losses, I'm out the full amount.

The lead front-page story in the August 16 **USA Today** had nothing to do with cruising, but spoke volumes about the place many West Coast sailors will be going this winter and some of the reasons why:

"After Jean Douglas turned 70, she realized that she couldn't take care of herself anymore. Her knees were giving out, and winters in Bandon, Oregon, were getting harder to bear alone. Douglas was shocked by the high cost and impersonal care at assisted-living facilities near her home. After searching the internet for other options, she joined a small but steadily growing number of Americans who are moving across the

border to nursing homes in Mexico, where the sun is bright and the living is cheap. For \$1,300 a month — a quarter of what an average nursing home costs in Oregon — Douglas gets a studio apartment, three meals a day, laundry and cleaning service, and 24-hour care from an attentive staff, many of whom speak English. She wakes up every morning next to a glimmering mountain lake, and the average daily temperature is a toasty 79 degrees."

While *Latitude* readers will be going south of the border for the great cruising, they'll also get to enjoy a very low cost of living — assuming they stay out of marinas and tourist bars and restaurants — great weather and a warm and caring population. No wonder more people are sailing to Mexico every year. And who knows, now maybe some of them will bring their aging and ailing parents with them, and put them in nearby assisted care facilities. There certainly are dumber ideas.

We can tell that cruising season is just around the corner, because Cruising Guide Publications has just sent us the updated editions of many of their cruising guides. They include the third edition of our friend Chris Doyle's **Trinidad & Tobago plus Barbados and Guyana Guide**, the third edition of Doyle's **Venezuela and Bonaire Guide**, the 13th edition of Nancy and Simon Scott's **Virgin Islands Cruising Guide**, and the 9th edition of Bruce Van Sant's **The Gentleman's Guide to Passages South**. Cruising Guide Publications also publishes cruising guides to the Windward Islands and the Leeward Islands. We've been using earlier editions of all these guides since the mid-'80s, and have found them to be excellent. In fact, in the decade or so we cruised **Big O** in the Eastern Caribbean, we'd just carry one or two big scale charts and these cruising guides. It was all we needed. They're also good for folks about to do charters, as just looking at the photos of the water and the anchorages is enough to get any sailor hot and bothered on a cold and gray California winter day.

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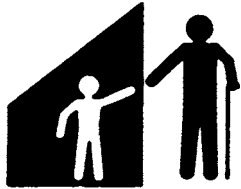
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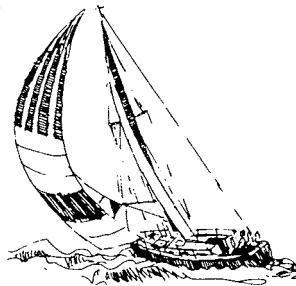


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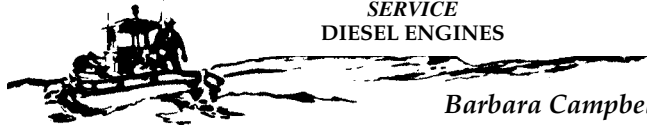
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HUNTER 30, 1979. Wheel steering, one main and two jibs with main cover, roller furling, 13-hp Yanmar diesel serviced 2006, new drive shaft, batteries, and bottom paint 2006, no blisters. Water heater, depthmeter, marine and AM/FM stereo, OH stove, sleeps 6. Dodger frame needs fabric. Clean and well maintained. Currently moored Emeryville Marina. A must see: \$15,000. Email or call for pictures or more information. (408) 221-8340 or JoiW@aol.com.

NEWPORT 30, 1979. New rigging, sails, boom. Excellent boat, clean throughout, Atomic 4. Berth at Pt. Richmond. \$9,500/obo. (530) 873-4403.



CAL 29, 1971. \$6,900. Long Beach. Top gear, good sails, roller furling, recent new cushions, dodger. 400 hours on A4, folding prop. Ready to sail anywhere. Call George (562) 290-7145.

SANTANA 30, 1977. 13-hp Volvo diesel, good running condition. Very clean, 6 sails, 1 spinnaker, 1 storm jib. New bottom job 8/06, autopilot, BBQ. +++ Racer/cruiser. \$12,000/obo. In Delta. Call Phil (916) 837-2386.

