

Latitude 38

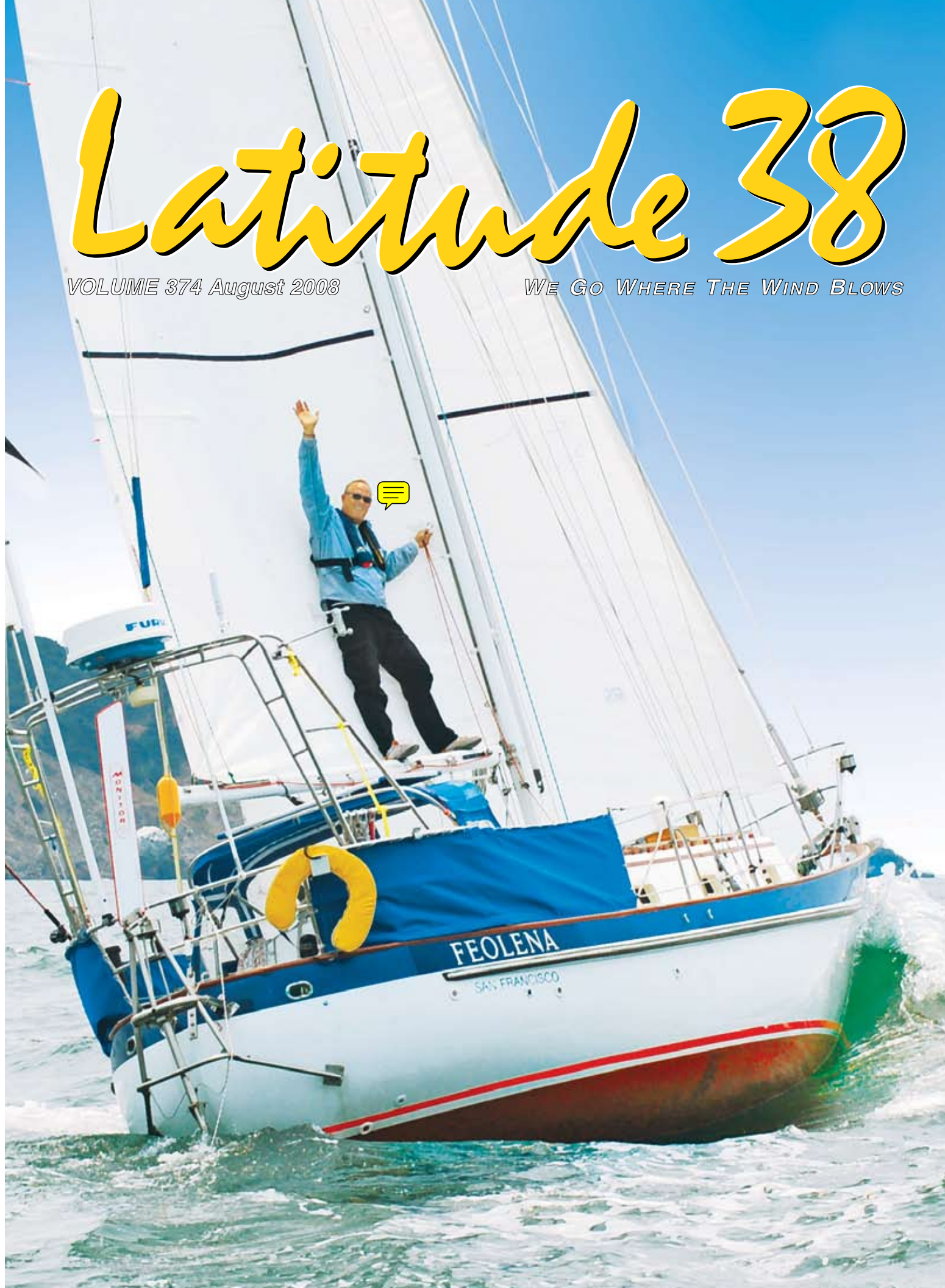
Latitude 38

VOLUME 374 August 2008

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AUGUST 2008

VOLUME 374





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Cover: Rob Tryon "booms" out the Golden Gate on Feolena at the start of the Singlehanded TransPac.

Photo: Latitude 38/LaDonna

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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 submissions to editorial@latitude38.com, or mail 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.html.



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CALENDAR

Non-Race

July 30-Aug. 11 — *Niña*, the replica of Christopher Columbus's ship, will be visiting Sacramento's Old Town L Street Dock after the Festival of Sail, 9 a.m.-6 p.m. \$3-5.

July 31-Aug. 3 — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, www.southwesternyachts.com.

Aug. 2 — Flea Market & Maritime Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or www.galileeharbor.org.

Aug. 3-31 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Aug. 4 — Coast Guard Day.

Aug. 6-27 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Aug. 7-9 — 36th Annual Lake Tahoe Concours d'Elegance. Info, www.laketahoeconcours.com.

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

Aug. 10, 24 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Aug. 14 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Oakland YC, 6:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Aug. 14-20 — *Niña*, the replica of Christopher Columbus's ship, will be visiting Loch Lomond YC in San Rafael, 9 a.m.-6 p.m. \$3-5.

Aug. 16 — Full moon on a Saturday night.

Aug. 16-17 — Victorian Days at Camp Reynolds on Angel Island, 11 a.m.-4 p.m. Info, www.angelisland.org.

Aug. 20 — Pacific NW VEGAtarian Rendezvous 2008 in Maple Bay, B.C. for past, present and future Albin Vega 27 owners. Info, rendezvous@americanvega.org.

Aug. 22-24 — 21st Annual Metal Boat Festival in Bellingham, WA. Info, www.metalboatsociety.org.

Aug. 30 — 18th Annual Vallejo YC Flea Market, starting at 9 a.m. "If it's legal, sell it!" Info, (707) 643-1254.

Aug. 31, 1862 — The daily ration of a half-pint of grog for enlisted men in the U.S. Navy was abolished. The British Royal Navy followed suit . . . 108 years later!

Sept. 1 — The unofficial end of the season: Labor Day.

Sept. 3-Oct. 1 — Intro to Boating class by Agate Pass Sail & Power Squadron in Poulsbo, WA, on Mon. and Weds., 6:30-9 p.m. Info, contact Marty at apsnps@yahoo.com or (360) 697-5008 or go to www.usps.org/localusps/agatepass.

Sept. 5-7 — 32nd Annual Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 6-14 — Northern California Fall Boat Show at Jack London Square in Oakland. Info, www.ncma.com.

Sept. 9-25 — Boating Course by Marin Power & Sail Squadron in Novato on Tues. and Thurs., 7-9 p.m. Textbook \$50. Info, (415) 924-2712.

Sept. 9-Nov. 10 — Sailing Skills & Seamanship class by Flotilla 12-2 at Oakland YC on Tuesday nights, 6:30-8:30 p.m. \$55 fee. Call Nancy at (510) 601-6239 for reservations.

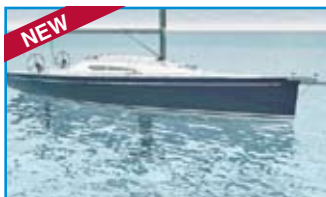
Sept. 10 — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Encinal YC, 6-9 p.m. \$7 (free for skippers and first mates registered for the 2008 Ha-Ha). Info, (415) 383-8200 or www.baja-haha.com.

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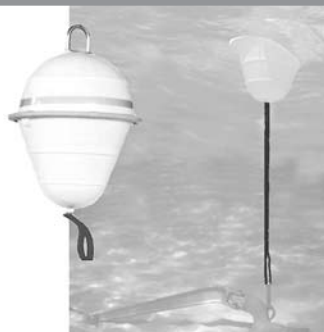


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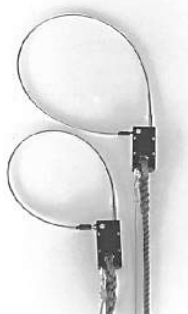
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Sept. 10-14 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 13 — 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. 13-14 — Caltopia 2008, the Bay's annual Cal rendezvous at Richmond YC. Info, www.calboats.org.

Sept. 17 — SF Maritime National Historic Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8 p.m. Enjoy Geoff Kaufman's performance as he leads you to find truth, humor and beauty in traditional music. \$14 or \$24 for both concerts in the series. Info, (415) 561-7170.

Sept. 20 — 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. 28 — Modern Sailing School & Club's first annual Sail Fest in Sausalito, 11 a.m.-5 p.m. Sailboat rides (with RSVP), guest speakers, music, food and boat show. Free! Info, (415) 331-8250.

Sept. 30-Oct. 20 — Safe Boating Course by Santa Clara Power Squadron at Wilcox HS on Tuesdays, 7-9 p.m. Materials \$30. Info, (408) 225-6097.

Oct. 27 — Baja Ha-Ha 'Fabulous Fifteen' Cruisers Rally starts from San Diego!

Racing


August, 1978 — It Was Thirty Years Ago, from the article *Singlehanded TransPac*:

From its inception just after the 1977 Farallones Race, the Singlehanded TransPac was widely considered to be a hair-brained, half-assed, pipe dream as well as an invitation to group suicide. It turned out to be pure magic.

Counting the two starts, 31 skippers actually put their boats where their mouths said they would be, and set out for the 2,120-mile distant Hanalei Bay, Kauai, finish line. Twenty-two of the starters crossed the finish line — 14 from Northern California, three from the Pacific Northwest, four from Santa Barbara/Ventura, and one from Hawaii. Two other entries dropped out of the race but did make it to the islands; seven others dropped out, some just a few hours out of San Francisco, one after sailing almost five days out.

All the TransPac racers arrived hale and hearty without serious injury. Without exception, all the finishers could have continued on much further with little difficulty. Some newspapers reported that Bill Collins, the last to arrive, was taken to the hospital and was partially paralyzed. That was a crock — he got off the boat, went to the bar for a beer, took a shower, had dinner, then went to the disco well into the night.

Certainly the single most stunning aspect of the race were the finish times — the times not only of the top finishers but of the entire fleet. Norton Smith of Mill Valley was first-to-finish and corrected-time winner in his Santa Cruz 27 *Solitaire*. Norton's astounding elapsed time of 13 days, 2 hours, 34 minutes would have stood him well in many a crewed TransPac. No less amazing was Jim Gannon, who roared in a mere 14 minutes later on corrected and elapsed time in his Freya 39 *Golden Egg*. Interestingly enough, these were the two boats at opposite ends of the design spectrum — the Santa Cruz 27 small and ultra-light, the Freya big and heavy with a full keel. Gannon might have gotten the raw end of the two-start deal since he could have used the slightly stronger winds that seemed to accompany the small boat fleet, but Norton probably would have been better off a few times with lighter



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CALENDAR

winds. At any rate, the fleet gave a clear edict that, in the future, there be one start for all boats.

The bottom line of any race, however, is how many would be willing to do it again. We talked to most of the racers and everyone said they'd be game again. Sam Vahey, who got horribly seasick the first few days and lost more than a few pounds, commented that he's sending in his money as soon as the applications are ready. Many feel this race is going to explode in popularity and don't want to get left out.

A surprising number of skippers seemed to find that sailing singlehanded was enjoyable, perhaps more so than with a crew, and at least a couple have decided to singlehand back. Kent Rupp explained one of the advantages of singlehanded in his unique way by observing "if you're alone, you don't have to leave the cabin if you're going to fart." Well put, Kent.

For the rest of their lives, the participants of this TransPac will be saying "It was great in '78." It sure was.

Aug. 1-2 — 36th Annual King Harbor to Santa Barbara Race. SBYC, www.sbyc.org.

Aug. 1-3 — Aldo Alessio Perpetual Trophy Regatta for IRC, J/120s, J/105s and any other big boat one design class that fields six boats. StFYC, www.stfyc.com.

Aug. 1-3 — 2008 Laser PCCs in Monterey. Monterey Peninsula YC, www.mpyc.org.

Aug. 2 — Dinghy Delta Ditch Run, 31 miles from Rio Vista to West Sacto. LWSC, www.lwsailing.org.

Aug. 2 — Lady and the Tramp doublehanded race on Folsom Lake. FLYC, www.flyc.org.

Aug. 2-3 — Vanguard 15 Fleet Race PCCs at TISC. Info, www.vanguard15.org.

Aug. 2-3 — Waikiki Offshore. Info, www.waikikiyc.com.

Aug. 2-8 — 2008 Snipe Jr. & Sr. National Championships hosted by RYC & Fleet 12 SF. Info, www.snipenationals2008.com, vincesail@aol.com or (510) 841-8524.

Aug. 3-7 — El Toro NAs on Huntington Lake. Info, www.eltoroyra.org or zoop@cruzio.com.

Aug. 8-10 — 505 NAs. StFYC, www.stfyc.org.

Aug. 9 — YRA-OYRA Lightship 2. GGYC, www.yra.org.

Aug. 9 — YRA-HDA ODCA Fall 1. RYC, www.yra.org.

Aug. 9 — Gracie & George Regatta, a co-ed doublehander featuring 'Gracie' on the helm. EYC, www.encinal.org.

Aug. 9 — Joan Storer Regatta, TYC's women skipper's race. Info, www.tyc.org.

Aug. 9 — PICYA Youth/CHISPA Regatta, hosted by TIYC. Info, www.picya.org.

Aug. 9-10 — Summer Keelboat Regatta & J/105 PCCs. SFYC, www.sfyc.org.

Aug. 12-16 — International 18 Skiff Regatta. StFYC, www.stfyc.org.

Aug. 13-14, 1979 — Of the 306 starters in the 28th Fastnet Race, 23 boats sank or were abandoned and 15 people died in ferocious storm conditions.

Aug. 15 — Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, www.stfyc.com.

Aug. 15-16 — Whiskeytown 24-Hour Challenge. Whiskeytown Sailing Club, www.whiskeytownsailing.org.

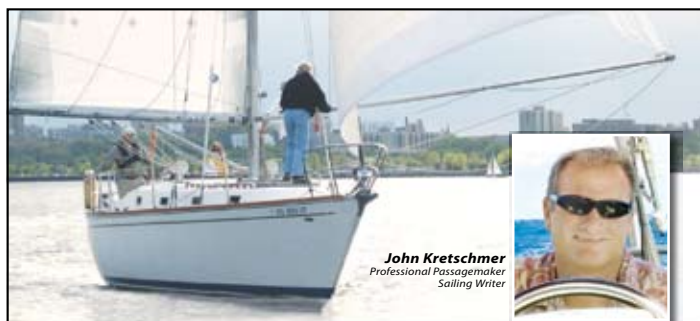
Aug. 15-17 — Coronado 15 NAs, Pillar Point Harbor. HMBYC, www.hmbyc.org.

Aug. 16-17 — BAYS #4. SFYC, www.sfyc.org.

Aug. 16-17 — Flying Scot & Flying Dutchman PCCs on Tomales Bay. Inverness YC, www.invernessyachtclub.com.

Aug. 17 — 17th Annual Day on Monterey Bay Regatta to benefit Big Brothers Big Sisters. SCYC, www.scyc.org.

Aug. 20-24 — J/105 NAs. StFYC, www.stfyc.com.



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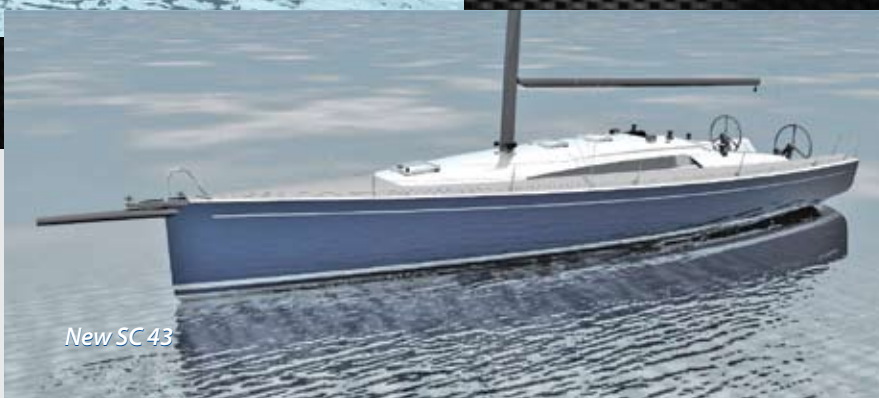
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Beam 12.00 ft
Draft 10.00 ft Std.
12.750 lbs.
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Ballast 6,050 lbs.
Limit of Positive Stability 143.00°
Sail Area 998 ft²



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CALENDAR

Aug. 23 — Single- and doublehanded Half Moon Bay Race, from SF to HMB. SSS, www.sfbaysss.org.

Aug. 23 — Inaugural Great San Francisco Schooner Race, for schooners of all sizes in Gaff and Marconi divisions. SFYC, www.sfyf.org.

Aug. 23 — YRA-OYRA Full Crew Farallones. SFYC, www.yra.org.

Aug. 23 — YRA-WBRA Knox. YRA, www.yra.org.

Aug. 23-24 — Sport Fest Invitational for Antrim 27, Melges 24 & 32, Ultimate 20 & 24, Flying Tiger, Henderson 30, Synergy, Thompson, J/105, J/80 & J/90, and 5.70 at Southampton Shoals. RYC, www.richmondyc.org.

Aug. 23-24 — El Toro Worlds on Pinecrest Lake. Info, www.eltoroyra.org.

Aug. 24 — YRA-HDA ODCA Fall 2 Knox. SYC, www.yra.org.

Aug. 29-30 — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, www.scyc.org.

Aug. 29-31 — Express 27 Nationals. StFYC, www.express27.org or www.stfyf.com.

Aug. 30 — YRA-WBRA Cityfront. RYC, www.yra.org.

Aug. 30 — 20th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Aug. 30-31 — BAYS #5. TYC, www.tyc.org.

Sept. 5-7 — Moore 24 Nat'l's. RYC, www.richmondyc.org.

Sept. 6 — YRA-ODCA Fall 3. SYC, www.yra.org.

Sept. 6 — SSS Richmond-South Beach Race. SSS, www.sfbaysss.org.

Sept. 6 — Governor's Cup on Folsom Lake, www.flyc.org.

Sept. 6-7 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org or funregatta@comcast.net.

Sept. 11-14 — 44th Rolex Big Boat Series, always the highlight of the local sailing season. StFYC, www.stfyf.com.

Sept. 16-20 — The Mallory Cup, US Sailing Men's Championship sailed on J/24s. SFYC, www.sfyf.org or www.us-sailing.org.

Sept. 27 — Jack & Jill Race (rescheduled from February). CPYC, www.cpyc.com.

Sept. 27-Oct. 4 — IOD Worlds. SFYC, www.sfyf.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 8/8, 8/22, 9/5, 9/19, 10/3, 10/17, 10/31. Dan or Kelly, race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Summer Series: 8/4, 8/18, 9/1, 9/15, 9/22. Peter McCool, (415) 864-4334 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through September. Bill Watson, (707) 746-0739 or bill@watsonparty.com.

BERKELEY YC — Every Friday night through 9/26. Tom Nemeth, (510) 652-6537 or tom.nemeth@there.net.

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

CORINTHIAN YC — Every Friday night through 9/5. Donal Botkin, www.cyc.org/race or (415) 435-4771.

COYOTE POINT YC — Wednesday nights through 10/8. Roger Anderson, (650) 367-7480 or regatta@cpyc.com.

ENCINAL YC — Summer Twilight Series, Friday nights: 8/1, 8/15, 9/5, 9/19. Tom, rearcommadore@encinal.org.

GOLDEN GATE YC — Friday nights: 8/8, 8/22, 9/5. Gary Salvo, (916) 363-4566 or garysalvo@ggyc.com.

HP SAILING CLUB — El Toro races on Stevens Creek Reservoir. Every Wednesday night through October 22. See www.hpsailingclub.org for details.

ISLAND YC — Summer Series, Friday nights: 8/8, 8/22.

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CALENDAR

9/12, 9/26. Joanne McFee, (510) 521-7442.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/29. Mike Robinson, (530) 713-9080.

LAKE WASHINGTON SC — Every Thursday night through 8/28. Roy, (530) 908-7160 or www.lwsailing.org.

MONTEREY PENINSULA YC — Sunset Series, Wednesday nights through 9/24. Bob Furney, (831) 372-9686.

OAKLAND YC — Sweet 16 Midweek Series, Wednesday nights through 9/17. Steve, (510) 373-3280 or 5103733280@grandcentral.com.

RICHMOND YC — Wednesday nights: 8/6, 8/13, 8/20, 8/27, 9/3, 9/10, 9/17. Eric Arens, (510) 841-6022 or www.richmondyc.org.

ST. FRANCIS YC — Every Wednesday night through 8/27. John Craig, (415) 563-6363.

SAUSALITO YC — Summer Sunset Series, Tues. nights: 8/12, 8/26, 9/9, 9/23. Paul Adams, (415) 269-1973 or race@syconline.org.

SEQUOIA YC — Every Wednesday night through 10/8. Rick Gilmore, (650) 593-5591.

SOUTH BEACH YC — Friday Night Series: 8/1, 8/15, 8/22. Info, nashsherry@comcast.net.

STOCKTON SC — Every Wednesday night through 8/27. Phil Hendrix, (209) 476-1381.

TAHOE YC — Summer Series, every Wednesday night through 8/27. Summer Laser Series, every Monday night through 8/25. Dan Hauserman, (530) 583-9111 or dan@ilovetahoe.com.

TIBURON YC — Friday nights through 8/29. Otto, (415) 388-9094 or pando@sonic.net.

VALLEJO YC — Every Wednesday night through 9/24. Timothy Dunn, fleetcaptainsail@vyc.org.

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 either are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

August Weekend Currents

date/day	slack	max	slack	max
8/02Sat	0202	0518/5.5E	0908	1211/4.4F
	1523	1753/3.2E	2107	
8/03Sun		0000/3.5F	0253	0602/5.1E
	0948	1248/4.2F	1559	1834/3.4E
	2157			
8/09Sat	0253	0556/2.0F	0902	1054/1.1E
	1421	1713/1.5F	2006	2325/3.1E
8/10Sun	0400	0718/2.1F	1019	1208/0.8E
	1534	1821/1.4F	2105	
8/16Sat	0115	0429/4.6E	0822	1122/3.7F
	1434	1658/2.7E	2014	2305/3.0F
8/17Sun	0156	0506/4.7E	0852	1149/3.7F
	1503	1734/3.2E	2053	2344/3.1F
8/23Sat	0105	0400/2.7F	0729	0942/1.9E
	1225	1546/2.2F	1833	2209/4.2E
8/24Sun	0219	0517/2.6F	0852	1047/1.4E
	1334	1651/2.0F	1937	2315/4.2E
8/30Sat	0105	0417/4.9E	0802	1104/4.1F
	1408	1648/3.4E	2007	2303/3.6F
8/31Sun	0157	0500/4.7E	0841	1139/4.0F
	1441	1726/3.8E	2053	2348/3.7F
9/01Mon	0248	0541/4.3E	0919	1212/3.7F
	1515	1803/4.0E	2138	

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1980, \$119,000



37' Sea Ray Sundancer 370,
1990, \$59,900



30' Carver 300 Aft Cabin,
1993, \$69,000



29' Baltic Scand, 1987
\$35,000



28' Bayliner 2855, 2000
\$57,000



27' Farallon Enclosed Helm,
1982, \$89,000



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1991, \$74,900



36' CS Yachts Traditional,
1985, \$69,900



35' Ericson MkIII, 1987
\$47,500



Sabre 34, 1983
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30' Cal 3-30, 1974
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30' Hess Bristol Channel,
1997, \$129,000

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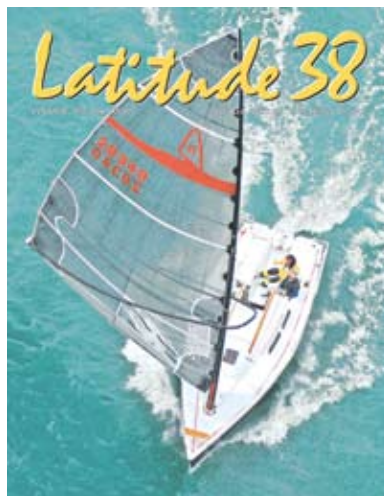
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LETTERS

WHAT'S THAT COVER BOAT?