CATALINA 310, 2001. Excellent condition, very clean. 27-hp Universal, only 115 hours. Good sails, furling jib, lazyjack main. New stereo with 4 Bose speakers. Near new condition at 1/2 the price of new one. \$74,000. Alameda, CA. (510) 725-2822.

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, innerspring mattress, 3-burner stove, newer electric lighting, VHF, GPS, speed/depth meters. Emery Cove Marina. \$8,900/obo. Loren (530) 228-1827.



CLIPPER MARINE CM30, 1976. Very good condition. 280 saildrive, 12.5 hp, 5 years old. On a buoy at Camp Richardson, South Lake Tahoe. Have trailer, new tires. Sails and rigging all good. \$12,000. (775) 219-5207 or matatsman@yahoo.com.

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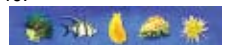
ISLANDER 30. Impeccable interior. New: Harken roller furling, standing rigging, halyards, canvas covers, fuel tank, batteries, non skid, bottom paint. Wheel, cockpit cushions, main, new roller furling genoa, spinnaker, VHF, speed/depth, Palmer 30 hp, <115 hours. Great value. \$21,500/obo. (415) 924-2463.

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WILLARD 30, 1976. Crealock world cruiser, Baja Ha-Ha vet, Perkins 4-108, full keel, great liveaboard. Raymarine autopilot, radar/chartplotter, Lofrans windlass, lots more gear, biggest 30 footer you'll ever see. \$37,500. <http://willard30.blogspot.com> (408) 887-3103.

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IRWIN 30 CITATION SLOOP, 1977. Yanmar engine, new sails, roller furling, many more recent upgrades. Possible Sausalito berth. Asking \$16,500/obo. Call (415) 302-1960.



US 305 WILLIAM GARDEN SLOOP. All new rigging, refurbished mast. All new systems, davits, Caribe C32, 15-hp Johnson, Volvo diesel. Excellent liveboard. One month free rent at Jack London Square. See behind Waterfront Plaza Hotel at JLSq. \$19,995. Reduced to \$14,500. Stuart (510) 325-5966.

32 TO 35 FEET

BENETEAU OCEANIS 350, 1988. Excellent condition. Raymarine GPS, radar and autopilot, one year old. 2003 Volvo diesel, 530 hours. Depthfinder, windspeed, oven, water heater, 2 staterooms. Beautiful, clean. \$65,000. (209) 743-8858.

MARINER 32, 1979. Great solid 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 Matt (408) 732-7340.

SLEEK LADY SEEKING ABLE captain(s). 1965 Pearson Alberg 35, plastic classic. New Yanmar diesel. Permanent slip in Moss Landing, CA. Pretty wood and an inventory of sails. Her name is *Hera*. \$18,500. Call Bill or Peggy Sue (831) 728-9273.

CAL 34 Mk II, 1977. Diesel. Lots of work after 2-year refit. New: Interior cushions, electrical system, mainsail, topside paint, Dickinson diesel heater, refrigeration, GPS, depthsounder, 555 windlass rode and anchor, legal head, running rigging, all deck fittings rebed, thruhulls replaced, Westerbeke 30 just serviced, Much more. Located Gig Harbor, WA. \$23,900. (253) 468-1485 or gamersmarket@gmail.com.

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PEARSON 32 RACER/CRUISER, 1979. Great singlehander, see August *Practical Sailor*. 1,250 hours on Universal M-14 diesel, Harken jib furler, gennaker, Navtek backstay adjuster, Autohelm autopilot, Interphase digital depth gauge, Furuno Model 1621 radar, Jefferson digital depthfinder, 25-watt marine radio, WM Loran-C. New: Custom 19-gal. aluminum fuel tank, two batteries, electric fuel pump. Documentation: All original boat and gear manuals; 1995 hull and engine surveys; complete log, maintenance, diving and haul records since my purchase in 1995. \$22,000. (510) 525-2754.