I'm interested to find out more about the name/class/specs of the boat on the cover of the July *Latitude*. Thanks to the free-standing rig, she looks like a very unique and easy design to sail.

Scott
Planet Earth



There's no mistaking the distinctive look of a WylieCat 30.

of crew, WylieCat 30s rate PHRF 105 in Northern California.

THE PIRATES OF CLIPPER COVE

We read your piece about how the owner of an unmanned boat at Clipper Cove suspects that his anchor rode might have been cut. After spending a couple of weeks on the Bay to escape the heat of the Delta, we have an understanding of why someone might cut loose one of the boats anchored there.

We'd planned our trip to the Bay to take advantage of the various anchorages while doing some sightseeing in the area. Well, we all know how Richardson Bay has been polluted with abandoned craft, but it seems like the same thing is starting to happen at other Bay anchorages.

Clipper Cove was, of course, one of the places we wanted to visit, but the west end of the cove, which is the safe end, was packed with boats that had nobody aboard. And it looked as though nobody had been aboard these boats in a long time. Three times we stopped by to find a spot to anchor, but each time it was impossible because the best spots were occupied by boats with nobody on them.

We understand that Clipper Cove is a free anchorage, but how free is it, and who is it free to? We're not saying that we have more right to anchor in the cove than others, but should we be forced to pay for a slip — \$60/night for a 40-footer — just to visit the Bay?

Due to the expense, we cut our trip to the Bay short. But on the way back to the Delta, we stayed at one of our favorite anchorages, China Camp. Although we pulled in mid-week, wouldn't you know it, two of the best spots had been taken. We spent three days there, but at no time did we see anyone on the two boats taking up the best spots.

The philosophical question is whether or not it's right for somebody to have a boat but not have a slip for it? This brings up another question. If one of these abandoned boats were to break free and cause damage to our boat, would the owners of those boats be responsible for the damages?

Randy & Ramona Garrett
R3, 40-ft sloop
Tied to a dock in the Delta

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LETTERS

Randy and Ramona — Your last question is the easiest to answer. If one of the abandoned boats were to break loose and damage your boat, you'd effectively be out of luck trying to get compensation. After all, you know the boat isn't insured and the



LATITUDE / LADONINA

There are far more than just a couple of "best spots" in Clipper Cove and China Camp. Both can easily — and safely — accommodate 100 boats each.

owner probably has very little money, so the cost of locating the owner, filing a lawsuit, and actually collecting any money from a favorable judgement — assuming that you could even get one — would be nil. Fortunately, boats don't break free that often, and when they do there is usually little if any damage.

Unless things have changed without our hearing about it, Clipper Cove is technically not a free anchorage. It's still controlled by the Navy, whose standing order is that boats need a permit in order to anchor there. But since the Navy pulled up stakes long ago and control still hasn't been turned over to the City of San Francisco, nobody pays any attention. Clipper Cove is just like west of the Pecos River was in the Old West — all but without the rule of law.

In places where there is an authority, rules and laws have been put into effect to make sure that a few boats can't hog an anchorage. For example, the State Lands Commission has decreed that, in most situations, boats can't be anchored on the same state lands for more than two weeks at a time. However, this law is usually only enforced when boats staying longer than two weeks deny others the right to use the anchorage, and when there is a supervising authority that feels like enforcing the law. This law doesn't apply to anchorages that are outside the state waters, which is why you see boats anchored semi-permanently just outside harbors such as Santa Barbara, Marina del Rey and Newport Beach.

In places where there are both supervision and keen competition for prime anchoring spots, authorities have imposed different plans for dealing with the issue. In San Diego, for example, there are a variety of anchorages with different restrictions. In places such as popular La Playa Cove, which is between the San Diego YC and the Southwestern YC, you can't anchor without a permit, and your stay is limited to 72 hours. That's a good thing, because if there weren't restrictions, it would be packed with boats that would never leave. There is another anchorage in San Diego Bay where boatowners who aren't residents of San Diego County can anchor for up to a month. In Newport Beach, there is a 72-hour free anchorage, and you don't even need to get a permit. You are, however, supposed to always have at least one person on the boat, although this is rarely enforced unless it's windy and there is a danger your boat will bump into others in the anchorage.

Exactly how it is that boats, and we use that word loosely, anchored in Richardson Bay have come to be immune from the laws that all other boats are subject to — for example, they don't seem to need any registration — has always been a mystery to us. But it's been that way forever. We would describe the scene there as disorderly, inefficient, and potentially unsafe, but think "polluted" is a bit of a stretch. In any event, there is

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LETTERS

still plenty of room to anchor and places to land a dinghy there, so it's a long way from being non-functional. Indeed, Richardson Bay is still the prime transient area on the Bay. Other options, albeit ones with less good access to shore and stores, would include the lee of Angel Island, the lee of the Tiburon Peninsula, and Belvedere Cove. And if San Francisco ever takes control of Clipper Cove, we think it would be great if a 72-hour limit were instituted.

↑↓WELL, I DO BLAME THE EPA!

In your July 2 *Electronic Latitude*, you wrote: "A 2006 U.S. District Court ruling is forcing the Environmental Protection Agency (EPA) to develop a 'discharge permit' for every recreational boat in the U.S. — including sailboats, kayaks and rubber inner tubes. The ruling came about because of a lawsuit addressing the issue of commercial ships dumping potentially polluted ballast water into local waters, possibly introducing invasive species."

You also noted that the EPA has historically exempted recreational boats from 'clean water' laws applied to commercial shipping, but because of the latest court action, boatowners — and rubber inner tube owners — could be fined up to \$32,500 a day! And that they may be cited by private individuals who might dislike boats — or just people who happen to own boats. Lastly, you report that BoatUS says the EPA is not to blame.

What can I do but quote Emile DeBeque, Act II, Cue 39A, from *South Pacific*:

"This is just the kind of ugliness I was running away from. It has followed me all these years, and now it has found me. I was cheated before, and I'm cheated again. By a mean little world of mean little men. And the one change for me is the life I know best, to be here on this island, and to hell with the rest."

There is absolutely no way (!!!) a 'private contractor' or private citizen is going to board my boat for water samples without getting blown away . . . per the latest U.S. Supreme Court decision on my right to bear arms. It seems like I'll need to have firearms in the Oakland Estuary.

I don't care what BoatU.S. says, I do blame the EPA. They are required to set standards, but the court did not say exactly what the exemptions should be. So the EPA could easily extend the existing 35-year standards. But the EPA continues to be a bunch of incompetent asshole bureaucrats — i.e. 'mean little men' — none of whom have any boating experience whatever.

Or perhaps the various courts, in their wise 5-to-4 wisdom decrees, are intent in trashing what little is left of values in our society, and telling us in great detail how to live our lives. Gosh, if I need to pee or poop quickly, then I will do it! I have a written statement from my doctor about my incontinence.

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — We think you may be misinformed on a couple of fronts. First and foremost, the right to bear arms doesn't equal the right to blow off the head of someone boarding your boat to inspect its discharge. You may want to blow off his/her head, but rest assured that, if you did, no constitutional attorney in the country would be able to win your case.

Secondly, as BoatU.S.'s site explains, "the court's decision, issued in fall 2006, mandated that the EPA is required to develop an operational discharge permit for every vessel in the U.S. by September 30, 2008. Vessels include boats, ships,

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LETTERS

dinghies, and everything in between." The EPA's exclusion for recreational boats was essentially revoked by the court's ruling — a ruling which the EPA appealed, by the way — so, to comply, the agency had no choice but to develop a permit plan. For more on the details of the situation, go to BoatU.S.'s site at www.boatus.com and click on 'Government Affairs'.

But don't panic. As we were sending this issue to press, legislation — known as the Clean Boating Act of 2008 — introduced to both the House and the Senate to restore the federal exemption for rec boats was passed in an overwhelming show of bipartisan cooperation. "This is a fabulous victory for common sense," said BoatU.S. President Nancy Michelman.

↑↓ CREDIT WHERE IT'S DUE

Thanks for the July issue coverage about the upcoming



LATITUDE / RICHARD

John Swain, commodore of the San Francisco YC, came up with the concept of the Great San Francisco Schooner Race, which is modeled after the races held on the Bay in the late 1800s.

August 23 Great San Francisco Schooner Race. Unfortunately, it was reported that I created the race. That honor actually goes to John Swain, commodore of the San Francisco YC, who is a longtime fan of classic boats. Swain grew up on the East Coast, worked in boatyards, and later ended up owning a marina and boat yard. He is now an architect working out of Belvedere. He's a really great guy, and I'm just helping him, so it would be great if you could set the record straight.

Alan Olson
Tiburon

Alan — Sorry about the mistake. Nonetheless, we encourage everyone to come out on the Bay on August 23 to check out what's sure to be a terrific schooner sight. We'll have a preview in *Electronic* as race day draws near.

↑↓ THE IRONY OF IT ALL

I'm not sure if you know about the lawsuit against the Department of Motor Vehicles (DMV) for suspending the driver's licenses of first-time offenders of Boating Under the Influence (BUI) statutes. But on June 3, the DMV lost badly. The court ruled that the DMV's license suspensions were illegal because there had been no law passed by the Legislature authorizing such an action.

I was one of the victims of the DMV's illegal actions. I lost a longtime job and had trouble gaining new employment due to their reckless disregard of the laws as currently written. Because of the ruling, I may, at some time in the future when the lawsuit is settled, be able to recoup some of the financial losses I incurred due to the DMV's illegal actions.

For further information, interested parties should visit www.bui-dmv.com.

R.T.
California

R.T. — We're not in favor of any government agency exceeding their authority — heck, we're not in favor of much government at all — but aren't you aware of the irony that you, who have been convicted of boating under the influence

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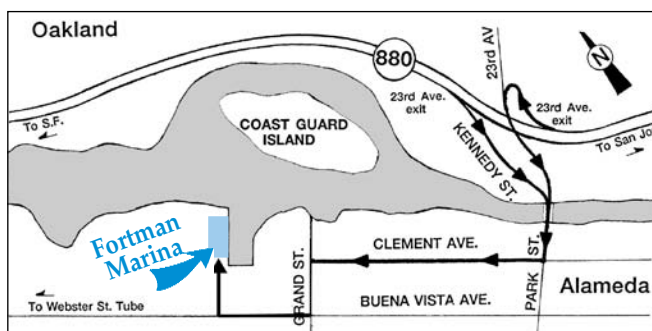
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LETTERS

— essentially behaving recklessly — are pissed off because of someone else's "reckless disregard of the laws"?

⇅ **THEY'RE MUCH TOUGHER DOWN UNDER**

G'Day! I just read on *'Lectronic* about a California court ruling that the DMV couldn't suspend a person's driver's license because they'd been convicted of 'boating under the influence'. But where I live, in Queensland, Australia, that's the law. In addition, if you get a ticket for any offense at all on a boat, you get demerit points off your driving record. It makes having sundowners a hit-and-miss affair. As a result, you can only have drinks if your boat is tied up at a mooring, in a marina, or on the hard. If your boat is anchored or tied to a jetty or pier, you're still in charge and can't drink.

I expect the law will be changed in California, at which point you can expect a full on rush by the 'booze police' in order to start raising revenue. At least that's what they've done down here.

Latitude is a great read, so keep it up.

Jim Hammond
Queensland, Australia

Jim — It's funny how drinking laws and enforcement are different in different parts of the world. In the Caribbean, for example, you can drink to your heart's content while sailing, and the chances of law enforcement caring are about it are close to zero.

⇅ **WE JUST WANT A SAFE PLACE FOR THE BOAT**

I'm bringing my Cascade 36 *Hale Kai* down from Portland to the Southern California area in mid-September, and wondered if you have suggestions or know anyone to contact about possibly leasing a slip for 45 days prior to our starting the Baja Ha-Ha. We've already called a few marinas with no luck. We prefer not to pay upwards of \$800 to \$1,000 a month for a premium slip, but want a safe place for us and the boat. I hope I'm not asking for too much.

P.S. We really enjoy what *Latitude* has done for the sailing community.

Chris Lund
Hale Kai, Cascade 36
Portland

Chris — Because of the housing crisis, the berthing situation in California is softer than it's been in years. If you read two letters down, you'll find that there are a couple of marinas in San Diego that should be able to meet your needs. Pier 32, which is new and will surely have many berths, is offering something like 30% off regular prices to all paid entries in the Ha-Ha. But first, a letter about a sistership.

⇅ **THE PORTLAND BOAT COULD BE A CONTENTA**

Along with *Latitude's* predictions for the results of the Pacific Cup, I just wanted to throw in another possible class winner. That would be Jack Gainer's Portland-based Cascade 36 *Raindrop*, a boat that doesn't get much attention.

Raindrop was built by Cascade Yachts of Portland, and was one of the first fiberglass production boats built in the United States. She's raced by Gainer, who has had a long and illustrious racing career in the Pacific Northwest.

Not to make a short story too long, but the two lads — Joby Easton and Bill Huseby — who will be doublehanding the '60s dinosaur deserve some recognition, as it will be the 20th anniversary of their Pacific Cup win in '88 with the Soverel 33 *Sting*.



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LETTERS

I think the Cascade 36 is most analogous to a '63 Pontiac Tempest, which could be had with a 396-hp General Motors power plant. You didn't want to pull up next to one at an intersection and foolishly rev your engine, because you'd be left in the dust. So I think it will be in the Pacific Cup. For when the competitors feel a 'raindrop', they'd best check the horizon.

On another subject, I read Carl Kirsch's recent letter, and was glad to know that someone else remembers Janice White and Larry Ohs, two sailors who were lost in the Doublehanded Farallones Race many years ago while sailing White's Ranger 22.

Jeff Sleight

ex-crew on *Promotion*, Santa Cruz 40, in the Baja Ha-Ha
Portland

Jeff — It will be interesting to see how Easton and Huseby do, as sailors from the Pacific Northwest have a history of punching above their weight in Pacific Cups. However, the



LATITUDE / ROB

At the halfway point in the Pacific Cup, Easton and Huseby had sailed a terrific race.

analogy of a 396-hp Pontiac to a Cascade 36 — or just about any sailboat — seems off the mark to us. If Easton and Huseby were to win their class, we think it would be because they are crafty veterans of the event who were able to sail their boat to

her rating, not because Raindrop is a Tempest-like inherent rocketship on the water.

By the way, after the first four days of racing in the Pacific Cup, Raindrop was first in class by an impressive 14.5 hours. However, thanks to near drifting conditions outside the Gate on the day of her start, she's only running 21st in the 60-boat fleet.

July 22 update! Raindrop has now catapulted to first overall.

⇅ LIVEABOARD LIFE ISN'T OUT OF THE QUESTION

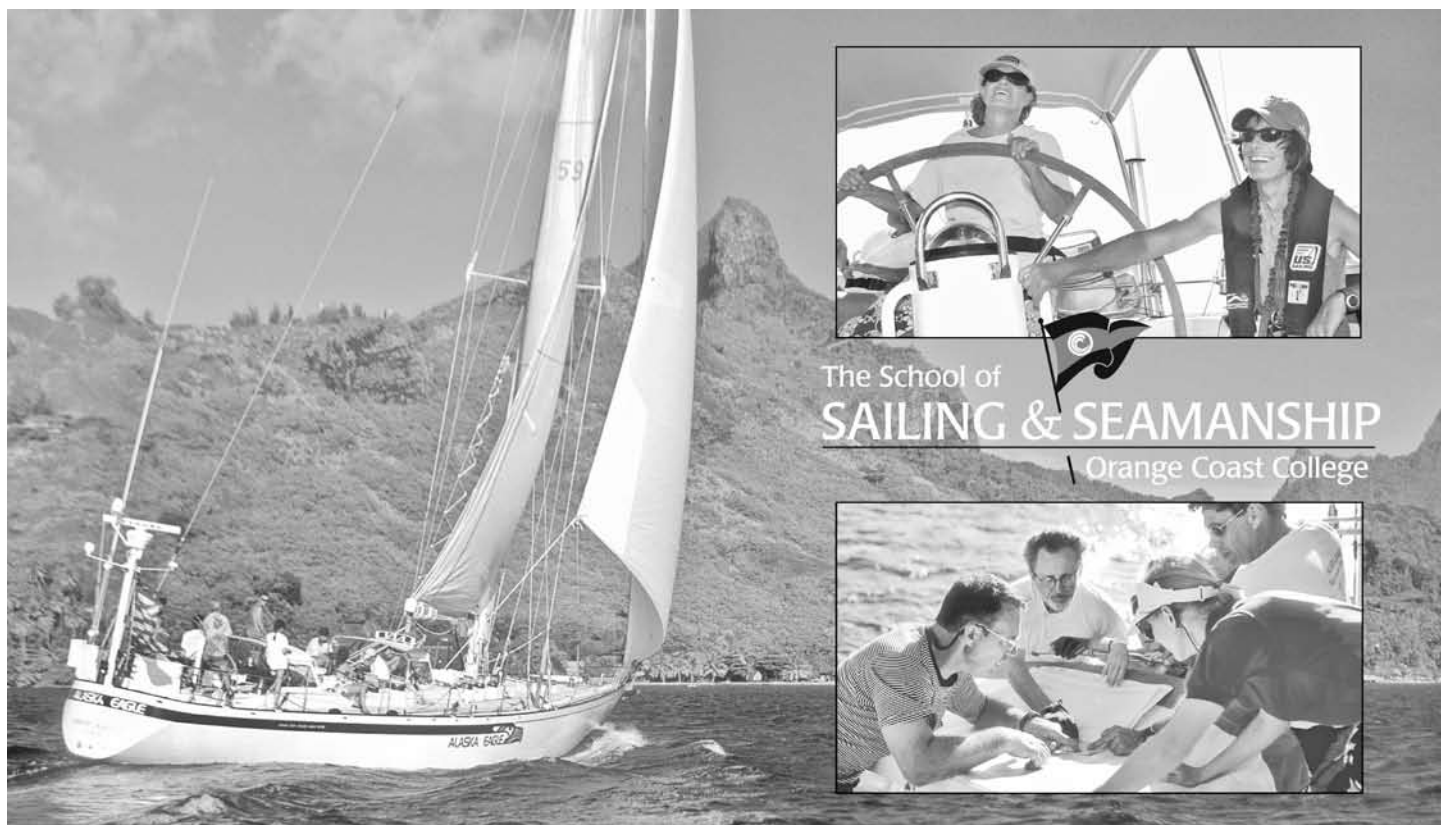
I'm probably not the only one to have noticed that the U.S. and global economies are a little rocky right now. While I've saved enough money to buy a condo, Suze Orman, the celebrity financial planner from Oakland, tells me that it's too early to jump into the housing market. Besides, the idea of moving into a condo strikes me as almost as boring as living in the apartment I currently live in. So I'm toying with the idea of buying a sailboat to liveaboard. After all, it seems like it would be more fun and less expensive than a condo or my apartment. I'm not a tree hugger, but a sailboat's small carbon footprint might also appeal to the type of woman I'm hoping to attract.

The problem with living aboard has always been that it's been hard to find liveaboard slips. Given the current economic situation, are more boats slips available, and are more legal liveaboard slips available?

Steve Sordero

San 'Rent Control City' Francisco

Steve — Good questions. We spoke with a variety of



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harbormasters to get the answers.

According to Alan Weaver at Marina Village in Alameda, where 80% of the tenants are sailboats, he hasn't seen any indications of more slips being available at his marina. "We're 99% full and everybody seems to be sitting tight. I might expect to see some boats moving from more expensive marinas to less expensive ones in the future, but I haven't seen it yet. By the way, some people have assumed that powerboaters might be trying to unload their boats, but I haven't seen that yet either. With it costing as much as \$2,000 to fill up some powerboat tanks, they might not take their boats out as often, but apparently they like them as their home away from home. I've heard some powerboaters grumble about fuel prices and talk about switching to sailboats, but I don't know of anyone who has done it yet."

There is great news over at Berkeley Marina for folks looking for liveaboard slips, but it's not really because of the economy. When John Mann came in as the new harbormaster a little more than a month ago, he found that the marina, which is 80% sail, had 10% of the slips vacant. Looking further, he noticed that the Bay Conservation and Development Commission has approved 100 liveaboard slips in that marina, but only 40 of that allotment were being used. As such, the Berkeley Marina took out a full page ad last month in *Latitude* and listed some of the many slips they have available, including eight liveaboard slips from 28 to 60 feet. "We have a lot more of them, too," Mann told us. At \$491/month for a 40-ft liveaboard slip, with water, garbage and electricity included with most of them, it sounds like big bang for the buck.

A little further up the Bay at Marina Bay in Richmond, Assistant Harbormaster Dale Plumb says, "Our occupancy is pretty good, but we've still got a few slips — including liveaboard slips — available. A 40-ft liveaboard slip goes for \$360/month, plus \$200/month more to liveaboard, plus \$25/month more for a pet to liveaboard." Plumb is one who says he's noticed a bit of a trend moving from powerboats to sailboats. "There are some people who just have to be on the water, and if it's too expensive to have a powerboat, they're moving to a sailboat."

On the Marin side of the Bay, Loch Lomond Yacht Harbor has taken in a lot of small boats that used to be at Clipper Basin #2 in Sausalito, which is being redone for mostly larger boats, so they don't have many of those left. But they do have slips over 30 feet available, although some are too shallow for boats with keels. Loch Lomond is allowed 10% liveaboards, but that quota is currently full. In order to be considered for that status, a boat already has to be berthed in the marina. Once a liveaboard slip becomes available, a computer randomly chooses who gets it.

Clipper Yacht Harbor in Sausalito is rebuilding Basin #2 — where *Latitude* 38 was born back in '77 — so they are at maximum capacity and will be until the construction is completed, which will hopefully be done by the end of the year.

South Beach Marina in San Francisco, thanks to its great location — and parking adjacent to the ballpark — is not only full, it has a six- to 10-year waiting list depending on the size of slip. "The next person in line for a 38-ft slip," says Harbormaster Jim Walter, "signed up in July of '00." South Beach Marina does not allow liveaboards.

Robert Johnson, harbormaster at Oyster Point Marina on the Peninsula, reports that they are actually up 8% in occupancy this year — but that's an anomaly associated with a dredging project last year. In truth, the marina is current only at 58% occupancy. "We have one of the lower percentage occupancy rates on the Bay because our afternoon winds average 17 to 22 knots," explains Johnson. "We've got 36-ft slips for \$265/month plus electricity, and double finger 45-ft slips for \$345/



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month." They do allow liveaboards, but are already at the Bay Conservation and Development Commission's 10% maximum percentage. By the way, the Oyster Point breakwater has been reconfigured to accommodate commuter ferries.

Down in San Diego, where lots of Ha-Ha entries will be looking to get slips for October, the berthing situation is much more favorable than it's been in many years.

"We have around 15% vacancy, and have had that for almost a year," reports Harbormaster Elaine Lutz of Cabrillo Isle Marina on Harbor Island. "Prior to that, such as in '06, we were full and had a waiting list for all sizes of slips. But vacancies have crept up since then, and I even have some liveaboard slips available. It seems to me that lots of the boats we're losing are headed to Washington or Canada. The housing situation apparently isn't as bad in the Northwest as it is down here, and people are finding better buys on the boats in San Diego. In addition, I've been getting lots of inquiries from people, non-boaters, who are selling or losing their homes and are looking to boats as a less expensive way to live. The only place we don't have vacancies is in the larger size slips. I talk to the other harbormasters, and we're not alone in having more vacancies than before."

Eric Leslie, harbormaster at Harbor Island West and at Pier 32, agrees that the market has softened up. "Our waiting list at Harbor Island West is shorter, and in some of the smaller sizes, is non-existent. We estimate a wait of three to six months for a 40-ft slip, while it might be a two-year wait for 50-ft slips. I keep tabs on our competitors, and it's softening everywhere."

As for the beautiful new 250-slip Pier 32 Marina a short distance from downtown San Diego, it's only been open for less than a month, so it's only about 25% full. "About 60 more boats are in the mill," says Leslie, "but we're welcoming all the Ha-Ha boats with a 30% discount. And we do have liveaboard slips. Like Lutz, Leslie thinks a number of San Diego boats are headed to the Northwest. "We saw the same thing in the mid-'90s. Boatyard operators would tell us they were shipping two or three boats a week to the Northwest. The explanation is that we have a better inventory of boats down here than they do up there."

All things considered, it seems to be a bit of a mixed bag. There seems to be continued strength in the demand for larger slips in the higher end marinas, but noticeable softening in smaller sizes, particularly at less centrally located marinas. And liveaboard slips are available, although not everywhere.

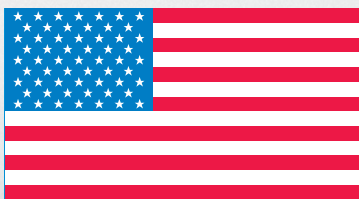
↑↓ GARMINS ARE GREAT FOR 'SINGLE-HANDERS'

Joanne Jackson of Richmond, who in the last issue complained about the Garmin handheld GPS units having the screens on the bottom and the buttons on the top, must not ever have used such units with one hand. Using the Garmin 76 as an example, placing the button controls above the screen allows the GPS to be held and controlled with one hand — using your thumb for data input, etc. It's simple and efficient — especially when sailors often have to steer with one hand and operate electronic equipment with the other.

Jackson says that Garmin has "evil ways," but I don't agree because designing for function creates good form. Garmin deserves praise, not chastisement. If anyone has evil ways, it would be Magellan, which requires that you hold their handheld GPS units with one hand and control them with the other, thus leaving no hand to steer the vessel.

Thomas Charron
Mi Vida, Catalina 42
Alameda

Thomas — To each their own, we suppose. We've been



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very happy with our Garmin products, but have to agree with Jackson's complaint. And since almost all cell phones, which are often used with one hand, have the controls on the bottom and the screen on the top, we don't see why that shouldn't be the case with Garmin GPS units, too. But no matter where a manufacturer decides to locate the screen, it could hardly be classified, like warm beer, as something that's evil.

↑↓GETTING A GRIP ON THE HANDHELD GPS

I have used at least a dozen different handheld GPS receivers, and I continue to appreciate and recommend Garmin over other brands for two reasons: 1) buttons at the top, and 2) software user interface.

"Buttons on top?" you ask? Oh yes! These are by far the best ergonomics for one-handed operation. You naturally grip the unit near its center of gravity and operate the buttons with



Deathmobile, also the name of Truesdell's SC 27, was navigated with a Garmin GPS.

your thumb in a natural position. If you try this with a buttons-on-bottom brand, you will have a much less secure grip, as the weight of most of the unit sticks out

too far past your grip, and your thumb has to bend back in a cramped position to operate the buttons. Try it.

I used to sail my Santa Cruz 27 between San Diego and Los Angeles, often singlehanded, and the ease and comfort of the buttons-on-top one-handed operation of my Garmin was one of those little things that just seemed 'right'. One hand on the tiller and one hand on the GPS.

Scott Truesdell
ex-owner *Deathmobile*, Santa Cruz 27
Newport Beach

Scott — If you have one hand on the tiller and one hand on the GPS, what about the always-recommended 'one hand for the boat'?

↑↓SOME PEOPLE SWAP WIVES, SO YOU NEVER KNOW

As ex-cruisers who were in the Sea of Cortez in '95-'97, we're really missing Mexican waters and are looking forward to going back when we retire many years from now. Meanwhile, we'd really like to experience paradise for a few weeks. Unfortunately, the high cost of chartering out of La Paz leaves us feeling stuck. Can you recommend any lower cost options? Do you think it would be possible to arrange a swap, say two to four weeks, of the use of a sailboat in the spring or fall in return for letting the owner of the boat use our home in Tacoma for the same period? Obviously, both parties would need to feel comfortable with each other. Are there any legal issues — insurance, owner not being on the boat, etc. — that would complicate things?

By the way, if this proposition sounds interesting to any boatowners in Mexico, they can reach us at sunsailor65@yahoo.com.

Ken Fellows, ex-Discovery
Becky Thompson, ex-Esprit II
Tacoma, Washington

Ken and Becky — You can, as they used to say in the '60s,

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LETTERS

run the idea up the flagpole and see if anyone salutes. We think insurance issues and the matter of the owner not being on the boat can be solved. Probably the biggest concerns each party would have is that their property might get damaged and there would be no effective way to guarantee compensation. But if you do find someone willing to swap, let us know how it turns out.

↑↓ CHARTER IN MEXICO IN THE SPRING OR FALL

I just finished a catamaran cruise in the eastern Med with my wife and two children. We loved it! I'd like to charter another sailboat in Mexico this winter. We'd need a skipper — I don't know how to sail — and perhaps a cook.

I've read *Latitude's First-Timer's Guide to Cruising In Mexico*, which gave me an idea about possible itineraries in the Sea of Cortez and on the mainland coast of Mexico. I've also visited the Mayan Riviera years ago by land, and found it beautiful, but I don't know if it's a good sailing area.

What would you recommend as an itinerary for a one-week charter in either January or February for our family? Are there any local charter companies that you can recommend? We speak fluent Spanish, so we are comfortable dealing with a Spanish-speaking crew.

Barry Ellsworth
Planet Earth

Barry — If you're talking about January or February, we'd steer you away from the Sea of Cortez, which is too cold for swimming at that time of year. Even the daytime temperatures can be cool about half the time. If you can switch your schedule to sometime in the spring or fall, the Sea of Cortez would be ideal. In that case, we'd recommend The Moorings out of La Paz. In fact, they are the only 'big name' charter outfit in Mexico,



GLENN TWITCHELL

The Sea of Cortez is nature central, not party central.

and they only operate out of La Paz. If you do the Sea of Cortez, you want to do a one-way trip from La Paz to Puerto Escondido or vice versa. It would be terrific if you love nature, but not if you're looking for a jump-up at a crowded bar each night. The Sea of Cortez is a very un-Med, un-Caribbean experience.

If the winter is your time of year, you're going to want to find a charter situation that would take you down Mexico's Gold Coast from Puerto Vallarta to Manzanillo. Crewed charters are not common along the mainland coast of Mexico, but you might start your search calling J/World Puerto Vallarta. We're not aware of any crewed charter outfits on the Mayan Riviera.

↑↓ ELECTRONIC PIRACY

I came across your March 10, 2006, Photo of the Day in *Latitude*, a photo that was credited to Peter Whitney. The photo doesn't belong to Mr. Whitney, nor did the story accompanying the photo relate to the day the photo was taken. In fact, the photo was taken by Walker Mangum, and it was



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LETTERS

sold to the *BVI Welcome Tourist Guide*, and featured on the cover of the April/May 2007 edition. Furthermore, the woman in the photo walking on the beach is my wife. I think proper credit is due and a clarification in order.

Daide Pugliese
Brandywine Bay Restaurant
East End, Tortola, British Virgin Islands

Daide — The advent of digits and the internet has brought the world some wonderful things — but a few not so wonderful things, too. The unfortunate truth is that it's become ridiculously easy for people to expropriate the work of others. For example, about a year ago we were in St. Barth snoozing in the cockpit of our catamaran when Jimmy Buffett came sailing past on his new sailboat. We grabbed our camera, took a photo, and ran it in the next day's *'Lectronic*. It probably took all of 24 hours before that photo appeared on a number of other websites, not a single one of which requested permission to use it or even gave us photo credit. Indeed, we've come across websites that feature scores of our copyrighted photos, and when we complain, the owners of such sites basically say "What are you going to do about it?" In most cases there is precious little that can be done about it except to appeal to the owner's sense of right and wrong — which is usually non-existent.

So we empathize with photographer Walker Mangum, and offer our sincerest apologies.

⇅ **TIN CAN AND PANAMA CANAL DELAYS**

I was wondering if you could provide an update on two stories you posted on *Latitude38.com*. Is there any news on David Vann's attempt to do a four-month circumnavigation on *Tin Can*, the 50-ft aluminum trimaran he built for \$30,000? And, I'm interested in learning about the delays in transiting the Panama Canal. Are the very long delays — weeks — that were common in March still the rule?

Seth Hynes
Planet Earth

Seth — *Tin Can* suffered a serious structural problem shortly after leaving the Bay, so Vann pulled into Santa Cruz. His trimaran is now back on the hard in the Napa Valley. At last word, he was planning to make repairs and modifications, then try again at some future date.

Sources in Panama report that the extreme delays in private yachts transiting the Canal were over as of June, with waits in both directions now four days or less. The waits fluctuate during the year depending on the season and the amount of world

trade. With the global economic downturn, future delays aren't expected to be as great as in the past, but you never can tell. However, did you know that the Canal auctions off one transit slot per day to the highest bidder? Since small boats are competing with ships, boatowners should



The 'Tin Can' circumnavigation was halted after less than 100 miles.

be aware that the highest bid to date has been \$165,000. Ouch! But there may be some wiggle room for small boats. We once absolutely had to get through the Canal the day after



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LETTERS

we arrived at Cristobal with Profligate, and were able to do it — after paying an additional fee of \$2,200.

↑↓ ONCE YOU GO CAT, YOU NEVER GO BACK

I was at Two Harbors on Catalina on the weekend of July 12-13, saw *Latitude's* catamaran *Profligate* parked on Harbor Reef, but couldn't find the Grand Poobah. I'd been hoping to meet him, but oh well, maybe in Mexico during the winter. As the owner of an Iroquois 32 cat — as well as a Morgan Out Island 28 in Mexico — I read with interest the letters from catamaran owners concerning the speed that cruising catamarans are capable of. I was amazed. I've had my Iroquois up to 14 knots, and have heard that Iroquois can do even better, but believe that I was pushing the envelope.

As I'm still a new owner, I think there are certain differences between cats and monohulls — besides speed — that are seldom mentioned. First, catamarans can sail backwards! Yep, I've done it. There is a tacking technique all catamaran owners know to insure that the jib will stay full until the very last moment of the tack. Otherwise the jib will be backwinded and, unlike a monohull, which points to weather, cats actually go backwards when this happens. I'm sure all catamaran owners are laughing right now, for at some point every cat owner has done it. If he hasn't done it, he's either lying, has a bad memory, or blamed it on his wife.

Second, since cats have no ballast, in gusty conditions they are like driving a Corvette with both feet on the pedals, taking only one foot off at a time. In other words, you accelerate and decelerate faster than on monohulls, something which causes you to grab onto something for balance.

Third, while cats don't heel, they do something different. They wobble. This is a side to side motion mixed up with an up and down motion while going over swells. It's like the movement of a snake on the water — especially if the cat has daggerboards instead of keels and the daggerboards are in the up position. I have learned to have some board profile to keep a better track, although it slows the boat a little.

Fourth — and this really takes some getting used to — is docking a cat. Since there is no ballast, there is little forward momentum when you let sail down or put the engine in neutral. With very little water resistance, a cat stops once she's in irons. It takes some getting used to if you've only sailed on monohulls. So you learn to drop your sails at the same time you jump onto the dock. It's kind of hard to do when you're singlehanded, but you sure look brilliant when you're able to pull it off!

Lastly, a cat gives you the feeling of riding on top of the water instead of sailing through it. The buoyancy factor is in everything you do out there. Keeping a catamaran light works for you when you need to keep her trimmed in heavy weather. Keeping cats balanced evenly is an even bigger challenge, as all additional weight should be kept low and centered.

In the year of owning my cat, I've noticed I use different sailing techniques compared to my monohull. It's like the difference between skiing and snowboarding. But all snowboarders who started on skis share one opinion — they can never go back to skiing. I keep my Morgan Out Island 28 in Mexico, and when I returned to her last summer, I got the shock of my life sailing on a monohull again. I couldn't wait to get my catamaran out on the ocean again, feeling not only the difference in speed, but its unique motion on the water. But I don't want too many people to hear about this, because if everyone bought a catamaran, we'd need three times the number of slips to accommodate them all. As for you monohull sailors, please don't try a cat, for once you do, you'll likely discover

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LETTERS

what I have . . . once you go cat, you never go back.

J. Barden

Martes, Iroquois 32 MK2

Ann-Marie, Morgan Out Island 28

Marina del Rey

J. — We remember seeing your cat on the east side of Isthmus Cove. You shouldn't feel bad about an Iroquois 32 not hitting 20+ knots as reported by the owners of more modern cats. After all, she was designed in the '70s and built with '70s materials. As a result, she's not as light and doesn't have as much sail area as newer 32-ft cats. It's sort of like expecting a Columbia 30 monohull from the '70s — which rates 180 PHRF — to be able to sail as fast as the new Columbia 30, which displaces less than half as much and rates 75 PHRF.

Cats will indeed sail backwards during failed tacks. We've had Profligate 'sailing' in reverse at over three knots, and found she was surprisingly easy to steer, too. In our experience, the real fun starts when you start getting the cat moving forward again. For up until water gets going past the rudders at sufficient speed, you actually have to delicately turn the wheel to port in order to go to starboard and vice versa.

We agree with your observations that cats seem to sail on top of the water while monohulls sail through the water, and that cats have a quicker and jerkier motion than monohulls. Usually, but not always, we find that catamaran motion is less fatiguing for the crew.

We love our cat, but think catamaran popularity will always be tempered by several factors: they are quite expensive compared to monohulls; it can be hard to find berthing for them; and cats don't lend themselves to typical closed-course racing.

WHO NEEDS WISDOM — JUST MESS AROUND!

You've written that proper use of the traveller on cruising cats is important for efficient sailing. I can't seem to find much information on sail trim for cruising cats, and wonder if you'd care to share your acquired wisdom about use of the traveller and other tips for getting the most — especially upwind — out of those wonderful beasts.

Howard Torf

Calabra, Leopard 42

Eastern Caribbean

Howard — We'd be happy to share our wisdom on catamaran sail trim, but honestly, we don't think we possess any. Sure, we know the basic stuff that can be found in any sailing book, but beyond that, we're often scratching our heads as to why our cat is going so slow or so fast. Part of the problem might be that Profligate has a huge main and a storm jib-like jib, so she doesn't have the normal slot. But with the cat's 20-ft traveller, we're rarely confident we have the right amount of twist in the main — except in heavy winds when we make the thing as flat as a board. What's more, in light conditions, when the cat's jerky upwind motion, combined with a heavy 28-ft-long aluminum boom, makes a mess out of the laminar flow over the main, we're all but lost at sea.

As you might know, we also have a Leopard 45 catamaran in a yacht management program in the British Virgins. Equipped with an overlapping genoa, a much smaller main than Profligate, plus a short traveller atop what Bob Perry would call the Linguini Strut, she's like an entirely different animal — and another sail trim mystery to us.

So we might as well admit it, most of the time we're unsure of our sail trim. But it's a hell of a lot of fun messing around trying to figure it out.

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LETTERS

THE THREE DRAMA QUEENS

A few weeks ago some friends and I went sailing aboard the Sausalito-based Beneteau 44 *Drama*, which is owned by my old pal 'El Pirata' Bob and Linda, his full-time wife. It was a perfect day to be on the water, as it was relatively calm, with just a hint of a zephyr blowing through the Gate. We not only were able to sail along at a decent speed, but also had plenty of sun . . . and rum.

Making it all the more pleasant was the fact that we had three starboard wenches. They were Dede, the red-head-



The three wenches of 'Drama'.

ed, self-proclaimed social directress who brought out her rainbow parasol to ward off excess rays; Polina, the blonde, who brought along her new beau to soften him up with some new store

bought goodies, and Nancy, the brunette — and designated helmsperson for the day. Contrary to the boat's name, we languished in idle melodrama, characterized by stereotyped characters, exaggerated emotions and language, simplistic morality and conflict — sort of like this letter. But what a great day! We need many more like it.

Khryxz, the bilge coolie
Crew, *Drama*, Beneteau 44

Khryxz — In these days of extreme fuel prices and 'staycations', what better way to get away from it all than a sail on the Bay than with a bunch of friends? Particularly when one of the friends is kind enough to be the designated helmsperson.

By the way, by referring to Linda as the Pirate's "full-time wife" are you implying that he has one or more 'part-time wives'? And if so, how does that work out?

THERE'S NO REASON TO GET CLOSE TO SOMALIA

In regard to the story you posted about a German cruising family being kidnapped off of the northern part of Somalia, the area is of big interest to me, as my wife and I have just been through it on our way to the Red Sea, the Med, and Turkey.

I think there is much hype about piracy in the Gulf of Aden, and it influences peoples' decisions about making this passage as opposed to not making it at all or going around South Africa. Incidents only seem to involve vessels that are too close to the Somali shore. In this case, the German couple's vessel had gone close enough to take photos of the shore.

There is, in fact, no reason to go or be anywhere near the coast of Somalia, as the Gulf of Aden is generally more than 150 miles wide. Problems with kidnappers or pirates can be avoided by hugging the coast of Yemen, where the chance of an incident is just about zero. In other words, there is no reason to be less than 100 miles off the coast of Somalia!

It seems as though the only stories that make the news are the tales of irresponsible skippers who bring their boats too close to a coast that is well known for such problems. If you examine all the piracy reports, you'll see that none of them



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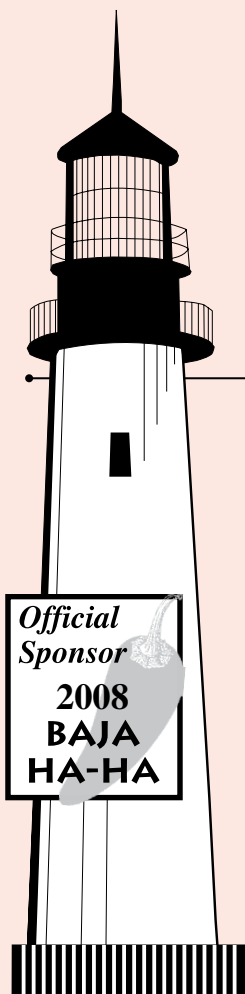
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LETTERS

have taken place near the coast of Yemen.

In addition, it's also very easy to travel with other boats, as there are always other boats making the same transits. So why travel alone?

Tom and Amy Larson
Sandpiper, Yorktown 35, Ha-Ha Class of '05
Tiburon / Currently in Turkey

Readers — The reports on the kidnapping of the German cruisers off northern Somalia on June 23 have been rife with incorrect information. It was often reported that there had been four cruisers: an older German couple, their son, and a French skipper. However, the respected German newsweekly Der Spiegel has more recently reported that it was actually just a German couple, identified only as Jürgen K., 63, and Sabine M., 51, aboard their yacht Rockall. They were crossing the Gulf of Aden on their way from Egypt to Thailand when they were kidnapped, apparently having 'cut the corner' to shorten the distance to Thailand.

One of the kidnappers claimed the couple were seized for "invading Somalian waters." Right, as if the couple was the vanguard of the Fourth Reich and Somalia is the new Poland. Der Spiegel reported that the couple later were able to talk to relatives in Germany by phone, and diabetes medicine was sent to Somalia for Jurgen. A Somalian tribal leader in the mountains, where the couple are believed to be held, is the go-between, and says the pirates want \$2 million in ransom. As for Rockall, she was found washed ashore. There have been no news updates in nearly a month, which sounds ominous, but is actually not unusual in Somalian abduction cases.

With nearly 2,000 miles, Somalia has the longest coastline of any African country, and the entire length is rife with active pirates and kidnappers. Somalia has been in chaos for decades because of the lack of a central government and because of corruption and numbing poverty.

It's estimated that about 100 private yachts transit the 'chute' that is the Gulf of Aden on their way to the Red Sea each year. Experts say that, although Somalian pirates have come to within 50 miles of Yemen, the Yemen side of the Gulf of Aden is far less dangerous. See this month's Changes for evidence that this is indeed the case.

The most high-profile yacht kidnapping case off Somalia in recent times involved the luxury French sailing yacht Le Ponant on April 4. French troops 'rescued' the hostages — after \$2 million in ransom was paid. Eight of the 14 pirates were eventually killed, with the other six arrested. Some of the money was recovered.

But don't think that incident of piracy and kidnapping — which made international headlines — put a stop to such activity. In the July Yachting World, skipper Johan Lillkung of the 88-ft Dolpin reports that there were no less than five piracy incidents off Somalia — in less than 24 hours while he passed offshore. And in early July, Somali pirates freed the German ship Lehman Timber and her crew, who had been hijacked a month before. One of the pirates told reporters that the ship and crew were released after an English-speaking captain paid them \$750,000 in cash.

Would we hug the coast of Somalia if we were on our way to or from the Red Sea? No. After all, it's not even one of the garden spots or cultural meccas of the world.

↑↑ KUDOS FOR A GREAT PUDDLE JUMP RENDEZVOUS

Having just done the Tahiti-Moorea Sailing Rendezvous for Pacific Puddle Jumpers sponsored by Latitude, Tahiti Tourisme, the Port of Papeete, and others, it was great seeing

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PHOTO CHRISTINE WEAVER



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LETTERS

Latitude's Banjo Andy once again. We want to thank Andy and *Latitude* 38 for putting on the Puddle Jump parties in Puerto Vallarta and Zihua earlier this year, and for getting the Tahiti Tourisme and Port of Papeete folks involved.

The folks from Tahiti Tourisme and the Port of Papeete did a great job in welcoming us cruisers to French Polynesia. What other country does this for cruisers?

Although we could have had more wind for the rally to Moorea, all of the activities seemed to go flawlessly. Both of our grandchildren, who flew in for a visit, enjoyed the activities set up at the various stands at the yacht quay village in downtown Papeete, as well as sports and dancing demonstrations in Moorea. One of the highlights for us was the outrigger canoe races. Yes, we did flip our canoe and came in last — but we all had a great time.

We recognize that it took a lot of work and effort to pull the event off, but it was greatly appreciated.