RANGER 33, 1970, \$5,000. This vessel was left in an estate. I bought it for 2 grand, freed up the valves and got the Atomic 4 purring, dove the bottom and scrubbed it (no blisters), took off the wood spreaders and put on some sweet custom-made Ballenger spreaders for safety, pulled the old steel tank (rusted out) and installed a new custom-built aluminum tank. There are 5 sails with the boat. No holding tank as there was one owner for all its 37 years and he never put one in. It is the early 33 with a tiller. A lot of boat for the money so no crybabies please. Call Scott (916) 997-8446.

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 singlehanded. 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.

ERICSON 35 Mk III, 1984. Universal 32-hp diesel with new transmission, new rigging and ProFurl roller in June 2004. Hood 110% jib in June 2005. Harken Big Boat traveler in June 2006. Whisker pole, cruising spinnaker, new plumbing, separate shower stall, new stereo with speakers with iPod connection. A/C and heater, full galley, refrigerator, freezer, CNG stove/oven and many more upgrades. Coast Guard-licensed vessel. Must sell. \$55,000/obo. Call (415) 519-7007 or email: amyblack2000@earthlink.net for website or questions.

PEARSON 34, 1984. Very clean and loaded. Epoxy bottom, new rudder Jan. 2007. Nexus 3000 instruments. Liferaft, 406 EPIRB, much more. Priced to sell. For complete list and pictures email: frankgmena@hotmail.com or call (707) 427-2291 or (707) 479-3434.

RARE 35-FT CHEOY LEE LION SLOOP, 1964. Fiberglass hull, cabin. Newly restored fiberglass deck. Exterior brightwork on cabin, rails, etc, in good condition. Roller furling jib. Self-tailing winches. Professional, custom stainless updates to rigging. Diesel and wooden mast need work. Interior needs cosmetic attention. Sails beautifully. Great for the Bay or coastal cruising. In water, Brisbane Marina. Moving demands rapid sale. \$8,000/obo, as is. Email: steph_grae@yahoo.com.



FUJI 32 KETCH. Excellent condition. 25-hp Volvo diesel, teak deck and bow pulpit, pressure water, heater. Large head with shower, holding tank, stove and oven, teak interior. All upgraded wire stanchions, 2 sets of sails. \$33,500. Howard (209) 402-0008.

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36 TO 39 FEET

BENETEAU FIRST 375, 1986. Let's do the *Time Warp* again. 2004 Boat-of-the-Year. Full race and cruise sail inventory. Comfortable 2-cabin interior. Volvo engine. Raymarine and Garmin electronics. New bottom, upholstery. Lying Seattle. \$69,000. Rocky Horror (206) 772-2662.

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.



CAPE GEORGE 36, RESTLESS. Strong, comfortable bluewater/coastal cruiser. Hasse sails, Brion Toss rig, teak decks, bronze fittings, self-tailers. 205 gallons water, 126 gallons diesel. Custom finished 1989. Major refit 2002. Continuously upgraded; outstanding condition. Moorage, Seattle. \$155,000. (206) 527-9143.

ISLANDER 36, 1976. Many upgrades past 2 years, repower, elec, plumbing, interior cushions, etc. Roller furling, dodger, autopilot, spinnaker. Berthed in Santa Cruz. \$45,000. Might do partnership with the right person. (831) 426-5782.

CATALINA 36, 1990. Well maintained. Walk-thru transom, new Raymarine speed, depth, GPS and wind sensors and gauges. M35 diesel. New batteries and SS radio. \$78,150/obo. Call or email for pictures. (408) 223-2505 or tombar@gmail.com.



ISLANDER 36, 1975. Yanmar diesel. New: standing rigging, mast step, lifelines, bottom paint, Maxprop, backstay adjuster. Large wheel, great sail inventory with spinnakers, two spinnaker poles. Well maintained and documented. \$46,000. (650) 906-1713. SF Marina.

CATALINA 36, 1987. All the right gear and ready to sail. Wing keel, roller furling, new VHF radio, new canvas, GPS, autopilot, diesel, etc. Boat is in beautiful condition. Bottom painted recently. Service records. All lines and rigging in good condition. Boat moored in Alameda. Asking \$54,000. Call (925) 672-3047 for more information.