Jaime & Christine Tate
Morning Light, Hylas 46
Hemet

Jaime and Christine — Thank you for the very kind words. As we think we were put on earth to help other people have fun with their sailboats, it means a lot to us. We're proud to have come up with the concept of the Pacific Puddle Jump, and to have more or less been the event's steward over the years. We're particularly pleased to have developed an ongoing relationship with Tahiti Tourisme and others in French Polynesia, for, as you'll read in Sightings, it's the relationship between our Banjo Andy and Michel Alcon, Commodore of the Tahiti YC, that is apparently going to result in Puddle Jump participants not having to post bond in French Polynesia in the future. For those not familiar with this complicated, time-consuming, and expensive requirement, it's a really big deal. For specifics on how big a deal, read the following letter that we solicited from Wayne Meretsky of Moonduster in French Polynesia.

↑↓ **OF POLYNESIAN BONDAGE**

I've heard that, thanks to the relationships developed by Banjo Andy of *Latitude* and the Ha-Ha, and a steward of the Pacific Puddle Jump, next year's Puddle Jumpers might not have to post bond when they arrive in French Polynesia. Wow, that would be amazing! How much would it save? There's no short answer, especially when it comes to dollars and cents, but I'll take a crack at it.

As far as time savings, it likely would save at least two hours — and could be five days if your timing is off just a bit, as the banks keep fickle hours. Get to the bank at the end of the day on a Friday and miss out, you have to wait until Monday. And you have to go to the bank twice, once to post bond, and once to get it back. The people I stood in line with at the bank in Hiva Oa were in line for about 90 minutes.

Regarding money, the savings could be anywhere from a little to a lot. Bond was \$1,630 U.S. per person this year. If you're a family of four, you had to put down more than \$6,500 dollars! That's refundable, of course, so for some cruisers it's no problem at all. For less affluent cruisers, it can be a very significant barrier. But the real costs are less significant.

The banks accept credit cards for the bond, but the transaction is a cash advance, so if you use a credit card, you get a pretty hefty interest charge. It would be somewhere in the 1.5% per month range, or \$25.45 per person if you can manage to pay it off immediately. When your money is refunded, it will be in Polynesian francs, and the banks charge an exchange commission. The lowest commission I've seen



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is a flat 350 francs — or about \$5. Then there's the currency float between the time you arrive and the time you leave. If the dollar drops 10% in those three months, that's \$163 out of your pocket. Most cruisers had timing similar to mine, and we actually made money on the float.

For a back-of-the-envelope short answer, I'd say the costs of the bond are two to four hours of time and, in the end, \$100 per person as a ballpark, but if you use a credit card, the \$100 could easily be \$300 if you don't pay it off quickly and the float nails you.

Interestingly, there are no charges for checking in or checking out of French Polynesia. The only fee, other than bond, is to extend one's 30-day, "zero-cost" visa to 90 days. That runs 3,000 francs or about \$40. So the bond is a very significant additional cost, even at \$100 per person.

Some cruisers avoid paying the bond altogether, by either buying a refundable airline ticket or using an agent in French Polynesia. A refundable ticket is a bit tricky because only a few airlines serve Tahiti. But if you have a ticket in hand when checking in, you can then get the refund immediately. Some did this online and had the cash out for only a day or two.

The various agents will likely be upset if the Puddle Jumpers don't have to post bond next season, as their biggest lure is that, for a flat non-refundable fee of around \$100, they'll guarantee your bond. But if you use that service, you must also use the agent to do *all* check-in/check-out related work, for which they charge about \$200. The \$300 is pure profit, as there are no costs beyond paying someone to stand in line.

Wayne Meretsky
Moonduster, S&S 47
Alameda / French Polynesia

↑↓WHAT ABOUT TOP MONOHULL SPEEDS?

I enjoyed reading the July issue letters about the top speeds hit by various cruising catamarans, but I prefer monohulls, and am wondering about the top speeds hit by owners of those boats. I realize that families cruising aboard boats such as Cal 40s, Olson 40s, and Santa Cruz 50s — like the ones that have done the Ha-Ha — must have at least hit a number in the high to mid-teens. I'd love to hear about them. In fact, I think it would be fun to hear what kind of speeds people have hit with even more 'cruisy' boats such as Passport 40s, Catalina 42s, Islander Freeport 36s, Beneteaus 473s, Hunter 460s — boats that are more commonly sailed in events such as the Ha-Ha and then really cruised. Of course, if anyone wants to chime in with a top speed from an all-out racing monohull, that would be fun to read about, too.

John Johnson
Las Vegas

John — Great idea! What about it monohull cruisers, what's been your top speed, even if during a burst sailing down a wave off Pt. Conception or Cabo Corrientes? And what about you racers?

Having already featured this letter in 'Lectronic, we got a number of responses, but because of the volume of letters this month, and because there are likely to be some great monohull bursts in the Pacific Cup that's going on as we write this, we're going to hold all the responses until the September issue.

↑↓WHITE KNUCKLING IT

My old Catana 431 catamaran Thanks Larry, now Paul Biery's New Focus, did some surfing in the mid-20s when I owned her. However, I was more impressed by our making the 1,000-mile passage from Puerto Rico to Panama — with the

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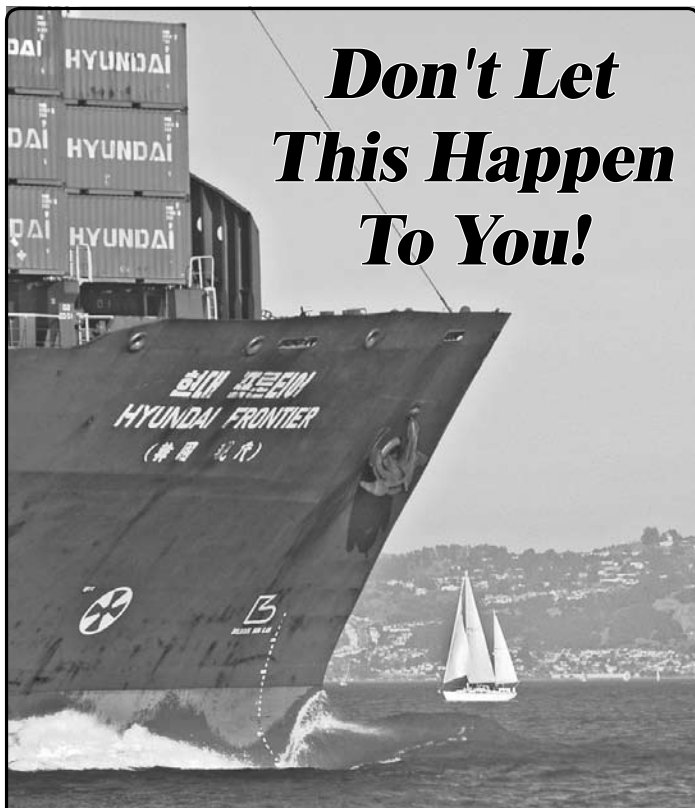
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I was with Biery on the delivery sail down the coast of California after he bought the cat from me. We saw wind and waves as big as any I'd seen during my passages from Canet, France, to Hawaii, and while I recall 20-ft seas, I don't recall seeing the "white seas" that Paul did. But white knuckles, yes!

Dean Daniels
Sleeping Dragon, Hobie 33
Northern California

Readers — As we write this reply, Daniels and his Hobie 33 are racing in the Pacific Cup, and are currently first in the nine-boat Division D, and even better, first overall in the 61-boat fleet. Some folks say that once you sail a catamaran you'll never go back to a monohull. Well, Daniels is proof that there are some exceptions.

↑↓RULE 00, REDRESS FOR UNDRRESS

The 45th running of the TransTahoe Race was held under smokey skies on July 11-13. After a four-hour plus delay, a brisk 10- to 20-knot breeze came up. The wind held for the entire — albeit abbreviated — course, which ran from a start off the Tahoe YC to Eagle Rock, to the Tahoe Research Buoy #4 off Dollar Point, and back to the start. As it turned out Dick Ferris' J/125 *August Ice* took line and overall honors, with Gary Redelberger's Farr 36 *Racer X* taking second.

But there was more than just racing action on the course, as those of us aboard the J/145 *Pleiades*, hosting a partial reunion of the Jeanneau 43DS *Tomatillo* crew from the Banderas Bay Regatta, observed an interesting sight during the Division I start. Jim Courcier's *Tahoe Cruz*, a chartered Santa Cruz 50 on a day-cruise, was hosting a bachelorette party onboard when his brother Rich Courcier's Farr 36 *Wicked* abruptly changed course and headed in their vicinity. The reason is that several of the bachelorettes had decided to 'flash' — what's become of young women this days?! — the crew of *Wicked*, which naturally got the attention and response of the Farr 36's helmsman and crew. Their radical course change, not to mention the loss of the male crew's concentration, had a detrimental affect on *Wicked's* start. To be honest, *Pleiades* smoked 'em.

John Corda of *Wicked* would later protest the incident — although it was at the bar of the Tahoe YC and on a cocktail napkin rather than in the protest room, so it was pretty informal. Corda claimed the distraction was a violation of what he called the Rule Double Aught, and diagrammed as O)(O. During the incident, other racing boats petitioned the gals on *Tahoe Cruz* for 'undress', as opposed to 'redress'. Unfortunately, they were denied by the ladies.

Overall, the race was a great success, as what started out looking to be a bust turned out to be a fine time for all. And to spice things up, during the awards ceremony, the Windjammer YC of South Lake Tahoe announced they'd be reviving the North/South Challenge, an event to be held later this year.

Jim Casey
Tomatillo, Jeanneau 43DS
Lake Tahoe / Punta Mita, Mexico

Jim — Your letter would have been much more effective had you included some photos.

↑↓"DOESN'T REALLY TASTE LIKE DIESEL TO ME"

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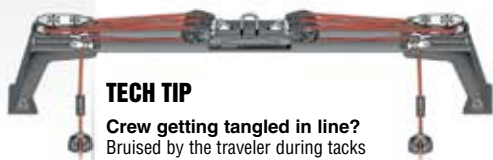
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LETTERS

friends well over \$1,000 each time they have to fill their tanks — there have been reports of thieves siphoning diesel from boat tanks. As a result, the Southern California chandlery where I work now stocks a number of locking deck fill caps.

Several of my co-workers and I were discussing the problem, and we decided we've come up with a better — and less expensive — solution. Boatowners should just switch the caps to their diesel and holding tanks in the hope that such thieves would put their siphon hose into the wrongly marked tank, and then suck hard. A picture of that would be priceless!

Mystery Chandlery Employee
Long Beach

LOOKING FOR A SAMPLE CONTRACT

As I recall, many years ago *Latitude* had an article about the steps involved in buying a sailboat, which included a sample of a buyer's offer contract. Is that still available in your archives? I'm interested in purchasing a boat listed in the *Classy Classifieds* from a private party and want to draft such a contract to present to the owner.

Portia Polner
Planet Earth

Portia — It's been so long since we ran such an article that we can't find a copy of a sample contract. However, it wouldn't be difficult to create one of your own based on a contract borrowed from a broker, found on the internet, or gleaned from Nolo Press.

For the record, the boat buying process usually goes like this: You make an offer on a boat, most commonly contingent on a sea trial, a survey, and, if necessary, obtaining financing. If your offer is accepted, you put some earnest money in trust, then go for a sea trial. If the sea trial is acceptable, you move on to the next step, which is having the boat hauled for a survey. As the buyer, you pay to have the boat hauled and for the survey. While the boat is still out of the water, you may want to modify your offer based on what, if anything, needs to be repaired. If you and the owner are able to work out any deficiencies in the survey, either by you lowering your offer or he/she making repairs, then you make sure you've got your financing lined up. Usually a buyer arranges financing at the beginning, but most lenders won't give final approval until they've seen the boat survey. Once you've taken care of that contingency, it's time to take a deep breath, sign on the dotted line — and start enjoying your boat.

So beyond the basics of the contract — listing the type, year, serial number of the boat, all the gear that goes on it, and so forth — the important thing is to make sure your contingencies are in place. For if they aren't, you may find yourself forced into either buying a boat you don't want or losing your earnest money.

WE BROKE THE STORY

It's a pleasure for me to write *Latitude*, the best magazine in the world!

I'm the sole reporter at the *Martinez News-Gazette*, the local paper in Martinez for the past 150 years. A news item in the *Loose Lips* section of the July issue caught my eye for several reasons. First, we were the ones to break the story that Joe DiMaggio's old Chris Craft *Joltin' Joe* was "rotting away in a warehouse." What happened is that Lorena Castillo, our intrepid photographer, was working on another story about the Willows Theater Company's new facility when she told the unaware theater staff that the dilapidated boat was not a prop left over from an impoverished production of *Show Boat*,

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but a historic artifact. We printed a story about the discovery in the May 29 issue, and did a follow-up two days later. The *San Francisco Chronicle* printed their version on June 14, but since we don't have a website — I know!!! — we didn't get credit for the scoop.

Happily, as I reported in the July 5 edition of the *Gazette*, the Sons of Italy, a local fraternal organization, got together and pledged to the city to facilitate the restoration. They are spearheading a fund-raising campaign and assembling a team of shipwrights and supplies. They also consulted with the folks at Chris Craft to get the original 1949 specs, and plan to refurbish the boat down to the last precise detail. The campaign will be sanctioned at an upcoming City Council meeting.

"Hopefully we can take better care of the *Joltin' Joe* this time around," said Public Works Director Dave Scola, who is looking forward to the restoration. He also told me the city is considering where the renovated boat — within a protective enclosure — will be placed on display. I'll keep you posted.

But I have a question on another matter. I returned to the Bay Area in May after a couple of years spent on a '64 Chris Craft Constellation on Lake Union in Seattle, and got a good deal on a Catalina 30 from some friends who were going through a divorce. I planned to move her to the Martinez Marina and live aboard near my new workplace. Well, the first day on the job, my editor and I went to see the harbor master. After the introduction, the harbor master asked me the length of my boat. When I said 30 feet, he replied, "Oh, we have a rule here that your boat must be at least 35 feet in order to live aboard." He then handed me a booklet from Almar, which is the company that operates the Martinez Marina, and left.

On our way out, another customer who had overheard our conversation said, "More importantly, what's your draft?" I later learned that when the tide is out, there is often only three feet of water in the marina. The city keeps promising to dredge — although I'm wondering why Almar isn't responsible for dredging — but no one at City Hall can give me an exact date.

Anyway, I read through the Almar booklet, and nowhere in it does it state that people can only live on boats that are 35 feet or longer. My question to you is whether you have ever heard such a rule. Or do you think, as I suspect, that as soon as the harbor master learned I'm a reporter, he made the length requirement up because he didn't want someone closely examining the apparently abysmal affairs of the marina? Regardless, in the coming months I'll be writing extensively about the Martinez Marina, and forward any juicy findings to you.

P.S. Thank you for the umpteen hours blissfully lost between the covers of *Latitude*.

Greta Mart
Pearl, Catalina 30
Berkeley

Greta — Thank you for the very kind words.

No, we don't think the harbor master was trying to stick it to you, the only reporter at the local newspaper. After all, former President Clinton was just the latest of many who channeled Mark Twain with the remark, "Never pick a fight with people who buy ink by the barrel." As such, the last thing the harbor master would want is for a curious sort, like a reporter, to poke around and discover there are others living on 30-ft boats. After all, that would lead to unflattering headlines such as: "Martinez Marina Management Company Discriminates Against Martinez's Top Female Journalist!"

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We can't say that we've heard of a 30-foot liveaboard rule before, but we've heard of marina rules in that vein, and have generally been able to see some justification for them. We've also seen some ingenious — albeit expensive — ways to comply with such rules. For example, when Alamitos Bay Marina in Long Beach told Jennifer Sanders that her then 60-ft Coco Kai wasn't eligible for a 65-ft slip because it was too short, she added a five-foot bowsprit.

Slips that don't have enough water for boats at low tide are a chronic and widespread problem all over San Francisco Bay and the Delta. If you want to see a really dramatic example, visit the Port Sonoma Marina where Highway 37 crosses the Petaluma River. Countless berths have been reclaimed by nature, so only a few of the original berths remain usable. In many other marinas, a percentage of berths can only be used by powerboats because there isn't enough water for keels.

Before you assume that Almar is responsible for dredging in Martinez, we suggest you do some more research. We'd be surprised if any marina management company would be foolish enough to allow themselves to be put on the hook for dredging. Then you should do an article about the mountain of problems associated with getting any dredging done in Northern California. Everest is a dung hill by comparison. The public hearings, the environmental impact reports — it goes on and on and on. Give the folks at the Vallejo Municipal Marina a call and they can tell you all about it. But be careful, such research might induce you to become a card-carrying member of the Ayn Rand Society.

↑↓ MORE FICTION THAN FACT

With regard to the *Sailing Benchmarks* piece in the June issue, Ferdinand Magellan was not the first man to circumnavigate. Embarking on naval expansion in the 15th century, the Ming Dynasty dispatched spectacular armadas, manned by 30,000 men, into the Indian Ocean. They crushed Malay pirates and overwhelmed kings. Eventually, envoys and tribute streamed to the Dragon Throne from as many as 70 states, and Chinese goods filled Asian and African markets.

Before it was over, the Imperial Navy had 3,100 warships, 400 armed transports, and 250 treasure ships that were 300 feet long and 150 feet wide. No European power had anything to rival it. These armadas sailed around the world from 1421-1423 on a special mission to bring all lands into the tribute system of the Third Emperor.

Chinese pilots had the compass and sky charts some 1,000 years ago. They had sailing directions. They knew how to check latitude by measuring the altitude of stars. They reckoned longitude by noting the number of watches at an elapsed given speed. They measured time by the burning of incense sticks, and estimated speed from the time it took the ship to pass a floating object. Their junks could sail closer to the wind than any Arab or European ship of the day.

All this and more can be found in *1421*, a book by Gavin Menzies.

Charlie Ellery, U.S.M.M. ret.
Gusto, Island 30
Anchorage A-3, Buoy A2, San Diego

Charlie — Not everyone — particularly not scientists — buy into Menzies's hypothesis. One reason is his personal shortcomings. For example, in the early editions of his books he curiously claimed that he'd been born in China. He's since admitted he was actually born in London, and has corrected his original claim in later editions of his book. He also claimed that, as the Commander of the submarine HMS Rorqual between '68

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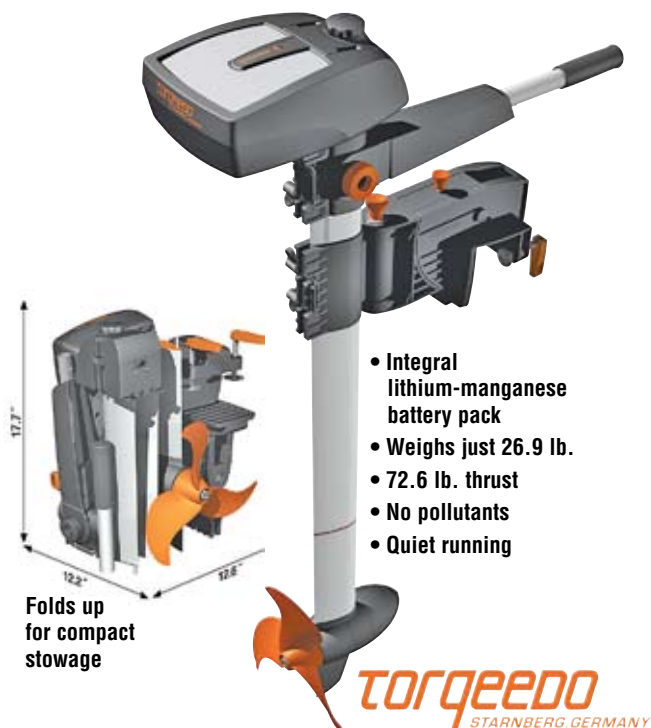
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LETTERS

and '70, he sailed the same routes as Magellan and Captain Cook. Many critics question this, but one thing not in question is that Menzies and one of his subordinates were found to be responsible for an incident in which the *Rorqual* rammed — and punched a hole in — the *USS Endurance*, a U.S. mine sweeper that happened to be tied up to a pier in the Philippines. Then there's the matter of his being declared a vexatious litigant — one who brings legal action solely to harass or subdue an adversary — by Her Majesty's Court Service in '96. It's not easy to be declared such.

However, most experts aren't buying Menzies' theory for scientific reasons. Dr. Stephen Davies, Museum Director at the Hong Kong Maritime Museum wrote, "... the technical absurdity of supposing that the largest ships in the *Treasure Fleets* could have been of the size is too often supposed. The proposed behemoths fail almost any test naval architecture can come up with for assessing their navigability. They almost certainly could not have been built with the available 15th-century Chinese technology. And had they been, for similar reasons, it is improbable that they could have successfully been launched."

If you'd like to read countless other recognized experts rip into Menzies' evidence, visit www.1421exposed.com.

Although Menzies' book was described by one expert as an "entertaining amateur detective novel masquerading as revisionist history that may well prove to be the *Pittdown Man* of literature, and should only be classified as fiction," nobody should feel sorry for him. After all, the book landed the author a \$750,000 book contract, one of the largest ever in the history field.

HOW WE REDUCED OUR CARBON FOOTPRINT

First, let me say thanks to *Latitude 38* for being an excellent forum on the cruising lifestyle. Every issue I read increases my knowledge, and therefore my competency, on my boat.

Your recent article on how to reduce one's carbon footprint is timely, and I would like to share our experience, particularly with solar power. Prior to participating in the '06 Ha-Ha, my brother Bruce and I cruised our Beneteau 38 *Far Fetched* in the Pacific Northwest for three years. As part of our preparation for cruising in Mexico, we took several steps to become



COURTESY FAR FETCHED

more energy independent. First, we looked at reducing our power consumption, and second, we installed solar panels to provide the amount of energy we deemed necessary to live

It's not far-fetched to say solar is a great way to go.

on. To be specific, we addressed our daily electrical needs, leaving propane for cooking and gas for the dinghy as items we could deal with on route.

Before heading to Mexico, we added LED lighting to the cabins and installed an LED anchor light at the masthead to reduce energy consumption. LED lights use dramatically less power than traditional lights. In addition, we used 4-inch computer fans — which are very efficient — for air circulation in the sleeping quarters.

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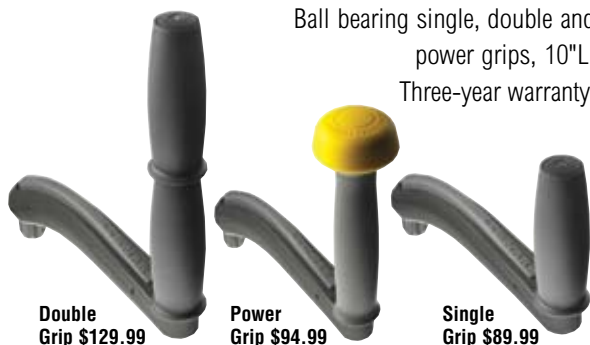


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After our first season in Mexico, we made more improvements. We increased insulation in our refrigerator/freezer and added a more efficient compressor. We also installed a more efficient controller — a Blue Sky — for our solar panels.

In May of '06, we installed four 65-watt solar panels — two on our hard dodger and two on a frame at the stern — to charge our 480 amp-hour battery bank. The stern panels can be pivoted fore and aft. In ideal conditions, our 260-watts of solar panels put out 16 amps an hour. By the way, according to the controller manufacturer, it's important to allow for good airflow around the solar panels, as trapped air can heat up and make them less efficient.

So how did this all work out and what did we learn? We had enough power not only to meet our hourly needs during daylight hours when the solar panels were working, but were also able to recover what we'd used the night before. We learned that significant charging started about 9:30 a.m. and ended around 5 p.m. But on a typical day, we'd have made up for the previous night's deficiency by 2 or 3 p.m. When I looked at the solar controller's 'amp hours used' display first thing in the morning, most mornings it was down between 45 to 65 amp hours. But by mid afternoon, the batteries were all charged up again.

There were variations, of course. The time of year and cloud cover affected the efficiency of our solar panels. We made less energy during the shorter winter days, but the cooler winter temperatures also meant our refrigeration had to be on less. And refrigeration was by far the biggest electrical drain we had.

We lived what we consider to be a normal cruising lifestyle. We made ice and kept the food in our reefer cool, we often watched a movie for several hours on the computer in the evenings, sent emails by SailMail daily, made water as required, and participated in the VHF and SSB nets.

We do carry a 2,000-watt Honda gas generator as a backup, but the only time it saw service was during extended periods of cloudy weather. But that only happened twice last season. In other words, solar works!

What next? I want to add LED navigation lights so we'll use less energy on night passages this coming season, and am considering another solar panel to help on those cloudy days.

In *Latitude's* article on a smaller carbon footprint on boat, you mentioned motoring less — which is something we heartily endorse. We still have a long way to go, however, to keep up with friend Randy Ramirez, who did the '06 Ha-Ha aboard his Flicka 30 *Dulcinea*. For, after filling his tank prior to the Ha-Ha start in San Diego, he didn't fill it again until he hauled out at Marina Seca in San Carlos — six months later! And when he did take on more diesel, it was less than one gallon!

Steve Albert
Far Fetched, Beneteau Oceanis 390
Grant's Pass, OR

Steve — We finally got two of our four 85-watt solar panels installed on Profligate, and we couldn't agree with you more — solar really does work! Whether on a mooring at Newport Beach or on the hook at Catalina, we've only rarely had to use the engine to charge the batteries, and only for short periods of time. And the batteries haven't run way down like they used to. It's wonderful. In fact, periodically checking the battery controller to see how early in the afternoon the battery banks have gotten topped off has become a source of daily entertainment. We've yet to switch to the LED for the cabin, navigation, and masthead lights, but are eagerly looking forward to doing

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HOLT

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LETTERS

that, too, as well as getting the other two solar panels hooked up. When that happens, we'll really be juiced up.

As you might imagine, we certainly don't miss the noise and smell of having to run Profligate's diesels for anything other than propulsion. Speaking of propulsion, we did a little test, and found that, while we can power efficiently at 8.7 knots under two engines at lower rpms, we can shut one down, run it at the same rpm, and still maintain 80% of our speed. So in most situations, running two engines doesn't make environmental or economic sense.

Speaking of the cost of running boats, the owner of a Bertram 43 powerboat told us that, when operating the boat at the most economic cruising speed, it still costs him in excess of \$750 in fuel to make the trip from Newport Beach to Catalina and back. No wonder fewer powerboats are making weekend trips to the Island. Even if sailors had to motor the entire way, they probably wouldn't burn 1/10th the amount of fuel making the same trip. It would take longer, of course, but what's the rush when you're on the water? And if there is wind, both the savings and the fun will go way up.

↑↓ JULIA WAS MUCH MORE THAN A BOAT TO ME

They say that the two happiest days in a sailor's life are the day he buys his boat and the day he sells his boat.

I understand the part about being happy buying my Stevens 50 *Julia*, but I don't agree about being happy when it came time to sell her. And so yesterday was indeed a sad day, as I signed the papers turning *Julia* over to her new owners. I walked away with lots of emotions going through my head — sadness, appreciation, the closing of an era, and relief.

Julia was much more than a boat to me. She was my home for six years, my direction, my oasis in 40 different countries, and carried me safely around the world. I appreciate everything about her design, construction, comfort, and handling — especially in big seas!

But I'm also relieved for, among other things, I can now pay off her mortgage, and when something breaks it will be the new owner's problem.

But most of all, I'm sad. The circumnavigation is over, for now my ocean sailing days are over, and *Julia* will no longer be a part of my life.

I do remember the day she showed up in

'Julia' in Turkey, one of the 40 countries she visited with Larry.



LARRY JACOBSON

the Bay Area on a delivery truck. I looked up at her and thought, "Oh my god, what have I gotten into now?"

I remember the christening ceremony, and how happy my mother *Julia* was to see her name on the side of the boat.

I remember staring at her from ashore as she lay at anchor in turquoise waters of the South Pacific thinking, "She is so beautiful!"

I remember pounding through a gale in the Red Sea, thanking her for being built so well.

I remember hitting a rock off the Greek island of Mykonos thinking that I was going to lose her.

I remember all of the lessons I learned from *Julia*, what a wonderful home she was, how frustrating she was, and all the good times we had together.

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LETTERS

I feel as though I have lost a good friend. Farewell *Julia*, you will live in my heart forever.

Larry Jacobson
ex-*Julia*, Stevens 50
San Francisco

Larry — We've always thought the saying should have been, "The two happiest days in a boatowner's life are the day he buys his boat and the day he sells his boat — assuming he's already taken delivery of an even better boat."

In the old days, boatowners of means didn't sell their boats. They kept them until they could no longer use them or died, and then they had them burned or sunk. For example, Brit T.B. Davis relentlessly campaigned the magnificent 1910 150-ft Herreshoff



This is the 150-ft gaff schooner 'Eleonora'. When T.B. Davis died, his estate scuttled 'Westward', 'Eleonora's' sistership, in the English Channel.

schooner *Westward* in the '20 and '30s against the finest fleets of large yachts ever assembled. But when he died, his instructions were to have the schooner

scuttled in the English Channel. Of course, boats were largely made of wood in those days, and people seem to develop stronger bonds with one-off wood boats than fiberglass production boats. Then, too, if you had your boat scuttled today, your estate would be subject to massive fines for environmental reasons.

⇅ FUEL 'SHORTAGES' AT TURTLE BAY?

We'd like to report on our recent unhappy experience with Servicio 'El Gordo, Jr' at Turtle Bay on the Pacific Coast of Baja. We ordered exactly 90 gallons of diesel to be delivered by *panga* to our boat. A delivery slip was presented to us for 337 liters or 90 gallons. A factor of 3.75 on the fuel dock's liter counter had been used to make the 90-gallon claim. The correct factor of 3.7854 yields 89.03 gallons.

After taking on the fuel, we checked our Tank Tender and determined that we'd actually been delivered significantly less than claimed. Doing the calculations, we determined that we had been delivered 82.55 gallons, not 89.03 gallons. That's a difference of 6.48 gallons or 7.3%. Having used our Tank Tender for some 13 years, we know it to be accurate.

We brought the discrepancy to the attention of Sr. Enrique Gerardo Castro, the owner. He steadfastly maintained that his fuel dock counter was 100% accurate. We took one of our standard 5-gallon/20 liter diesel jugs to his fuel dock and loaded it with exactly 20 liters — as measured by his fuel dock counter. It filled to 1.5 inches short of the 20-liter mark cast into our fuel jug.

We brought this evidence to the attention of Sr. Castro upon his return to his fuel dock. There was no apology. In fact, he got angry and didn't want to discuss our findings. Our impression was that our findings were not news to him. We asked whether or not his counter would be recalibrated. He responded that he was tired of talking about it. Later we saw a large motoryacht refueled. The counter had still not been recalibrated.

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A few days earlier, friends of ours had made two trips to the fuel dock with fuel jugs. In all cases, their fuel jugs had been under filled yet they were charged as though the jugs had been filled to capacity. Our friends felt that this was definitely done in an attempt to deceive them.

The four hex bolts that secure the cover of the fuel counter are special, as they are drilled through the flats. After calibration, a wire would have been run through those holes and a seal affixed. The wire and the seal were missing on El Gordo Jr's counter and, judging from the dirt, they had been missing for a long time.

Having made our case, we were charged for the amount of fuel that we calculated had been delivered. This was done grudgingly with an extremely bad attitude. The diesel price quoted to us was in dollars per gallon. Preparing our gallon bill with their factor would have us being charged for more fuel than we actually received.

We are not the only ones who have recognized problems with this fuel dock. Two cruising guides that we have seen contain warnings about doing business there. A competitor to this fuel dock has established itself in Bahia Tortuga. This competitor has taken away a good share of the business. Satisfied customers do not seek out competitors and make them successful.

If anyone wishes to use the El Gordo, Jr. service, we would suggest that you first give their counter the jug test. You will then know how much fuel you will actually be buying when they say 20 liters. Then again, you could try the competition. Forewarned is fore armed!

Kris & Sandra Hartford
Nomotos, Simpson 417
Edmonton, Alberta

Kris and Sandra — For as long as we've been publishing Latitude — which is over 30 years now — we've heard reports of mariners paying for more fuel than they actually received at Turtle Bay. Way back then, most of the people buying fuel were delivery skippers, and the discrepancies often seemed to be



LATITUDE / RICHARD

For years there have been rumors that it's hard to get accurate fuel measurements in Turtle Bay.

laughed off as somewhat of a comradely and inconsequential conspiracy between the delivery skippers and the fuel sellers, both of whom perceived their jobs to be harder and less lucrative than that of the owner of the boat. We don't claim to be experts on the subject, but it seems that trying to short fuel customers at Turtle Bay has become something of a humorous tradition. Depending on one's nature, and whether or not one ends up ultimately paying the bill, people seem to have different reactions. As long as we only get screwed a little bit, we generally don't get too worked up about it. Doña de Mallorca, on the other hand, goes ballistic.

What bothers us a lot more are the dock fees that some places charge when you tie up to buy diesel. The price of diesel is fixed by the Mexican government, but when you get

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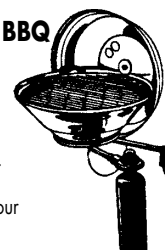
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your fuel bill, it's often much more than whatever amount you purchased times the mandated priced per gallon. The extra is a berthing or dock fee you get charged while taking on fuel. The automobile analogy would be if you pulled into your local filling station, pumped in 10 gallons at \$5 dollars a gallon, and were given a bill for \$60, the extra \$10 being a 'parking' fee while you pumped the gas. That sticks in our craw.

↑↓WE CAN'T WAIT TO GET 'HOME' TO MEXICO

I don't know if you want any more info on Baja Bashes, but too bad, 'cause you're gonna get excerpts from my log.

Part One, The Baja Bash, Cabo to San Diego: We just made it back to the 'Land of No', aka the United States, today. We still need to get back to Monterey, but with Baja behind us, I'm hoping that the bashing eases up the rest of the way. We had a fair mixture of bumps, winds, swells, and more recently, lots of fog. At some point along the way, we had some waves break over our port side, filling the cockpit, but hooray for self-draining cockpits that actually work. It then got so foggy that we had the navigation lights on day and night — but some days were nice and clear, and reminded us of the Mexican cruising grounds that we left behind. We were even able to sail a good portion of the Cabo to San Diego trip, such as to Cedros Island. By the way, that island was beautiful, and the conditions glassed off once we got in its shadow. At that point, we were escorted by Pacific white-sided dolphins all the way into the anchorage. We even got to touch the dolphins, which was awesome. We had fog for about as far as the eye could see — which was about 40 feet — when we left to continue north the next day. And through all last night and this morning, as we closed on San Diego, it was calm as calm could be.

Part Two, The California Bash, San Diego to Monterey: After leaving behind Catalina, and the site of the tragic helicopter crash, we ventured north. We would make three more stops between there and Monterey, usually just for a couple of hours

to have dinner and catch a little sleep. The weather was nice as we came upon the Harmony oil platform just north of Conception, where we had time to enjoy a pair of humpbacks toying with us. I made my way to the bow, camera in hand, and waited for the



During the cool Bash, Dave and Heather thought of the hot times they'd enjoyed in the Sea of Cortez.

two whales to surface. We were idling along, and I saw a light-colored shape under the boat. I thought we were lucking out and going to be seeing some Risso's again. I got more excited as they moved from under the keel to in front of the bow and the things took shape. Ha! It was only when a humpback surfaced I realized the white 'things' were its flippers.

The other exciting moment was after the two fluked again, and we were getting pushed along by an increasing wind. We heard a chuff from behind us, and turned to see something terrifying. Less than 15 feet from our stern was a tail, 12 to 15 feet high, sticking straight out of the water, that ended with what looked to be a 20-ft wide fluke! With one slap we

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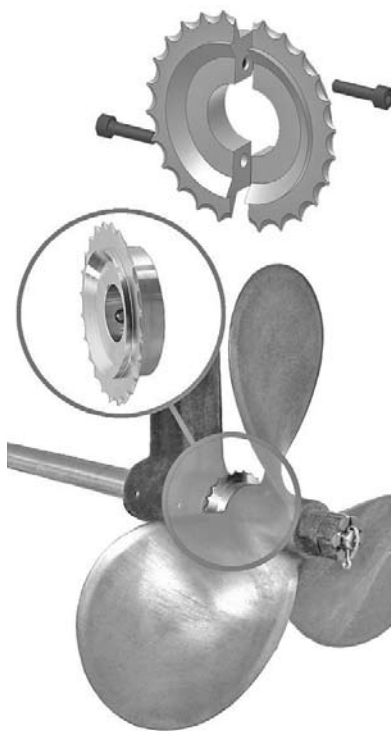
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LETTERS

could have been in some serious trouble, but the gentle giant decided to dive instead. The whales kept surfacing next to us, even when we tried to give them plenty of space, so maybe our new bottom paint was a turn-on for them.

After a winter in Mexico, the coast of California was seriously foggy and cold, especially at night. After one particularly wet and cold day, poor David's feet refused to warm up. So as soon as we got the anchor down, we warmed up some water to restore some feeling.

There was a welcoming committee for us when we finally made it back to Monterey — two humpbacks breaching, lob-tailing, and flipper-slapping in the bay. It appeared our journey was humpback themed. It was also great to see the furry faces of the sea otters again. I found a photogenic floating fuzz ball in the midst of sleep. I bet most folks don't know that otters snore, and that they also have some sharp teeth!

It's always nice to be back, but my guy David Addleman and I can't wait to get back 'home' to Mexico. Hopefully, we'll be able to make it for the Ha-Ha this year. We're looking forward to more new and exciting experiences — preferably foulie free!

Heather Corsaro
Eupsychia, Cal 36
Monterey

Readers — Since writing the Bash report, David and Heather have signed up for the Ha-Ha as entry #38.

THE LAST BASH LETTER

I crewed on a Baja Bash from April 2 to April 19 on a Cal 34. That's longer than the four to five days some people have reported, but they motored, silly! We, on the other hand, sailed for 263 hours, motored for just 57 hours, and we hove to for 18 hours.

The Cal 34 was not the most sophisticated cruising boat. For example, she only had a 34-gallon fuel tank — we took on 10 more gallons at Turtle Bay and a little bit more at Ensenada. We had no intention — nor even the remote possibility — of rhuibling it, and there was no way we could have gleefully burned 350 gallons of diesel up the deserted but splendid Baja coast. We wanted to sail the coast and experience wind and seas on the nose.

Of course, the Cal only had a 60-gallon water tank. We ran out of water just north of Turtle Bay.

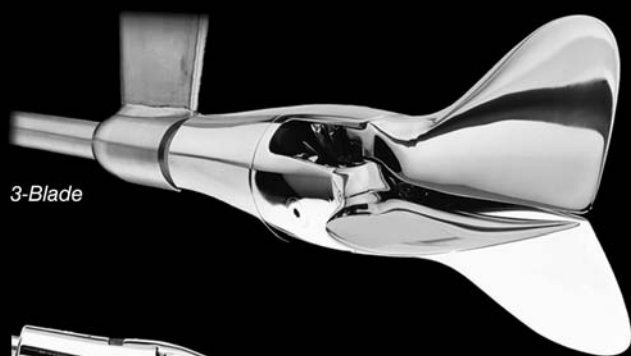
We started from San Jose del Cabo, and were to quickly learn that Cabo Falso would not be particularly kind to us. We followed the advice of *Bash Baja Guide's* Jim Elfers and headed 12 miles offshore, but it was still a difficult rounding. From there on, we encountered mostly 16- to 25-knot winds that gusted to 30 knots, and fairly lumpy seas of 8 to 10 feet. We often had a reefed or double-reefed mainsail, and sometimes we reefed the headsail. On a couple of occasions we had calm seas.

We scheduled stops at Man 'O War Cove — hoping for freshly caught fish, but alas, everyone seemed to be in San Carlos — and Turtle Bay for said refueling. We made unscheduled stops for refuge and refreshing at Laguna San Ignacio/Abrejos and Bahia San Quintin. Oh, and we hove to for 18 hours in order to let the wind and seas lay down a little.

On two occasions we got weather reports on the fly — once again, ours was not a sophisticated boat — from commercial boats advising us of 17- to 19-knot winds for the next 24-36 hours, and from a couple of boats anchored in San Quintin. This gave us the green light to set off for Ensenada.

Our gloomiest times were off Cabo Falso and during the

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LETTERS

miserable, grey, windless last hours to San Diego. The latter was compounded by a boarding by the Coast Guard and our discovery that the bilge pumps weren't working, something that required us to bail by hand, at one point with a cut off plastic bottle.

What did we enjoy — nay, learn — from sailing and bashing uphill along the Baja coast? That it's an incredible challenge not experienced by those 'real' cruisers with their vertical Dacron stabilizers who motor it in a few days. That the animal life, though a bit scarce, was fascinating. That there is terrific scenery when we were not so far offshore that we couldn't see it through the haze. How isolated the few communities are, and how basic are the lives of the residents. How clear the starry skies are at night. How well you get on in the joint effort to sail the boat well and safely. How ambivalent and ambiguous watches at night can be. How you manage, against all odds — being bounced around, being heeled over, being damp — the daily tasks of living. And that Ensenada's not so bad — try the food. And finally, that the Ha-Ha is not a sea trial for the Baja Bash!

Or for the California Bash that was in store for this 34-footer to get to Alameda. And therein lie other tales, such as the Channel Islands — phew, what a wind tunnel! Points Conception and Arguello, with their bloody oil rigs — which is where the fuel comes from for the rhumb-runners. Morro Bay and Pt. San Simeon were the windiest and coldest ever. And the glory of our approach to San Francisco Bay on May 16 — when the seas were flat and the temperatures near 100 degrees. Here's to another on-the-nose Bash!

John Paul Watts
Summer Solstice, Tartan 34
San Francisco

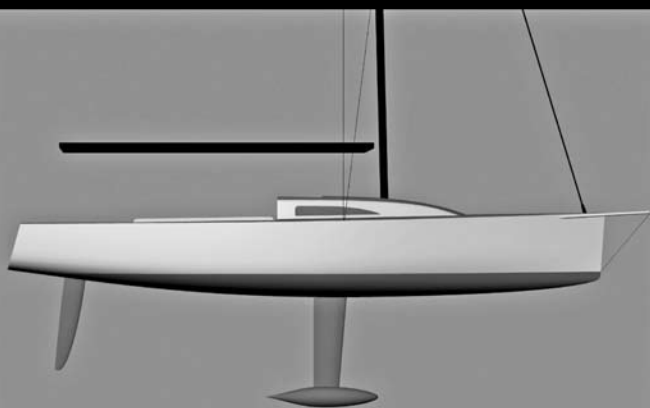
John Paul — We salute everyone — such as yourself — who accepts the challenge of doing a Baja Bash — or at least 80% of it — under sail. But we're not sure that it pencils out for everyone. After all, life is very busy these days and, except for those who are retired, it's very difficult — and expensive — to take the extra time necessary to sail up the Baja coast. We also think it makes sense to pick one's challenges. For instance, we can understand those who want to do a typical circumnavigation, where the winds are aft of the beam 80% of the time, because it's the more enjoyable of the two ways. We sort of admire those who insist on sailing upwind around the world, but aren't really impressed by their unnecessary masochism.

Another consideration when deciding whether or not to do the Bash under power is the cost of the wear and tear on the boat, and particularly the sails, when bashing upwind for long periods of time. After all, it's easy to all but destroy a good sail if it's left up just a little too long in too much wind — something that's easy to do during a lengthy Bash with an often-fatigued crew. We'll never forget a big sign that we believe Bill Lee once posted at the nav station of Merlin for the crew that was to deliver the original big sled back to California from Hawaii: "Diesel is cheaper than sails!!!" It was true back in the '80s when diesel was less than \$1/gallon, and unfortunately, it's still true today with diesel at nearly \$6/gallon.

It's true that Profligate burned about 300 gallons of diesel making her trip up the coast of Baja, and that's a lot of fuel. However, when 'amortized' over the six-plus months that the boat spends in Mexico, during which time hundreds of people are taken out on her, and how little fuel is used down there, and how little fuel is used the other six months of the year in California, we don't think it's unconscionable.

As for your assertion that a Ha-Ha is not a sea trial for a Baja

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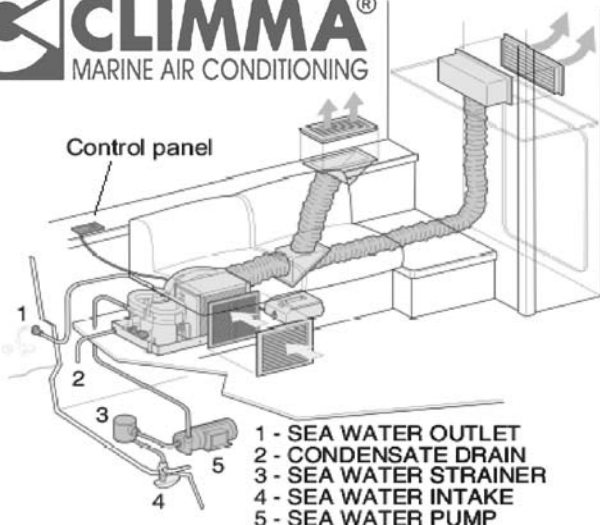
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LETTERS

Bash, no, it absolutely isn't. For those looking for something that's likely to be a pleasure sail, that's a good thing, too.

↑↓ WAS PEET MAKING THE DELTA WATER COFFEE?

When contacting *Latitude* for information on cruising the Delta, I was referred to *The Cruise of the Laundry Basket*, which appeared in the August '02 issue and is still available on your website. The cruise it describes took place in 1948 — the same year we did our first Delta cruise.

It sounded a lot like our cruise, but mine was on a homebuilt 18-ft inboard cabin boat. We usually stayed around Mossdale, Bacon Island, and Mandeville. Sometimes we spent the night on the boat, but if not, we anchored off Bacon and stayed in an abandoned catfish shack on a federal island. My fishing/boating buddy would dip the coffee pot over the side, throw in a handful of grounds, and *voila*, make coffee on our one-burner Coleman stove. It was always a little muddy, but drinkable — although people probably wouldn't drink it today.

I can't imagine it now, but people would empty their holding tanks or Porta-Pottis overboard and into the river. That's what 'we the people' do, managing to screw up good things when given the chance.