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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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CATALINA 36, 1985. Meticulously maintained. New dodger, sail cover, lifelines, davits, inflatable with 8-hp. Electric windlass, 200' high-test chain, CQR, washdown pump. New mainsail, 100 jib, 140 genoa, spinnaker, whisker pole, upgraded rigging. Autopilot, Nexus wind data, radar, GPS, VHF, CD sound system. 40-amp TrueCharge, inverter, Link 10 monitor, Next Step regulator. Five 100Ah gel batteries. Microwave refrigeration, CNG range/oven, 22" LCD television, feathering prop. Much more included. Baja ready. \$58,000. (831) 661-0947.



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YORKTOWN 39, 1980. Center cockpit. Factory commissioned, full-size bed in aft cabin, V-berth, 2 TVs, DVD, VHS, CNG gas stove/oven, propane barbeque, microwave, refrigerator, freezer, icemaker, VHS radio, radar, GPS, depthfinder, new mainsail, 50 hp diesel, dinghy with 5 hp, electric windlass, electric head, separate shower. Great liveaboard or set up for cruising. \$45,000. Vic (209) 743-6275.



HUNTER VISION 36, 1993. Rare-to-market 36 and in excellent condition. Unstayed mast, full batten main, electric main halyard winch, and roller furling jib makes shorthanded Bay sailing easy and fun. Daysail, cruise, or live aboard. Hard dodger, Doyle stackpack, Raymarine color radar/plotter and AP. Refrigerator/freezer, CNG range/oven, pressure water, inverter, VHF, depth, wind, speed/log, electric windlass. 430 hours on 38-hp Yanmar. \$87,500. Call Jim for complete details, photos: (916) 807-0632.

S&S LIGHTNIN' 38, 1971. Aluminum, built at Minneford's. Very good condition, LPU hull/deck, new electronics 2006, chartplotters, radar, sailing instruments, new Optima batteries, solar panels, hard dodger, reefer, Monitor vane, roller furling, many extras. \$67,000/obo. (760) 470-8761.



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CATALINA 36, 1986. Below-deck autopilot, radar, electric windlass with gypsy and capstan, 45# anchor with chain rode, refrigeration, propane oven/stove/BBQ, high output alternator, two 8D and one Group 27 battery, and more. \$55,000. (510) 219-9116.

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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CAL 39, 1979. Excellent condition and loaded with new upgrades and extras, list available. Monitor windvane, dodger, bimini. Beautiful clean interior. Great engine and sails. Ready to cruise or sail the Bay. Sausalito slip possible. \$79,000. Call (415) 846-6919 or sailonbaby@gmail.com.

ISLANDER 36, 1978. \$24,900. Diesel engine, autopilots, GPS, stove/oven, cabin heater, hot/cold water, DC fridge, anchors, rigid boomvang, split backstay, jib furler, 3 jibs, 2 mains, spinnaker. All in working, ready to sail condition. Nice and clean. See: <www.krombholz.eu/boat> (707) 481-1396.

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40 TO 50 FEET

NAUTOR'S SWAN 43, 1969. Palmer Johnson 43, Hull #20. Navtec Airfoil rod. New Perkins 4-108, less than 350 hours. 14 ss Barent/Barlow winches. Vessel needs cosmetic and teak deck work. Many upgrades. Lying Stockton. Best offer over \$55,000. Rick (916) 296-8525. Serious inquiries please.



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PETERSON 44 CENTER COCKPIT cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, outboard. \$119,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svubetcha@aol.com.



CUSTOM 42 OFFSHORE CUTTER, 1982. Firstrip, epoxy, bronze, glass over. 6-cyl Isuzu, sails as new, ss winches, Norseman, mucho ss. Heavy keel, dinghy/ob. 9 years cruise/liveaboard. Canada, Guatemala. Now sailing Baja. Turnkey. \$65,000. aandchanca@hotmail.com.