There were times on the San Joaquin above Mossdale when we had to dodge tugs making sugar barge tows to the Spreckels facility in Tracy. They had a canal off the river to bring the barges in to unload. We fished all the way upriver to the Old Fisherman's Club outside of Modesto! During salmon season, we'd keep the boat in a slip there. We also built a duck blind south of Bacon/Mandeville on a federal island, where we could shoot ducks, hunt pheasant and goose, and catch stripers.

At 76, I'm still able to singlehand and sail, and my son comes over from Stockton to sail with me on weekends. I get down for a week or so every month from April to October. It's nice keeping a boat at Antioch, for after driving down from my home in Gold Beach, Oregon, it doesn't matter what the weather is like. If the weather is bad in the Bay, I turn right, and head up river for Korth's Pirate's Lair — where I fished from '48 to '60 — Frank's Tract, and other places. But if the weather is good on the Bay, I'll turn left and head for Glen Cove, Marina Bay, or other places on a two- to three-day sail. We also like San Francisco's South Beach Harbor, as it's close to Delancy Street and good restaurants.

Whenever *Latitude* readers sail up this way, they'll be welcome at our Chetco Cove YC in Brookings, Oregon. There isn't always somebody in the club, but David at the insurance office in the same complex has the key. The club is a good restroom stop, and the honor bar is always open. Every other weekend from April to October, we have radio controlled sailboat racing, dinghy racing, big boat races in the ocean, and good food in the clubhouse until — well, who knows when? Folks can visit the club on the net at www.chetcocyc.org/legacy.

Thanks for the Delta memories.

Mel & Charlotte Echelberger
S/V *Lehigh*, M/V *High Tide*
Gold Beach, Oregon

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

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

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



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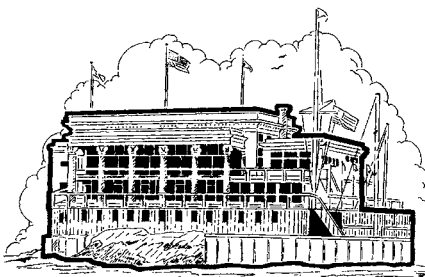
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At KKMI, we take an active role in our industry's organizations, as we believe this serves to support our goals of delivering our clients the highest quality products and services at the most competitive prices. Most recently we have become members of the National Marine Electronics Association (NMEA). In being a member, KKMI craftsmen have access to the best technical information available so they can manage your electrical projects following the latest developments within our industry. "I believe that KKMI's membership in the NMEA is good for both our customers and us," said KKMI Team Member Craig Deslaurier, "they streamline the process towards our ultimate goal: exceeding customer expectations." So, no matter how unique your boat and its systems are, we are that much better prepared to take on your project.

HERB CRANE



BACK FROM DAVY JONES' LOCKER:
In case you haven't noticed I've been MIA since late 2005...though not ONE of you put a posting in 'Electronic Latitude asking of my whereabouts ... its okay ... no hurt feelings. I heard the gang at KKMI started some fun rumors ... I was kidnapped by Mr. Bertarelli for the next Cup campaign ... trapped on that island with the cast of *Lost* ... bartender on the Cosco Buson! (Thanks guys, as if my reputation wasn't hanging by a shred as it was) It feels great to be back and I'm happy to report that this place looks awesome! KKMI got a new service barge ... designed an eco-pad for the crane ... added Bill Erkelens to their Team ... and that's just the beginning! Allow me to settle in here ... beat up the no good pirate who said I was eaten by sea lions at Pier 39 ... and I'll be back to you here next month with more news.

~ Sincerely, Your whimsical ... completely unbiased ... notable yachtsman Herb Crane.
herbcrane@kkmi.com

▶ ▶ ▶

SMOOTH SAILING TO HAWAII: This year KKMI sponsored both the Single-handed Sailing Society and Pacific Cup groups in their races to Hawaii. We wish all participants an enjoyable, memorable, and above all, safe trip across the Pacific. We are proud to have been a part in your journey and hope you'll come see us when the Mai Tai's run out. Mahalo and Aloha!

▶ ▶ ▶

ENGIN-UCATION: After taking most of the summer off, KKMI's popular Diesel Engine Maintenance Seminar is back! Sat. August 16th, at 9am in the Boathouse. KKMI project manager, Mike Haley, takes you through the ins and outs of your diesel engine as only a true professional can. Call Ginger at (510) 235-5564 for details and to reserve your space.

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LOOSE LIPS

Volcanic rescue.

What do you do if you live on a remote island, a volcano erupts and helicopters can't evacuate you because of all the dust and ash in the air? You call in a boat. This scenario played out for real on tiny Umnak Island in the Aleutians after nearby Mount Cleveland blew its top on July 12, showering the place with rocks and ash. The 10 people running a cattle ranch there called the Coast Guard, but a helicopter that attempted the evac got disabled by all the debris in the air. They then put out a call to any boats in the area, and the fishing vessel *Tara Gaila* performed the heroics. They got all 10 people aboard and transported them to Dutch Harbor, about 65 miles away. No injuries were reported.

Fossett's last record.

Last September, millionaire adventurer Steve Fossett took off from Barron Hilton's private airport in Nevada. Neither he nor his small plane have been seen since. The official search for him by the Air National Guard and Civil Air Patrol lasted 17 days, covered 20,000 square miles and cost the state of Nevada \$1.6 million. Concurrent with the official search was the combined efforts of scores of friends and associates who overflew the area in private planes and helicopters. They continued to fly daily sorties well into October, more than six weeks after his September 3 disappearance. They found half a dozen plane wrecks — one from the 1940s that had never been found before — but no trace of the 63-year-old Fossett or his blue-and-white Bellanca Super Decathlon single-engine plane.

As most readers know, after Fossett made his fortune as a commodities trader in Chicago, he made a new career out of setting records. He holds dozens of them, mainly in ballooning, flying and sailing. Now he also officially holds two more: the largest and most expensive search and rescue effort ever conducted for a person within the U.S. — this based on the Nevada state figure of \$1.6 million all by itself. No total has been estimated for the private effort. Ironically, Fossett's last record may be for the longest-lasting search. Teams went out again in the spring after the snowmelt to look again. And just last month, a private Canadian 'extreme trekker' team arrived to search a 38-square-mile sector of rugged terrain on foot.

Rescue by superyacht.

Matt and Judy Johnson of Antioch, along with their grandson Tyler, were rescued June 29 after their Cabo Rico 38 *Elsewhere* hit the reef surrounding Aur Atoll in the Marshall Islands. They were trying to enter the lagoon at the time of the accident.

The Johnsons were saved by the 100-ft power yacht *Blue Star*, owned by Russian-Israeli media tycoon Vladimir Gusinsky. The *Blue Star* had stopped in Aur for some diving and fishing when the crew heard the distress calls from *Elsewhere* and went to their aid. Gusinsky then called his shipping agents to send a salvage vessel from Majuro. But by the time it arrived on Sunday, *Elsewhere* was deemed too badly damaged to be pulled from the reef. Ironically, the Marshall Islands' official rescue vessel, the *Lomor*, had departed for a refit in Australia on Friday.

We were unable to follow up further on this story as the Johnsons were out of the country until late last month. We hope to have more details of what happened to this well-traveled cruising couple, who left the Bay back in 1999, in the next issue.

Whale collision survey.

A cruising website and marine environmental group have joined forces to collect data on collisions and near misses between whales and sailing yachts. According to Noonsight.com, these types of encounters are on the increase, and several whale

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LOOSE LIPS

populations "are under massive threat, owing to high collision risk in areas such as the U.S. East Coast, Mediterranean and around the Canary Islands." Unfortunately, hard data is difficult to come by. So Noonsight.com (www.noonsite.com) has partnered with Marine Encounters Education Research (www.m-e-e-r.org) to give sailors a central location to report such incidents. If you have ever had a 'close encounter' with leviathan and would like to contribute your report to the study, log onto the Noonsite.com website and click on 'Whale Collision Research'.

Women's sailing program spreads north.

Women sailors are commonplace these days. Not just women sailing aboard their husbands' boats, but competent women sailors, some of whom can easily match — or better — their male counterparts on the race course.

It wasn't always so. Anyone with a few wrinkles around the edges will recall an era not so long ago when the only thing women did on a boat was make sandwiches. And the only women-only 'sailing' courses were designed to show cruising wives how to get their husbands or boyfriends back aboard if they fell off.

Along about the 1980s, it occurred to someone that women didn't learn things the same way as men. On boats, for example, one of the main ways men learned the ropes, especially in racing, was by getting screamed at and belittled until they 'got it'. Women tend to shut off with that kind of input and not come back (so do many men, come to think of it). Slowly, bit by bit, women's sailing curriculums began to take on more nurturing, collaborative overtones . . . and women started showing up, sometimes in surprising numbers.

Two local women who had a big hand in the formation of the 'new wave' of women's sailing programs were Linda Newland and the late Mary Quigley. Back in the early '90s, they founded the Island YC's Northern California Women's Sailing Seminar, the 16th edition of which is scheduled for October 10-11. This program was modeled on the Women's Sailing Convention, started by Gail Hine in Southern California and currently run by the Southern California Yachting Association. Now in its 19th year, this one-day program attracted more than 200 women to Marina Del Rey last February.

The trend continues. Linda and Dan Newland moved to Seattle last year. And just as Dan has taken up local racing aboard his self-designed, self-built 36-ft sloop *Pegasus XIV*, Linda has firmly planted the flag of women's sailing in Puget Sound soil. Due to her efforts, as well those of Tracy Caras and other Bay Area sailing women 'transplants', the inaugural Pacific Northwest Women's Sailing Conference kicks off at the Port Townsend YC on Saturday, August 2. Based on — and built upon — previous events, the one-day program features a continental breakfast, lunch with a guest speaker and lots of hands-on activities such as spinnaker handling, mooring techniques, singlehanded, heavy-weather sailing, crew overboard recovery, and on and on. Linda says the response so far has been overwhelming. "There is certainly a hunger for more sailing classes for women, especially in forums like this where women can network and find each other to go sailing for more experience," she says.

Several Bay Area sailors are flying north to help teach at the conference, including Diane Murray, Dawn Chesney, Betty Sleeth and Marilyn Bruner. And we're happy to note that Linda's not going to be a stranger now that she's moved north. She'll be back down in October to teach at the IYC event.

Note that the 'family tree' traced above does not represent the only forums for women interested in sailing, here or anywhere else. Locally, another long-running and popular program is Corinthian Women, a two-day event held at Corinthian YC each May — which once again sold out this year.



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SIGHTINGS

high speed chase

If you've been paying any attention to sailing media lately, you're almost certain to have seen a picture or two — or 10 — of a 98-ft stark white behemoth of a race boat aptly called *Speedboat*. Commissioned by former hedge fund manager Alex Jackson of New York, this Juan K-designed, Cookson-built "Volvo 100" basically looks like a 40% larger Volvo 70, with the performance to match. Launched earlier this year, so far the boat has claimed line honors in the Newport Bermuda Race, but had to abandon a west-east transatlantic record attempt when a daggerboard sheared off — on account of just going too damn fast. So what does this monster, which will probably end up spending a lot of its time overseas, is owned by an East Coast sailor, and was built by a yard in New Zealand, have to do with the Bay Area?

continued on outside column of next sightings page

common sense

In 2006, a U.S. District Court ruling forced the Environmental Protection Agency to develop a 'discharge permit' for every one of the estimated 17 million recreational boats in the U.S. — from sailboats to kayaks to rubber inner tubes.

The ruling was the result of a lawsuit addressing the issue of commercial ships dumping potentially polluted ballast water into local waters, possibly introducing invasive species (the zebra mussel is a good example). For the last 35 years, the



DANIEL FORSTER / TALBOT WILSON / PPL

in washington?

EPA has exempted rec boats from 'clean water' laws applied to commercial shipping.

The new permit, slated to have gone into effect on September 30, would have set ridiculous limits on every drop of liquid 'discharged' from a boat, including rain-water! It would also have subjected boat owners to onerous maintenance rules and potential lawsuits from citizens who didn't like how you kept your boat clean. It was

continued in middle column of next sightings page



'Speedboat', seen here on her way to taking line honors in the 2008 Newport-Bermuda Race with 27 crew on deck, boasts more crew than the total number of entries in the Singlehanded TransPac. One of those crew just happens to be Bay Area navigator-to-the-stars Stan Honey.

speed — cont'd

Quite a bit, actually. Principally in that the Bay Area's Bill Erkelens, who needs no introduction to the readers of these pages, is the project manager — essentially the CEO of the entire multimillion-dollar operation needed to run a boat of this size.

Now while this type of thing is Erkelens' forté and something he's long been known for, selling sails for boats of this size is not something that Doyle Sails San Francisco is known for — but that's exactly what they've done. Rusty Canada, a rep at the loft, has sailed with Erkelens on the Bay for a long time, and during a regatta last year, the latter said he'd be managing a new build at Cookson Boats with a rig provided by Southern Spars and sails by North Sails New Zealand. Canada thought it sounded cool but didn't think much else of it until he later mentioned it to Doyle San Francisco loft owner Bill Colombo.

"Bill said, 'Why don't you ask them if you can bid on the delivery sails,'" Canada recalls. So he did, and the *Speedboat* camp accepted. Canada, in conjunction with Doyle Sails and Team New Zealand head designer Richard Bouzaid — as well as the Doyle New Zealand loft, which does the bulk of Doyle's business in the megayacht market — started working on the project. Canada called Bouzaid in New Zealand and told him that he'd be emailing the particulars for the sails for some latter to review.

"Okay, I'll get back to you in a couple of days," was the reply. Within minutes of pressing 'send' Canada got a call from Bouzaid. "He asked me if that was the 98-footer in build at Cookson's, then said, 'How did you get *that*?'"

Now before you go dissing this as 'just delivery sails', you should know a few things. First of all, an absolutely perfect fit in the bottom of the short-hoist mainsail was required because *Speedboat* has locks at the end of the boom for the reefing gear that lessen the compression loads, hence the weight of the boom. Without the proper size sail, either the locks wouldn't engage, or the foot tension on the sail wouldn't be high enough. "The sail was very girth-specific at the bottom end," Canada says. "If you overlay it on the race sail it's identical up until the second reef point."

Secondly, on a boat this big, delivery sails aren't quick and dirty Dacron jobbies. Even a small mainsail for a boat like this measures a staggering 3,800 square feet, and requires 20 guys to carry it down the dock. So the sails were built with Dimension Polyant's GXLD, which consists of carbon fibers sandwiched between woven spectra taffetas. "You can't build a Dacron sail for a boat this big," Canada said. "It would just be too heavy."

Perhaps the coolest thing was that Canada got to spend three days sailing on the boat and helping out with all kinds of jobs when he delivered the sails back east before the start of the Bermuda Race. That's not something he'll likely forget for a long, long time.

—rob



'Speedboat's well-endowed titanium roller-furler swivel measures 12 inches.

RUSTY CANADA / DOYLE SAN FRANCISCO

SIGHTINGS

making a difference, one kid at a time

Our friend Jan Campbell was assaulted at knifepoint a few months ago while walking with her partner, Joan Gregory, on Santa Cruz Island in the Galapagos.

They were just leaving the Charles Darwin Research Center when a 16-year-old boy approached Joan looking for what she thought was a handout. Joan, a veteran of New York City, dismissed the young man with streetwise confidence and walked along. Jan, a Seattleite through and through, stopped to ask in her broken Spanish what the young man wanted. He nervously mumbled something that she could not understand. He did not directly face her and looked only downward, so she could not see into his eyes. Finally she followed his gaze and saw that he was holding a knife with a blade five

continued on outside column of next sightings page

common sense

inconceivable to think that the public would stand for such an intrusion, and indeed they didn't.

BoatU.S. first sounded the call to arms in 2006, encouraging its members to rattle the cages of their federal legislators. The politicians listened, and introduced legislation — known as the Clean Boating Act of 2008 — in both the House and Senate that reinstated the exemption for recreational boats.

On July 22, it was handily passed “in a remarkable display of bipartisan sup-



Aloha Spirit — Farther into this issue, you'll find interim reports on both the Pacific Cup and Singlehanded TransPac races. But we couldn't stop there. We had so many great photos left over that we thought we'd share a few more here. Clockwise from above, 'California Girl' points the way to Honolulu; some black feathers wish 'Black Feathers' bon voyage; crewmembers settle in on 'Valis'; 'Warriors Wish' is out for blood; crew on 'No Ka Oi' show why it's called the 'fun race to Hawaii'; 'Ankle Biter' has no intention of tripping up; 'Shaman's prayers came true with good wind for the start.



— cont'd

port for recreational boating,” said BoatU.S. in a press release. “This is a fabulous victory for common sense, and it just goes to show what can be done when the boating public, the marine industry and its representatives in Congress row together in a bipartisan way,” said BoatU.S. President Nancy Michelman.

Mark this day in your calendar, folks. It may be the first, last and only time the words “common sense” and “Congress” will ever be used in the same sentence.

— *ladonna*

difference — cont'd

or six inches long, with a worn wooden handle that looked home-made. He pressed the blade-point lightly into Jan's belly — no blood was drawn, but she could feel it.

“Joan, he has a knife,” Jan said calmly. Joan turned and without thinking she screamed “Help! Help!” in a voice that could not be ignored. They were alone, but Joan finally drew the attention of a park authority who called the police.

The boy ran off but, later that day, Joan saw him on a crowded public dock and grabbed him. The young man broke away from her with a sneer, losing a sandal as he fled. Joan yelled for the police and gave chase. Soon the young man found himself surrounded by passers-by and staring into the face of the still-angry New Yorker.

continued on outside column of next sightings page



SIGHTINGS

difference — cont'd

The police arrived and, perhaps to his relief, the young man was taken into custody.

But this isn't the end of the story. Jan and Joan pressed charges and, several days later, appeared at the young man's arraignment. His name was Jerson and, at the hearing, he was defiant — he thought himself macho, so he played the smart-ass. The police told Jan and Joan that Jerson had come from a troubled family. His father was not around and his mother had kicked him out of her home. He was fending for himself in the only way he knew. The sailors realized Jerson was not yet an accomplished robber, and wondered if he might be reformable. But how? A policeman said what Jerson needed was

continued on outside column of next sightings page

traveling tall ships

Over the years, the weather gods haven't always cooperated when tall ships have come to town. We can remember one time when a magnificent Class A ship — meaning longer than a football field — was due to arrive and we strongly urged Bay Area mariners to sail out to greet her. Many did, but the ship arrived in fog so thick you could barely make out her nameplate. Another time the wind blew so hard — gusting up to 50 knots — that it snapped the bowsprit off the newest ship



Spread, the magnificent 'Bounty' replica was built for the 1960 ('Brando') version of 'Mutiny on the Bounty'. Above, a sail training volunteer on 'Pegasus'.

grace the bay

in the arriving fleet.

But when the Coast Guard's 295-ft barque *Eagle* led a tall ship fleet under the Golden Gate last month, beginning the five-day Festival of Sail, conditions were nearly perfect. With about 12 to 15 knots of breeze blowing, *Eagle* and the rest of the traditionally rigged fleet had all their rags flying as they promenaded in single file down the Cityfront. Look for more on the Festival of Sail in next month's edition.

— andy



The U.S. Coast Guard's 'Eagle' has a distinctive four-heads' rig.

difference — cont'd

a foster home, a way to finish school, and a tutor.

With this in mind, Jan and Joan talked to the two Ecuadorian social service agencies on the island of Santa Cruz, one public, one private. With the help of a member of the Seventh Day Adventist church who volunteered to translate and a Peace Corps worker who volunteered to follow up, they launched a plan and wrote up a one-page trust agreement: If Jerson would finish school and stay with a foster family, Jan and Joan would pay for it all.

Eventually they were able to pitch their proposal directly to Jerson, making it clear that they would pay only if he really wanted it, only if he would commit to see it through. The money would be deposited with a trustee, but the deal would be off and the money would be returned if he did not stay the course. And there was one more thing: The police had mentioned to Jan and Joan that Jerson was a computer whiz — in fact, he had fixed their computers from his jail cell. So, to sweeten the deal, the benevolent sailors promised to buy Jerson the computer of his choice if he finished school.

Jerson was overwhelmed. He was no longer the macho smart-ass — the sneer was gone. Now he was a teenage boy with a chance for a future. He would do it, he promised. A computer of his own — he could hardly believe it. He gave Jan and Joan a thankful hug as they said goodbye.

By this time, everyone on Santa Cruz Island knew about the women they'd come to call "the two Juanitas," and of the wonderful thing they had done for this young man. The social service agencies were inspired by their kindness, and began to act like Jerson's doting aunts.

After leaving the Galapagos, Jan and Joan, both of whom are nearing 60, made the 3,000-mile crossing to the Marquesas aboard their 44-foot cutter, *Castele*. Several weeks later, when they arrived in the Tuamotus, they volunteered to teach English for two weeks in a local school. Why? And why did they give a would-be robber a future rather than insist on retribution? We doubt their goal is to break the stereotype of the ugly American. Like us, and so many we meet, they are outraged by our President and his war in Iraq. Perhaps they just think that theirs is a way to better the world for all of us. Perhaps their greatest gift is to teach the rest of us this lesson by their example. We know for sure they believe fervently that the best part of cruising is to share resources, and they are doing this at every turn.

So here's to Jan and Joan — we salute you.

— brad & sally bagshaw
pax vobiscum



Joan Gregory and Jan Campbell.

COURTESY PAX VOBISCUM

mittells return home after 25 years

It's normal for modern cruisers to have an open-ended timetable, but most have at least a vague idea of when they'll return to their homeport — a year, three years, ten years. . . .

We're not sure how long Paul and Susan Mitchell anticipated being 'out there' when they set sail from San Diego in the fall of 1982 aboard their Alden schooner *White Cloud*. But we'll bet that if we'd

continued on outside column of next sightings page

SIGHTINGS

mittchells — cont'd

told them then it would be more than 25 years before they'd sail into San Diego Bay again, they probably would have thought we'd been sniffing too much bottom paint.

Last month, they finally did arrive 'home' in San Diego aboard their 36-ft steel sloop *Elenoa* — the wooden hulled *White Cloud* met her end in the Coral Sea many years ago — completing one of the

slowest circumnavigation we know of. As Paul explains, they've come full circle in more ways than one: "On that November day when we left, *Pacifica*, a 48-ft Sparkman & Stephens yawl then owned by the Frost family, and *Artemis*, a classic sloop then owned by Paul Plotts, sailed with us out of the bay. Coming home, *Pacifica* was there again to

escort us in, along with the lovely Atkins schooner *Maid of Kent*. And even a fireboat met us as we approached the customs dock at Shelter Island." A seven-hour welcome-home party followed.

"Sometimes it feels as if we've landed from outer space," says Paul, "but with a lot of help from friends, we are settling in quite nicely. We have a liveaboard slip and car and a cell phone and a social calendar and even some keys." One of their greatest pleasures since returning has been catching up with old friends on Shelter Island, where Paul used to own the sail loft that is now Ulman Sails. He and Susan always carried sail cloth and a sewing machine, and were able to support themselves everywhere they went.

While their hardcore cruising days are over, they do still plan to cruise a bit "the lazy way" — on a French canal boat during the summer months.

Welcome home Paul and Susan. We can't wait to hear some more of your cruising tales!