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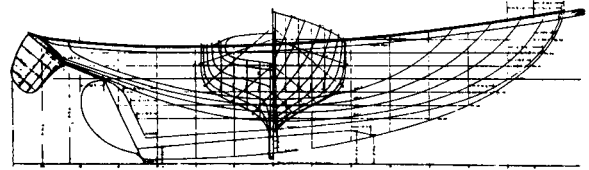


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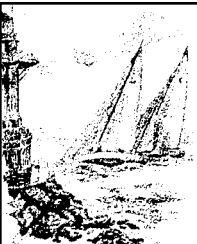
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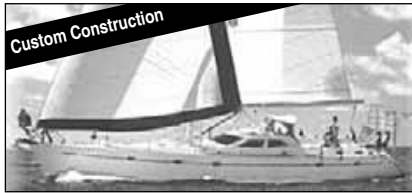
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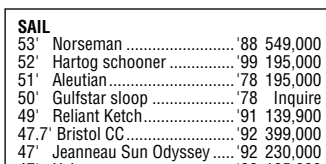


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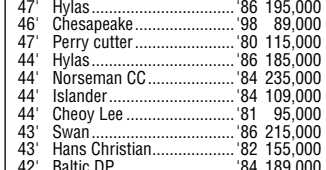
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29' Regal Commodore	89 87,900
28' Sea Ray	91 37,900
27' Pacemaker	78 15,000
26' Osprey long cabin	03 85,000
26' Osprey	02 98,000
24' Chaparral, trailer	94 19,000
24' Orca, inboard	99 59,950
24' Bayliner	98 15,900
24' Regal 242 w/trailer	98 37,000
24' Osprey	96 69,500
23' Chaparral, trailer	87 6,000
22' Grady White 222 w/trlr	02 59,000
20' Grady White	97 28,000



47' JEANNEAU SUN ODYSSEY, 1992 3 staterooms, master is Pullman, upgraded beautiful interior, RF main, 75hp Yanmar. Worth seeing! **\$230,000**



TWO J/105s
1999 & 1995. Both clean and lots of gear. From **\$105,000**



47' PERRY CUTTER CC, 1980
Anything She Wants. So. Beach S.F. New tanks, 6 cyl. Ford Lehman. **\$115,000**



**PRICE
REDUCTION**

43' HANS CHRISTIAN KETCH, 1982
New engine.
Great deal! **\$155,000**
Also: **38T CUTTER, 1980, \$107,000**

Hanse Dealer Report

Five of us from ABC went to the Hanse dealers meeting in Germany.

New for 2008: Hanse 320, 350 – and the 430 will be at the Annapolis Show in October.

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32' FUJI KETCH. Diesel, roller furling, enclosed marine head w/shower, galley w/oven, full cruising keel w/cutaway forefoot. Looks to be in excellent and well-maintained condition. **Asking \$34,500**



130' CAMCRAFT PASSENGER SHIP USCG Inspected & CERTIFIED for 33 overnight guests in 17 stms, SOLAS, low hrs 3508 CATs, 2,000 gph watermaker, MSD & gray water treatment. Inverter banks for silent eyes, 8 days min. endurance w/p reprovisioning. Lying Pac NW. **Ask 2,200,000.**



50' ADMIRALTY MOTORSAILER KETCH by the famous American Marine Yard. Robust TEAK construction, economical twin Ford-Lehman diesels, radar, GPS, etc. Shower, comfort, seaworthiness, genset, full galley & a lot more. **Asking \$119,900**

ENGLISH ELEGANCE



66' THORNYCROFT CUTTER-RIGGED KETCH Classic 1923 design, well maintained. She's like a beautiful & comfortable private British club down below. Must be seen. Teak decks, diesel, genset, radar and more. Extremely charming and a great performer. **Asking \$199,000**



34' MAINSHIP TRAWLER by Silverton. Flybridge, aux, generator, diesel, dual helms, convertible aft deck enclosure, autopilot, full galley, head & shower. A capable & desirable cruiser & more! **Ask \$49,500**



30' RINKER 300 Fiesta Vee Express, '94 w/near zero hrs on full inside/out remanufacture/refit incl. her twin engines. Aft cabin, quality, comfort, condition & performance. **\$39,500**



30' CATALINA Sloop. One of the all time most popular designs EVER! And this is a nice one! RF, extra nice dodger, galley, fuel, marine head, wheel, Avon inflatable & more! **Asking only \$24,950**



38' INGRID ketch by Wm. Aikin. GREAT cruising double-ender. Extra stout & robust fiberglass construction. Low hrs, dsl, vane, furling, radar, cruise ready & more! Cruise the world in seaworthy comfort. **\$60,950/offers.**



37' VILLENAVE Custom Ocean Cruising Cutter designed by JP Villenave & built by Venoco. Super strong cold-molded construction. Dsl (+ spare engine incl), powerful rig, great inventory, inverter, vane, solar, AP, furling, RADAR, dink, WXFax & more! **Ask \$47,950**



30' BRISTOL 29.9. Famous Halsey HERRESHOFF cruiser/racer. Dsl, extra robust FG construction, roller furling, roomy & comfortable, dodger, pedestal wheel steering & more! This is a great boat. **Ask \$34,950**



42' SPARKMAN & STEPHENS Slop. F/G, dsl engine, spinn., dodger, major refit incl, rig. Beautiful cruiser from world-class architect; she's a very desirable yacht with a great layout, excellent performance & outstanding comfort and cond. Hard to go wrong. **Asking \$52,000**

SAIL
58' ALDEN BOOTHBAY MOTORSAILER Ketch. Dsl, cent. cockpit. Loaded world cruiser 268,950
50' CAULKINS Slop. A project, but all there. Dsl, strip plank, ocean racer. Try 15,000
45' COLUMBIA Center Cockpit, dsl, big comfy live/cruise Ask 44,950
44' MAGELLAN Kitch by Grand Banks. Dsl, dodger & great charm 28,950
42' SPARKMAN & STEPHENS steel custom cutter by Olin Stephens. Cent. cockpit, aft cabin, dsl & more Asking 60,950
41' HINCKLEY Cr. Trad. beauty and a world-class builder Ask 69,900
40' BLOCK ISLAND Cutter. Dsl, good wood fixer, 1937 classic Asking 9,950
40' ANGELMAN Ketch. Diesel, RADAR, equipped to cruise Asking 48,950
40' NEWPORTER by Ackerman. Dsl, glass/ply, ketch rig. Recent improvements Ask 27,450
39' FREYA Double-ender, steel, dsl, dink+o/b, new point, solar, furling, RADAR, AP, cruise equipped + more! ... 62,950
38' KETTENBURG Sloop. Dsl ... Ask 43,950
37' GULFSTAR cent. cockpit, aft cabin, dodger, dsl & more 43,950
36' ISLANDER Sloop. Major upgrades, dsl, dodger, furling & more Ask 44,950
36' STEEL HARTOG ketch, double-ended cruiser, great potential & value. 16,950
36' NIELSEN classic 1918 Danish aux. sloop. Nice condition Asking 15,000
35' PEARSON-ALBERG Slop. Dsl, wheel, vane, doger +++ Asking 18,950
35' SCHOCK Slop. Dsl, spinn., rod rig, reuphol'd. Nice & clean Ask 29,500
35' CHEOY LEE by Robb. Dsl, teak 17,950
32' ERICSON Slop. 1/B, heater+ 14,950
31' ALDEN MALABAR Jr. New keel bolts & more 9,950
30' NEWPORT Slop. 1/B, A/P, F/G 11,950
29' PEARSON TRITON. New diesel. Total refit nearly done Asking 15,950
26' INT'L FOLKBOAT, F/G, O/B Ask 6,950
25' CHEOY LEE FRISCO FLYER, teak 8,000
23' HERRESHOFF Classic PRUDENCE Slop w/'03 Honda 7,500