— andy

the mean streets of avalon

Thanks to the July 12 *L.A. Times* story titled *Gangs Are A Problem, Even On Santa Catalina Island*, which was picked up by the international print media and CNN News, lots of people got the impression that Catalina's only town had become an offshore version of South Central Los Angeles. How could they not, as some stories were titled *Cops Find California Isle Is Turning Into A Gangster Paradise?* Right, a 'gangster paradise', like Cuba under Batista.

Apparently few, if any, of the locals think there is a gang problem — as opposed to your run-of-the-mill bored teens problem — in Avalon. But the L.A. County Sheriff's Department begs to differ. However, in just the fourth sentence of the inflammatory *Times*' article, Lt. Ed Cook is quoted as saying "Catalina is a very safe place . . ." Funny, we always thought that places with gang problems were, by definition, not safe.

Cook went on to say that Catalina gangs don't do drive-by shootings — from what, one of the pimped-out golf carts? — or walk-by shootings, but rather tag, commit burglaries and other minor crimes. In other words, their members behave a lot like the notorious wish-I-was-a-black-thug rich white boy 'gangs' of Mill Valley and other affluent communities around the state.

continued on outside column of next sightings page

planning begins for

Although the ink is barely dry on our recap of the 2008 Pacific Puddle Jump, planning has already begun for next year's westward migration to the South Pacific.

We've already heard of nearly a dozen boats that are planning to make the crossing in the spring of 2009, and our event partners in Tahiti are already solidifying plans for next year's Tahiti-Moorea Sailing Rendezvous in June.

The important news for those who intend to visit French Polynesia next year is that we'll be working closely



Of Polynesian bondage — The Puddle Jump class of '09 may not have to deal with the \$1,000-per-person bond. This should make cruisers very happy.

COURTESY ELENOA

Paul and Susan Mitchell.



the '09 puddle jump

with the Tahiti YC to firm up an offer by club director Michel Alcon to secure bond exemptions for officially registered Pacific Puddle Jump boats. If you've ever researched the bureaucracy necessary to sail in French Polynesian waters, you know that the bond requirement — in the neighborhood of \$1,000 per person — can be a major impediment to many cruisers, even though it is theoretically refundable. Stay tuned for further details on this exciting new arrangement.

continued in middle column of next sightings page

avalon — cont'd

Bob Kennedy, mayor of Avalon, says the Sheriff's Office is exaggerating the situation. In fact, he says that if the Sheriff's Department continues to make such claims, he's going to oppose continuing Avalon's contract with them.

Given the devastating effect that gangs can have on communities, we can understand the Sheriff's Department wanting to prevent gangs from even starting to develop a presence in Avalon. But having just been to Avalon, and not seeing anything gang-like, we have to agree with Kennedy — the sheriff's office has gone a overboard with their characterization of the situation. So take your boat to Catalina, have a great time, and don't worry about getting dinghy-jacked or anything like that.

— richard



PHOTOS LATITUDE / ANDY

SIGHTINGS

***nereida* lost on mexican beach**

When tragedy strikes, Jeanne Socrates feels the loss every bit as much as anyone else, but she doesn't let it slow her down. When Jeanne and her husband George bought their England-based Najad 361 *Nereida* in 1997, the plan was to do some long-term cruising. They took delivery in Sweden and spent the next four years cruising *Nereida* through Europe to the Caribbean. In the fall of 2001, George was diagnosed with cancer and passed away in 2003.

Some thought Jeanne would sell the boat and move back to England to be close to her kids. But she had other plans. She hopped right back aboard, cruising her way up the east coast of South America and on to Florida. Once there, she put *Nereida* on a ship bound for Vancouver B.C., her jumping-off point for singlehanded south as far as Zihuatanejo. Instead of bashing north, Jeanne put *Nereida* back on a ship, this one headed for Ketchikan, Alaska. She spent the summer of 2005 cruising the Inside Passage and headed back down the coast in the spring of '06.

Once in the Bay, Jeanne learned about the Singlehanded TransPac

continued on outside column of next sightings page

puddle jump

Southbound cruisers who haven't decided whether to turn left or right after exploring Mexico and Central America should consider attending our Pacific Puddle Jump seminar Saturday, October 25, at West Marine in San Diego (5 p.m., 1250 Rosecrans), the day before the Baja Ha-Ha festivities begin.

As in years past, we'll also be hosting Pacific Puddle Jump kickoff parties in February in both Puerto Vallarta and Zihuatanejo (dates TBA), and publishing articles on the 2009 fleet in these pages.

Other than the fact that French Polynesia is very expensive, there's almost nothing about it that's not to like. So it's not surprising that the universal com-



— cont'd

plaint among Americans is that they cannot get visa extensions beyond 90 days. That's just not enough time to explore the Marquesas, Tuamotus and Society Islands. However, unbeknownst to many cruisers, if you're willing to jump through a number of bureaucratic hoops, there is a way to get a so-called 'long stay' visa — six months. To find out how, check out Steve and Susan Chamberlin's excellent step-by-step instructions, posted at www.pacificpuddlejumps.com (under 'news').

In the coming months, look for further Puddle Jump updates in the pages of *Latitude 38* and in 'Electronic Latitude' at www.latitude38.com.

— andy

Jeanne Socrates singlehanded her beloved 'Nereida' just 50 miles shy of a full circumnavigation before losing her on a Mexican beach.



nereida — cont'd

and, since she was determined to get *Nereida* back to Alaska — this time by sail — joined the race as a last-minute entry, correcting out third in her division. *Nereida* then continued on to Sitka, where she spent a soggy summer, and before going back down the coast to Zihua.

The confidence she gained from all those solo miles allowed Jeanne to plan something she never would have contemplated a few years earlier: a solo circumnavigation. On March 26, 2007, *Nereida* sailed out of Zihuatanejo, never to return.

Over the next 15 months, Jeanne successfully sailed *Nereida* around the world. She was just 50 miles south of crossing her outbound track when tragedy struck again. "*Nereida* was grounded halfway from Acapulco to Zihuatanejo on a desolate, mostly uninhabited part of the coast, after the autopilot went down just before first light on June 19," Jeanne wrote on her website on July 1.

"I was taking my usual timed nap — a stopwatch set for 45 minutes — which looked fine in the situation: full moon, some swell and waves but not much, motoring in very little wind, a good distance from a long sandy shore. Because I was motoring in calm conditions, the resultant change of course was not obvious enough to wake me up in time, as it would have had I been sailing."

Jeanne believes that the wireless remote for her Raymarine autopilot was the culprit. "If it's not plugged in and it discharges, the head unit will go on standby automatically," she said. "I discovered that fact quite by accident, and have been very careful ever since to plug it in when I take a nap." As it was part of her routine, she's sure she plugged it in but concedes it must not have had a good connection or it wiggled loose.

"It was still nearly dark with no lights on shore," she recalled. "No sign of anyone, in fact, for ages as I started setting my anchors, which was very difficult in the strong, swirling surf conditions. I came close to drowning a couple of times but managed to avoid being pulled out to sea in the surge — just!"

Jeanne remembers the surf on steep Playa Michigan to be about nine feet high. With the help of some fishermen, who were surprised to see her there, she spent the rest of the day setting anchors up the beach to keep *Nereida* from slamming onto the sand every time a wave lifted her. "She was flopping around — one minute she'd be lying up the beach, the next a wave would flop her over and the sea would pour in."

The pounding took its toll almost immediately. "Her starboard side began to crack slightly," Jeanne recounted. "It was difficult to keep the chain and lines taut enough to stop her from suddenly being heeled down the steep beach slope — and then she'd suddenly come back up the other way in the surge, often with a bang."

No matter who she talked to — the Marines, the Navy, the Acapulco port captain — no one could arrange a boat big enough to tow *Nereida* off Playa Michigan. "I kept saying '*mi casa, mi vida*' — my home, my life — but without an almost immediate tow off the beach, she was doomed."

Jeanne spent the next few days traveling four hours each way from the home of the Acapulco YC harbormaster to *Nereida*, desperately trying to save her. She finally accepted *Nereida's* fate the morning she arrived to find that the stern anchor rode had snapped in the night, allowing the boat to swing around and slam against the beach freely. "She now had a big hole in her side," said Jeanne, "so there was nothing left to do but salvage as much as I could."

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LATITUDE / LADONNA

A smiling Jeanne at the awards ceremony for the '06 Solo TransPac.

neraida — cont'd

The next few days were spent removing the diesel from the tanks and pulling everything off the boat, sharing much of it with the local fishing village. "I was happy to give them what I could no longer use," she said. "It was the least I could do for all the help they gave me." She soon realized that if she wanted to wear anything other than the tank top and shorts she had on when she went aground, she'd better grab it soon. "I had to reach underwater and slowly tug each piece of clothing out of the sand, one by one," she said.

In the end, Jeanne only suffered a few bumps and bruises, walking away with a good amount of gear, many of her personal items, and her most treasured sentimental tokens — such as the belt buckle and plaque she received for finishing the Singlehanded TransPac. She also walked away with the determination to find *Nereida II* as soon as possible and finish her circumnavigation.

But even with her 'stiff-upper-lip' temperament, Jeanne admits the loss of her boat was a crushing blow. "I'm finding it difficult to come to terms with the situation, as you can imagine, feeling only half here — the other half still being with the beloved *Nereida I* knew."

— *ladonna*

crew overboard training

Rene Steinhauer makes a point to learn new skills aboard his Sausalito-based Hunter 34, *The Witch Doctor*, as often as possible. Realizing that he didn't really know how to get a COB (crew overboard) back on his boat, he started practicing with a LifeSling in Richardson Bay earlier this year. Steinhauer would don his wetsuit and jump in while his girlfriend was at the helm. "I found that my gear didn't work well," he admitted. Such a discovery could spell tragedy if it were made the first time in a real emergency.

Inspired by the realization that he couldn't be the only one having difficulties, he organized a training event to teach others how to effectively recover COBs. Enlisting the help of Mary SwiftSwan of

Oakland's Afterguard Sailing Academy, the Bay Model, the Sausalito YC, and divers from the Harbor Dive Club of Sausalito, two training sessions were held July 19-20 just outside Richardson Bay, and included classroom instruction with at least three hours of on-the-water practice each day.

Several of the 34 students offered up the use of their boats for the training, an option that was a real draw for Alameda's Mike and Val Gerhart. "We've always talked about how to pick me up if I go over," Mike said, "but we'd never practiced it. To learn how to do it with a diver and instructor on our own boat — and for only \$50 for each of us — was a golden opportunity." Like Steinhauer, the Gerharts quickly found out that the gear they thought was appropriate for their Catalina 30, *Windmill*, didn't work the way they'd hoped. "There's no way

my wife could get me onboard with a 3-to-1 tackle," Gerhart said.

Indeed, SwiftSwan acknowledges that most of her students are "surprised that it's not the getting back to the COB that takes time — it's getting the COB back on the boat." She recommends hauling someone aboard while in your slip or at anchor to get a feel for how your gear works. After that, SwiftSwan suggests practicing on your way home from every daysail, making sure that all crewmembers

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point montara

If every picture tells a story, every lighthouse tells a thousand stories. One of the more intriguing ones that came to light only recently is that of the Point Montara lighthouse. Unlike the other lighthouses of Northern California, this one wasn't built in place — it was an existing struc-



Lost and found — It was long thought that the Cape Mayo lighthouse on Cape Cod, above, had been destroyed in the '20s. But it had really been shipped out west and put into service at Point Montara.



Thar she goes! A trained diver plays COB in a recent training event.

LATITUDE / LADONNA

lighthouse mystery

ture that was moved all the way cross country from Massachusetts!

Credit research done by Colleen MacNeney for the discovery, word of which was first published in June. The 30-ft tall tower was built of cast iron in 1881, and put in place on Mayo's Beach, overlooking Cape Cod's Wellfleet Harbor. It was thought to have been razed in the mid 1920s. But recently, MacNeney found a photograph of the tower on Yerba Buena dated 1928 with the inscription "formerly

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cob — cont'd

know their jobs. "So many times someone's hat will go flying and they say 'Oh, it's no big deal,'" SwiftSwan said. "Our motto is 'No hat left behind!'"

Practice is just what Martin Dean plans to do. "I'll never stop practicing," he said after the event. Dean has been sailing for 50 years yet he took away quite a bit of valuable information that he'd never thought about before. "Good sailors think about things in advance," remarked Dean. "This course taught people things they never would have thought of — like never, ever use a boat hook to pull a COB closer as you'll likely just pull off their clothes or PFD!"

As with any skill, practice makes perfect. To make sure Bay Area sailors get as much practice as possible, SwiftSwan plans to hold

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SPREAD: CHERI M. LARSH / NOR CAL HOSTELS; INSET: COURTESY LIGHTHOUSE DIGEST

SIGHTINGS

cob — cont'd

similar training sessions on a relatively regular basis. "I've been asked by a few groups to run them," she noted, "and would be happy to do more." Costs are a consideration, since she wants to keep the fee low enough that couples could easily afford to attend. So SwiftSwan plans to keep a list of interested individuals. As soon as she gets 20 names, she'll coordinate the event — most likely out of Treasure Island. If you'd like to join in the next training session, contact her at mswift@afterguard-sailing.com.

In the meantime, what's the most important thing folks can do to ensure their safety aboard? "Wear your PFD every time you go out," SwiftSwan said, "and don't fall overboard!"

lighthouse

used at Mayo Beach, 2nd District." An extensive search of the National Archives finally revealed documents confirming the move and eventual placement of the tower at Montara in 1928.

"It was transferred from excess stock at one Coast Guard District to another," said MacNeney. The Mayo Beach/Montara light tower has one other distinction: It was the first lighthouse to have a female



LATITUDE / LADONNA

— cont'd

lighthouse keeper — Sarah Atwood, who lit the wicks at Mayo Beach every night until 1891.

The light tower is still in use today, with an automated electric beacon having long ago replaced the kerosene-fired light. In addition to being a tourist attraction, the grounds also feature a 50-bed American Youth Hostel.

— jr



Students hoist a volunteer COB from the water using a supporting sling made from water noodles and designed by Mary SwiftSwan.

bumfuzzle mystery

If you hated swimming, would you swim the English Channel? If you abhorred bicycling, would you ride across the United States? If you disliked climbing, would you mount an assault on Everest?

Having read Patrick Schulte's book *Bumfuzzle, Just Out Looking*

For Pirates, about the circumnavigation he and his wife, Ali, made aboard their Wildcat 35 catamaran, we can't figure out why they started the trip. Or why they bothered to continue. According to the book, they were invariably bored or miserable, and certainly never got into the zen of sailing. Most circumnavigators find the people they meet along the way among the most rewarding aspects of a trip around. Not Patrick and Ali. Despite having been together since before college, they didn't seem to be interested in anybody but one another.

We met Patrick and Ali in the port captain's office while checking out of Panama a few years back, at which time they were just starting out. They seemed like nice enough folks but, as

the book shows, they are a little different. For example, they seem to take inordinate pride in saying that when they lived in Chicago, they dined out every single night. Not that they were gourmands or raw food fanatics, for they dined four nights a week at Taco Bell, and the other three nights ate pizza or hamburgers. Indeed, not finding Taco Bells on remote islands seems to have been one of their big disappointments.

After making a chunk of money in the Chicago trading pits — "it was easy," Patrick confesses — the couple decided they wanted something more out of life. Unlike their friends, that something wasn't a couple of babies and a house in the 'burbs. Thinking adventure sounded interesting, they decided to buy a boat and sail around the world. This is almost inexplicable to us because, after their one eight-hour sailing lesson, they decided they didn't like sailing at all. This did not deter them, but they were as unenthusiastic about selecting the boat they would sail around the planet. After the most cursory of searches in Florida, they bought the fourth boat they looked at. What seemed to delight them the most was that it meant they could get out of the heat and catch an afternoon plane back to Chicago in time for a fireworks show.

For whatever reason, the Schultes never developed an interest in the finer points of sailing. Tellingly, they made it part of the way across the Pacific before they figured out the concept of a two-speed winch. And despite thousands of miles of sailing, they never were able to understand the purpose of one of the lines that came out of the boom. Ali half-seriously speculated that was probably true of most boatowners. But the thing that we found most bizarre about their cruising style is that they often motorsailed their catamaran — with the gennaker up! To each their own, of course, but it seems to us that, had they taken the time to develop an appreciation for the sailing arts, they would have enjoyed themselves more, and certainly would have had faster passages.

Patrick had no trouble finding fault with most other cruisers they met. He and Ali felt that most of them were fools who jabbered too much on the radio, who talked about making passages rather than making them, who were petrified by the weather, who suffered from herd mentality, and worst of all, were old. While there is a certain amount of validity to their complaints, the 'we don't know anything about sailing but are doing more than almost everyone else' attitude is hardly endearing. And we can't help but wonder at the fact that, in



LATITUDE / LADONNA

Bumfuzzle The Book?

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SIGHTINGS

bumfuzzle — cont'd

25,000 miles, Patrick never met another cruiser worthy of mention.

Perhaps unfairly, Ali comes across in the book as a cardboard character with few interests or thoughts — other than hating the longer and more uncomfortable passages. Nonetheless, there's no denying that the two of them, with Patrick leading the way, were adventurous, and were more willing than most cruisers to mix with the locals, particularly in the more exotic places. As for Patrick, he clearly demonstrated that he's smart, independent, and confident — just like you'd expect of a trader. He set out to do something, withstood the adversities, overcame the obstacles, and stuck it out to the end. What was conspicuous by its absence, however, was any sense of passion. "One would expect us to be emotional," he wrote after sell-

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own an american

If you think big and are looking for a legendary boat that can still do it all, you might want to consider the historic 79-ft *Kialoa III*. Original owner Jim Kilroy donated her to the School of Sailing and Seamanship at Orange Coast College in Newport Beach, and she's now for sale at \$395,000.

Designed by S&S and beautifully built of aluminum by Palmer Johnson in '74, she's one of the most storied boats in the history of yacht racing. She was the original globe-girdling maxi and at



LATITUDE / RICHARD

sailing legend

various times won the TransAtlantic Race, the TransPac, the Fastnet and, most famously, held the Sydney-to-Hobart course record for 22 years. No matter where this unmistakable boat goes in the world, sailors come up and say they've raced on her or against her.

When Kilroy built the Ron Holland-designed *Kialoa IV* in the '80s, *Kialoa III* was retired from racing and used as the shadow boat. When Kilroy finally retired from racing altogether, he cruised her, pri-

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bumfuzzle — cont'd

ing *Bumfuzzle* at the end of their trip, "but we didn't feel anything." Those five words seemed to sum it all up. Who knows, maybe it had something to do with not being able to find enough Burrito Supremes along the way.

After 259 pages of we-went-here-then-we-went-there kind of writing, we got to the epilogue, where we were stunned to read, "We loved our time cruising." Patrick even wrote that they might do it again. For the life of us, we don't remember reading anything in the book that would suggest why. If that weren't strange enough, he concludes by saying, "We look back on our cruising as a monumental life-altering moment in our lives, and one that we wouldn't trade for anything." We would have never guessed.

— richard

'Kialoa III', a beautifully appointed racing machine, could be yours.



SIGHTINGS

ha-ha'ers can't wait for winter

Although the deadline for entering isn't until September 10, paid entries for this fall's Fabulous Fifteen Baja Ha-Ha have been pouring in from all the yachting centers, such as Elephant Butte, New Mexico; Mud Island, Tennessee; Fort Clatsop, Oregon; Pass Christian, Mississippi; Anthem, Arizona; and Hallowell, Maine. There have even been a few entries from San Francisco, Seattle, San Diego, Newport Beach, Marina del Rey, and Shell Beach.

The Ha-Ha is, of course, the 750-mile cruisers rally from San Diego to Cabo San Lucas — with R&R stops at Turtle Bay and Bahia Santa Maria — that starts on October 27. With 112 paid entries received by July 24 and the entry deadline still several weeks away, the Ha-Ha folks are expecting a fleet of about 150 boats. There were 154 boats and 601 sailors last year.

The Ha-Ha is open to boats 27 feet or longer that were designed, built, and have been maintained for offshore use. Monohulls, multihulls, and even motoryachts are encouraged to enter. The average-sized Ha-Ha entry is in the 42- to 44-ft range. The smallest entries so far this year are Stan Hafenfeld's Elephant Butte-based Newport 30 *Desert Wind* and Allan Collister's Emeryville-based Catalina 30 *Solitude*. The largest entry to date is *Profligate*, the Surfin' 63 catamaran that will be serving as the mothership for the 11th year in a row.

Need three good reasons to do the Ha-Ha? The top reason — ask anyone who has done one — is the people. You'll meet scores of sailors who will become friends for years, if not for life. Secondly, based on past history, participants can have a reasonable expectation — but not a guarantee — that there will be good off-the-wind sailing and fine weather down to the Cape. Thirdly, it's a heck of a deal. At just \$350, it's just a fraction of the cost of similar two-week events, yet entrants get bulging swag bags and great discounts. To cite just one example, paid Ha-Ha entries will get 30% off on berthing at the new Pier 32 Marina in San Diego — which, because it just opened, will have plenty of room.

For complete information on the event and how to sign up, visit www.baja-haha.com. Or if you're going to be at Two Harbors, Catalina, on August 9, stop by the Ha-Ha Reunion and Preview Party that starts at 5 p.m. We'll have the BBQ going and will be presenting a new and much-improved slide presentation at 8 p.m.

This is the current list of entries as of July 24:

1. **Miela** / Moody 44 / Bill Vaccaro / Chico
2. **Eager Dreamer** / Andromeda 48 / John Olson / Blaine, WA
3. **Norsk Vind** / Wauquiez 43PS / Jim Knutson / Lake Forest Park, WA
4. **Samantha** / Nauticat 38 / Scott Brear / San Francisco
5. **Alegria** / Hunter 460 / John Steven Sabree / Pass Christian, MS
6. **Drum** / Tayana 37 / Andrew Signol / Alameda
7. **La Palapa** / Catalina/Morgan 440 / Roger Hayward / King Harbor
8. **Di's Dream** / Catalina 470 / Roger Frizzelle / San Francisco
9. **Tumbleweed** / Cal 39 Mk III / Ted Morgan / Seattle
10. **Misjudged II** / Hunter 460 / Patrick Magers / Newport Beach
11. **Scrimshaw** / Endeavour 37 / Don Lambdin / Vallejo
12. **Cat's Meow** / Catalina 36 / Nancy DeMauro / Richmond
13. **Flibbertigibbet** / O'Day 34 / Betty Adams / Discovery Bay
14. **Follow You Follow Me**/Hunter 466/Allan Alexopoulos/Redwood City
15. **Solitude** / Catalina 30 / Allan Collister / Emeryville
16. **Citla** / Cal 39 Mk III / Peter Mirrasoul / San Diego
17. **Third Day** / Pearson 365 / Richard Boren / Avila Bay
18. **Bamboo** / Passport 45 / Timothy Lutman / Des Moines, WA
19. **Don Quixote** / Lagoon 380 / Dean Conger / Seattle
20. **Endless Summer** / F-41 cat / Steve May / Emery Cove Marina
21. **Risk Taker** / Catalina 38 / Duane Rawson / San Francisco
22. **Princess Anna**/Mainship 390/Michael McGuire/Channel Isl. Hbr.
23. **Victory Cat** / Seawind 1160 cat / Tim Henning / Anthem, AZ
24. **Wandering Puffin**/Islander Freeport 46/Bill Holbrook/Hallowell, ME
25. **Thumbs Up** / Catalina 42 Mk II / Ivan Orgee / Alameda

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legend

marily in the Med. In fact, we remember berthing *Big O* next to her at Marmaris, Turkey. The School of Sailing and Seamanship took possession of *Kialoa III* in Uruguay two years ago, and she's been in Newport ever since.