POWER
63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000
60' MATTHEWS MY, '65, twin diesels, big, comfortable liveboard cruiser w/South SF berth Asking 215,000
45' STEPHENS 1929 classic Try 75,000
43' MATTHEWS, '65, diesel. A gem! Loaded and beautiful Ask 69,450
41' CHRIS CRAFT CONSTELLATION. Aft cabin. Great liveboard, full Delta canvas, good condition Ask 37,500
41' HATTERAS twin cabin, twin dsl, glass 49,500
40' OWENS, '65 Tahitian. Great for cruise/live, comfort, room & NICE! ... 29,500
39' BOWPICKER, alum, Herring lic. 49,000
36' UNIFITE. F/B, aft cabin, twins, radar, GPS and more! Asking 59,950
36' CHRIS CRAFT CAVALIER. Aft cabin, flybridge, twin V8s, many recent upgrades, very nice. Reduced! 16,450
34' LAKE UNION Dreamboat. Classic 1928. Dsl, shower, beautiful design ... 14,950
32' ROBERTS commercial fish w/HERRING PERMIT & more! Asking 58,950
32' CARVER. Glass, twins, Sausalito liveboard berth. Nice! Asking 30,950
31' MONTEREY BAY EXPRESS PH utility, F/G, 1991, twin 130 Yanmars, trailer, USCG-documented, commercial quality gem Reduced! Asking 34,950
30' ALUM. CREW/SUPPLY vessel, radar, GPS, scanning sonar, VHF, crane and more. Just refit 35,000
30' WILLARD Trawler, dsl ++ Ask 34,950
29' WELLCRAFT 2900 EXPRESS. Twin screw (not outdrives). Super clean & nice! Bright red Asking 24,950
28' RODMAN WA, F/B, 2004. Twin dsls, high quality & loaded. Looks new! Asking 189,000
27' FARALLON, '86, twin 5L V8s 51,950
26' PACEMAKER, cab. cruise w/V8, nice! Ask 14,950
26' PENN YAN Express. Twin V8 Tunnel Drives, glass, clean & more - w/trlr. ... 14,950
26' BARTENDER by Caulkins. Fast, seaworthy 2 starting at 7,500
25' FARALLON SF w/trailer. New twin 180 hp Volvos, radar, etc Asking 22,450
24' SEA RAY V8. Full Delta canvas, tf, o/d, nice! Ask 12,000
20' GRADY WHITE center console, 175 hp Johnson, radar, GPS, plot, super clean & nice w/ attractive price! These are outstanding boats! Ready for fun! Ask 11,950
OTHER
60' STEEL BARGE, 20-ton A frame, spuds, deck house, more Offers/55,000
56' LCM-6 with dive support, steel, W/H, twin 671s, full elect Try 25,000

GRAND BANKS



42' GRAND BANKS CLASSIC TWL. Aft S/R 7.5 kw Onan, air, F/B, duel helms, twin dsl, radar, inv. and more! Fine condition, outstanding int. and covered Delta berth. **Asking \$121,000**



65' CLASSIC, '31 MOTORYACHT BY WHEELER. 16' beam, recent 40k hull refurb. Bottom's good & she's ready for you to finish restoration. Pilothouse, twins, 3 heads, huge salon, crew's quarters & more **Asking \$55,500**



40' CHEOY LEE GULF 40 PILOTHOUSE Sloop. 56hp Yanmar diesel, varnished teak hull, copper rivet fastened. Good sail inventory including 2 spinnakers, AP, radar, chart/GPS, more! Great yacht in great shape. **Asking \$65,000**

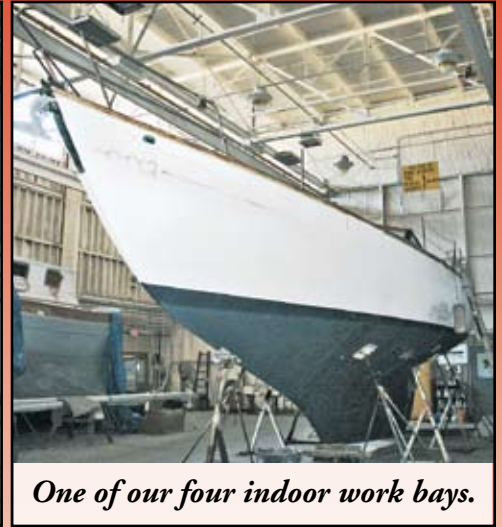


49' CLASSIC MOTORYACHT in good condition. Newly rebuilt twin engines. Glistening varnish & teak decks. Beautifully appointed. Aft canopy w/convert. enclosure. A very nice vessel for the discriminating. **Asking \$49,500**

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