It would probably cost \$4 million or more to have *Kialoa III* built today, so there are reasons she can be had for well under half a million. First of all, she is 34 years old. Second, she was built as a racing boat, so she doesn't have the most

Everyone should have as much fun sailing as Ethan Glover does aboard his dad's Brickyard Cove-based Westsail 28 'Caravia'.



— cont'd

comfortable on-deck layout and features. Unlike today's racing boats, however, she does have a full teak interior, complete with a big owner's cabin and four heads. Third, while her engine and all her systems do work, they are tired. Fourth, she needs new sails and it would be wise to have her standing rigging replaced.

Someone such as ourselves might be tempted to load her up with food and set sail for around the world next week — and

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ha-ha — cont'd

26. **Nirvana** / Irwin 44 / Bob Davis / Shell Beach
27. **Sea Bisquit** / Slocum 43 / Steve Sommer / San Francisco
28. **Mystical Crumpet** / Passport 40 / Alan Jackson / Berkeley
29. **Double Play!!** / Gemini 105Mc cat / Don Parker / Alameda
30. **Viva** / Saga 43 / Scott Harkey / Seattle
31. **Kat Den Rie** / Catalina 42 Mk II / Jay Watt / Alameda
32. **Beyond** / Darwin 37 / Michael Kary / San Francisco
33. **Folie A Deux** / Newport 40 / Vinny Denietolis / Sausalito
34. **Dragon's Toy** / Island Packet 37 / Tom Kohrs / Freeport
35. **Current Affair** / Catalina/Morgan 440 / Dee Gilliland / Benicia
36. **Pacifico** / Irwin 45 Mk III / Dave Almond / Alamitos Bay

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MALCOLM GLOVER

SIGHTINGS

ha-ha — cont'd

- 37. **Silent Running** / Jeanneau 45.2 / Bruce Orisek / San Francisco
- 38. **Eupsychia** / Cal 36 / David Addleman / Monterey
- 39. **Suebee** / Catalina 42 Mk II / Scott Rader / Sausalito
- 40. **Bonkers** / J/130 / Keith Sedwick / San Francisco
- 41. **Flyin' Penguin** / Cal 2-46 / Harold Miller / Bel Marin Keys
- 42. **Daydreamer** / 50-ft FD-12 / John Olson / Anchorage, AK
- 43. **Minnie Maru** / Hunter 34 / William Hinkle / Channel Islands
- 44. **Yancey** / Gulfstar 37 / Joe Cardona / Ventura
- 45. **Alias** / Hylas 47 / John Fluno / Santa Rosa
- 46. **Sonrisa** / Cheoy Lee 44 / Fred Neilson / Lopez Island, WA
- 47. **Alegria** / Northwind 43 DS / Tom Egan / Redondo Beach
- 48. **New Moon** / Hunter 410 / David Scott / Alameda
- 49. **Anne's Turn** / Hunter 41 / Mike Warren / Sausalito
- 50. **Deliverance** / Hunter 41 / Dan Swett / San Diego

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legend

probably make it. But Orange Coast's Brad Avery warns that a prudent owner would do about half a million in upgrades first.

Kialoa III is a very big and powerful boat, so she'd be too much for a family to cruise — even with the hydraulic roller furling for the headsails and electric reefing for the main halyard. "Hire three Kiwis as full-time crew like Kilroy did," says Avery, "and you could take her anywhere."

Who might be a good fit for a yacht such as *Kialoa III*? At 101 tons, she can carry 12 passengers without having to be

Spread, the Baja Ha-Ha is generally a mellow, laid-back family affair. Inset, participants come back time after time, making friends for life along the way.



— cont'd

inspected, so there could be expedition yacht possibilities. She might also work well under group ownership for a trip around the world. Or perhaps best of all, maybe somebody would just like to restore her to pristine condition and daysail her off Newport. This would give *Kialoa III* an opportunity to renew her great rivalry of old with the equally legendary Alan Guernsey-designed 72-ft *Windward Passage*, which is also based out of Newport.

For further information, contact Brad Avery at (949) 645-9412.

— richard



ha-ha — cont'd

51. **Jules' Jewel** / Hunter 50 / Rich Corbett / Michigan City, IN
52. **Rainshadow III** / Liberty 55 / Brian Flanders / Sequim, WA
53. **Sea Escape** / Catalina 42 Mk II / Joe Cunningham / San Francisco
54. **Alluvium** / Jeanneau 47 Sun Odyssey / Sam Darbous / Seattle
55. **Calou** / Ericson 38 / Bruce Powell / Tiburon
56. **Consigliare** / Beneteau First 41s5 / Mark Sciarretta / San Diego
57. **WindSong** / Catalina 42 / Edward Staples / Channel Islands
58. **Shenanigans** / C&C 35.5 / Dave Fiorito / San Francisco
59. **The Rogue** / Catalina 50 / Chris Nizic / Gold Beach, OR
60. **Merry Lee** / Beneteau 473 / Lewis Guiss / Marina del Rey
61. **Albatross** / Seamaster 46 / Doug Schneeman / Marina del Rey
62. **Lilly** / Beneteau First 47.7 / Steve Thosath / Seattle
63. **Vitesse** / Beneteau 473 / Tom Price / San Francisco
64. **Sheherezade** / Yamaha 33.5 / Noah Pepper / Los Angeles
65. **Formula Won** / Beneteau 473 / James Schmid / San Diego
66. **Waverley** / Islander Freeport 41 / Tom Dalglish / Seattle
67. **Star Fire** / Islander 41 / Bill Carneal / Marina del Rey
68. **Mangareva** / Dallimore 40.5 / Mark Strong / Emeryville
69. **Harmony** / Irwin 37 / Dean Tompkins / Creston, BC
70. **Eclipse** / Cross 34 tri / Daniel Bodie / San Diego
71. **Andanzas** / Catalina 42 / Wally Nevins / Ventura
72. **Wish** / Gulfstar 47 Sailmaster / James Bruce Jr. / Vallejo
73. **Allure** / Kalic 40 / Dennis Hilling / Seattle
74. **CaST Away** / Tayana 42 / Charles Tedrow / Coos Bay, OR
75. **Miss Molly** / Cascade 42 / William Walters / Morro Bay
76. **Kona Lani** / Hunter 466 / Lawrence Boyle / Alameda
77. **Vela** / Catalina 42 / Chris Scott / Half Moon Bay
78. **Roksan** / Crealock 34 / Marvin J. Fritts / Whidbey Island, WA
79. **Seeker** / Caliber LRC40 / Kevin McCabe / San Diego
80. **Wanderer** / Jeanneau 43DS / Patrick Stewart / Ventura
81. **Sisiutl** / Gulfstar 44 / Bob Bechler / Portland
82. **Faith** / Morgan 41 / Sandy Smith / Portland
83. **Serendipity** / Kelly Peterson 44 / Barritt Neal / San Diego
84. **Providence** / Valiant 39 / Jill Geary / San Diego
85. **About Time** / Downeast 38 / Jeff Smith / Huntington Beach
86. **Gaia** / Liberty 458 / Robert McLeod / Lake Oswego, OR
87. **Babeeze** / Hunter 45 / Rene Amyot / Edmonton, AB
88. **Eva** / Nor'Sea 31 / Michael Traum / Cape Mendocino
89. **Patience** / Tayana 42 / Dennis Mahar / Houston, TX
90. **Rocinante** / Islander 36 / Dan Martone / Point Richmond
91. **Kalewa** / 50' catamaran / Kevin Millett / Nawiliwili, HI
92. **Carinthia** / Lagoon 440 cat / Dietmar Petutschnig / Las Vegas, NV
93. **Escapade** / Catana 52 cat / Greg Dorland / Newport, OR
94. **Litha** / Hallberg-Rassy 46 / Steven Hannon / Ft. Clatsop, OR
95. **Stargazer** / Catalina 42 Mk II / Jeffrey Embree / San Pedro
96. **Seabird** / Swan 51 / Lou Freeman / San Diego
97. **Desert Wind** / Newport 30 / Stan Hafenfeld / Elephant Butte, NM
98. **Bugler** / Passport 40 / Donald Fife / Napa
99. **Sea Siren** / Hunter 356 / David Fisher / Monterey
100. **Profligate** / Surfin' 63 cat / Rally Committee / Tiburon
101. **Sky** / Hylas 49 / Robert Strang / Mud Island, TN
102. **Little Christian** / Tayana 37 / Donald Murvine / Seattle
103. **Serenity** / Hans Christian 43 / Stan Pace / San Francisco
104. **Sea Toy** / O'Day 34 / Dianne MacLean / Oxnard
105. **Grebe** / Valiant 40 / Richard Solomon / Santa Barbara
106. **LunaSea II** / Challenger 32 / Bill Schaul / San Diego
107. **Precious Metal** / Kristen 46 / Pamela Bendall / Port Hardy, BC
108. **Sabbatical** / Valiant 40 / Phil Kumpis / Hermosa Beach
109. **Savage Lady II** / KP 46 / Woody & Ed Woodruff / Port San Luis
110. **Hurulu** / Islander 36 / Nathan Beckord / Sausalito
111. **Girl on the Moon** / Niagara 35 / Michael Medley / Whiskeytown
112. **Dolfino** / Catalina 42 Mk II / Rick Lino / Marina del Rey

— richard

PACIFIC CUP 2008





LATITUDE/ROB

— **W**hen a fleet of 61 boats starts over a six-day span, someone's bound to draw the short straw weather-wise. When the first three divisions that started the 2008 Pacific Cup on Monday, July 14 — Doublehanded 1, Division A and Doublehanded 2 — were met with near-drifting conditions that lasted until late afternoon the following day, it sure looked like it would be them.

Sure enough, Divisions B and C started the following day and almost immediately found themselves in the top overall positions. Each successive morning roll call established this pattern as Divisions D and E got off in 20-30 knots of breeze on Wednesday, which they used to bomb south, staying clear of an anticipated weakening North Pacific High.

But that can't be all she wrote, can it? Luckily for those first starters, the answer is an emphatic 'No!' The most stunning example was Joby Easton's Cascade 36 *Raindrop*. For Easton and crew Bill Huseby this Pacific Cup was a reunion of sorts — the two had sailed the race doublehanded in 1988, winning overall on Huseby's Soverel 33 *Sting*.

For the first six days of their race, things weren't looking good for them to repeat. But a funny thing happened as Division F, the last to start, charged off the line in front of the St. Francis YC. While the big boats blasted south in a gale, a little bit farther west the High was weakening. The ridge extending to its southeast was strengthening, and all of a sudden, a certain *Raindrop* had fallen right into the overall lead.

As the breeze began a general trend of lightening, all of a sudden the top ten spots on overall corrected time spread out from four of the eight divisions to six.

Conventional wisdom would have it that you really don't start gybing a lot on this racetrack until you hit roughly the last third of the course. This year was different. Most boats were gybing by the time they'd reached the halfway point. Only peril awaited those who didn't.

One early overall leader, Division D's *Jamani*, a J/120 owned by Sean Mulvihill, met a grisly fate staying close to rhumbline and 120 miles north of the rest of their division, before finally suck-

ing it up and gybing on a heading that pointed them closer to the Galapagos Islands than Hawaii.

Early Doublehanded 2 leaders Mark Moore and Rowan Fennell on the former's Moore 24 *Moore Havoc* suffered a similar demise — confirmed by a look at the race's satellite tracker.

When the tracking transponders aboard the boats are talking to the satellite, a little dot appears on the plot of the boat's track. If all is well, this should make resemble a fairly uniform arrangement of Lincoln Logs. As *Moore Havoc* tumbled from the top of the rankings in Doublehanded 2, theirs looked more like a tight string of beads.

Further south and west, it was a different story, as *Raindrop*, Dean Daniels Hobie 33 *Sleeping Dragon*, and Andrew Hamilton and Sarah Deeds aboard the former's Moore 24 *Bar-ba-loot* jammed, reporting good boat speeds. As they did so, the southernmost boats kept getting closer and closer to boxing themselves into that left-hand corner — a place where they wouldn't be able to do much if the breeze clocked significantly.

So did it happen? We can't say, because it's presstime, and the August issue of *Latitude 38* needs to go to the printer. Typically, these pages would be filled with a blow-by-blow account of how the whole race went down, as well as all the funny anecdotes that invariably spring from packing a group of people in a small area with no personal space for any length of time.

This year, the race starts were moved about three weeks later than normal in hopes of having a more established High and therefore, better breeze. Largely, this has panned out as a good strategic call. The fleet has enjoyed pretty consistent breeze for those in the right place, and exit options — albeit painful ones — for those who aren't. Unfortunately for us, on account of our editorial cycle, it means we won't have a signature Pacific Cup article until September's issue. Fortunately for you, it means you'll get an additional month of coverage for the 2008 Pacific Cup.

With a satellite tracker and the advent of 'boat blogs' with their regular streams of anecdotes, following this race has been addictive. As this form of communication has proliferated, it's done more to add color and life to viewing a race of this

The Barran Family's Antrim 40 'XL' charging off the Cityfront after the Division E start July 17.

PACIFIC CUP 2008

length than just about anything — satellite trackers included. We feel fortunate that for us, following the race counts as 'work', because we've been doing a lot of it. We remember not that long ago receiving faxed position reports and leapfrogging pushpins on a NOAA chart number 530 tacked to a corkboard. However, we never had the kind of information we're getting from on board. What follows is a selection of some of our favorites.

— **latitude/ rg**

The Good:

Recidivist, Schumacher 40 — "Shortly after lunch we spotted a lone white bird circling our vessel. Sensing an opportunity we decided to put some lures in the water and troll for fish. Sean mentioned that in all his years of sailing he'd never caught a fish by trolling off a sailboat. But just 15 minutes later, Roscoe hauled in a 10lb Mahi Mahi that proved to be the highlight of what was already a spectacularly enjoyable day on the water. We filleted the fish on the transom and cut up a few delectable pieces of 'as-fresh-as-it-gets' sashimi, which we enjoyed with a bit of light soy sauce and wasabi on the back of the boat while passing around a few cups of red wine to go along. A few other pieces were steamed with lemon, lime, soy, and wasabi for an incredibly tasty snack. It was the first fresh food we'd had since we left San Francisco..." www.recidivist3510.blogspot.com

Hula Girl, SC50 — "It is going fast. The boat, the race, the dream. We are halfway to Hawaii. The first two nights were cold, wet and high speed. Everyone was wet to the bone. Everything on the boat got

The fleet's oldest boat, 'Sabrina' doesn't show her age. Nor do her standings as we went to press — she's nipping at 'Hula Girl's' heels.

soaked. We had a few minor fire drills. Mainsail down and Robbie up the mast to lead a new spinnaker halyard.

We went South, then we converted it to West. It has been foggy, then more overcast. Today, for the first time we had some glimpses of trade wind sailing. A bit of sun, deep blue water, flying fish and squid jumping out of the water. The breeze was up, the breeze was down. Now it is up again. We have had 30 knots and we have had 6 knots and all the sails to go with those conditions. No slatting or drifting.

The Pacific Cup is a well thought out race; you have the worst conditions first and then it just gets better from there.

I have had my hands full standing a watch and trying to pay attention to the weather. Hopefully, we have played most of the important cards now and it is more about sailing the boat down the track we have chosen. With the luck of some 060 wind, I made a bit of a step to the south today from our position at roll call as I was a bit concerned about getting into the right corner (too close to the high pressure center) too hard and the wind getting too light. We are back on starboard in 050 wind direction and 5 knots. More winds and cruising into the night.

We have missed the full moon each night so far due to the overcast out here. Hopefully, tonight with



Chip Megeath's R/P 45 'Criminal Mischief' was making moves through the field in Division F as we went to press. This photo shows that talk of it being a wet boat was well-informed and accurate.

the breaks in the clouds, the "stadium lights" will shine through and light up the field. That is one of the cool experiences about ocean racing and sailing at night in general.

We can't help but to start to think about Hawaii and how exciting it will be to arrive there and what a feeling of accomplishment it will be... more so for the less experienced." www.cayardsailing.com

The Broken:

Compromise, Elite 37 — "Well, yesterday was a tough day all around. While flying the 3/4-oz spinnaker in 18-20 knot tailwinds and 5-8 feet mixed wind waves, we experienced the mother of all spinnaker wraps that cost us 3 hours of racing in the afternoon. It was all hands on deck when jibing the main didn't solve our problem and it was obvious somebody had to go up the mast and solve it. The sail was hanging on by the wraps at the top of the forestay and it was flying straight out



LATITUDE/ROB



LATITUDE/JR

like a pennant. David went up in a climbing harness plus some tethers to keep him from being shaken to bits. I was so proud to see the entire crew working like crazy to get the job done. Eliza snapped a shot or two and we may post them by

The 'Compromise' crew saved their .75 oz. kite from near destruction with masthead acrobatics.



All-stars — There's way more than a few Hawaii Races between the crew of Brack Duker's 'Holua'. (l-r) Mark Sims, Brent Ruhne, Artie Means, Keith Kilpatrick, and Adriene Cahalan. Not pictured are Duker, Mike Herlihy and Dave Ullman.

time we get to Hawaii. We all thought we were going to lose the sail and were very sad about that, but also very careful not to run over it when it was eventually cut loose. I can't imagine what it must have been like up there with the boat swinging so wildly.

This story has a happy ending; we were able to save the sail, an unbelievable feat. Remember it was streaming downwind like a pennant. From the top of the mast, David saw that it might be salvageable, so he cut a line and the mess at the top drifted a third of the way down the forestay. We brought him down safely and eventually managed to catch the sail and coax it down the forestay. That took well over an hour and was an unbelievable effort by everybody." www.compromisepaccup2008.blogspot.com/

Pegasus OP-50, Owen/Clarke Open 50 — "Twenty-five knots, we're heaving to in big waves. . . We ran over a net, it wrapped around the keel at high speed, Woosh . . . In stopping the boat and trying to back down, the kite went in the water and wrapped around the keel. Now we are trying to get things figured out. . . Never, ever give up. It took 11 tries before we got free. We're wet, yet warm from the pulling, pushing, grinding, cutting, name-calling, yanking, hosting, winching, towing, moving and

finally succeeding. Almost, but not quite. We feel that we have a piece of the kite wrapped at the articulation between the hull and the keel. It should be safe and we'll tell how much drag it is fairly quickly. For sure we'll be 10 percent slower. But we're happy. Very happy. It's not over for us. So we hoisted our smaller kite and we just sent it! Straight down the track. This is not as fast when the wind ranges under 25 knots. Right now we are sitting on 13.5 knots in 17 knots of wind. Pointing to Honolulu. We are very happy. We are the night busters!" www.pegasus.com/log.htm

XL, Antrim 40 — "Twenty-minute break occurred here as Harry screamed that he had broken the tiller. . . oh sh*t. Upon inspection, we found that the bolt had sheared from the tiller head. So we have effected a temporary fix and are now working on a more (6 days) permanent one. Ugh. Our butcher's bill is growing: 1 destroyed kite, three repairs, and now a sheared tiller bolt. Hopefully our karma will change." www.myspace.com/xlsailing

The Goofy:

Kokomo, Sabre 425 — "What a halfway party did we have!!! We started the preparations by washing the cockpit with soap and water. We were so excited to open the box and when we did we found there was so much thought and love put into our halfway box! Absolutely loved the photo of Diane, Lisa, Sue and Becky L. We have it taped inside on the mast. All the food, booze, books, games, and gifts was very appreciated. We had cougar gold cheese, beef sausage & crackers as an appetizer. For dinner we had Beef Wellington, garlic mashed potatoes and vegetables along with a couple bottles of Leonetti wine that Denny spoiled us with. Then for dessert we had lemon meringue pie. Very nice day!

I almost suffocated the crew this morning. So here's how it goes, in the morning I decided to make almond poppy seed muffins. They didn't smell right. When I opened the oven door I noticed last night's dinner spilled. So I figured since the oven was warm I'd spray a small amount of oven cleaner then close the door quickly. Well not quickly enough, all of a sudden everyone started coughing. I apologized profusely and felt so bad. (Actually they were all snoring so loudly I wanted some



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peace and quiet). The other night Gregg pulled a double shift and let Denny sleep for 9 hours straight. Denny slept so hard and was snoring so loudly his nose was inverted and we had to use a toilet plunger to save him. We are in fourth place and working hard to close the gap. We are using our new palm tree spinnaker and it looks great — isn't that all that really counts?" www.teamkokomo.blogspot.com/

Morpheus, Schumacher 50 — "Notes from the other side of the judges' table: Jim Gregory turns into Simon Cowell offshore. The introduction of alternative scoring categories at the 11.9th hour added additional degrees of difficulty that the competitors did not appreciate. Music has a major impact on the scoring and the lack of prep time here made for poor scores. On the other hand, middle aged men, shamelessly shaking the junk in their trunk for points, took this competition to a neighborhood this blogger refused to visit. Jim called this an "ugly Hawaiian shirt competition" and not an "ugly pajama set competition". His decision to enter an "ensemble" that looks as if he went to the "nightwear section" of Hilo

Hatties and "and matched the tags" (aka Geranimals) in order to score an entry so putrid that he gathers huge points on pure shock and awe value, is a complete and utter disregard for the rules of fair competition.

Protests pending," www.morpheus-sailing.blogspot.com/

Tiki Blue,

Beneteau 423 — "The last 24 hours have been good sailing and as you may have noticed, we have passed the third place boat in our division. Torben has been calling the right tactics, with more strategic moves today. He is the wise man of the sea.

We are still focused on conserving



LATITUDE/JR

Michael Maloney's Express 37 'Bullet'.

what water we have and we've been capturing squall water at the stern of the boat and lee side of the sail. Ricky and Mikey are working hard on this project. This morning a squall came through and we all showered in the cockpit with fresh rainwater. Like a family of baboons, we picked each other clean. Ha ha." www.tikiblu.blogspot.com

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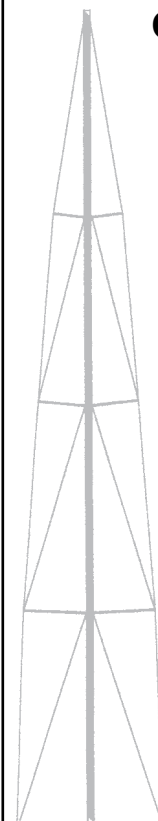
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MARK RUDIGER

We are shocked and saddened to report the passing of Mark Rudiger. After four years of fighting lymphoma — in the end amazing even the doctors with his tenacity — he lost his battle on July 17, with his family at his side. Mark was 53.

Rudiger was the exception to so many rules that he almost defined a new rule. He was not the son of famous sailors, he was not the offspring of wealthy parents who shuffled him off to junior programs and bought him spiffy new boats to sail. For many years, he didn't even attend school in the normal sense of the word. But the biggest thing he was not was full of himself, although he had every right to be. By sheer hard work and love of the game, Mark developed a talent for getting the most out of any boat, be it single-handed or crewed, monohull or multi-hull, an around-the-buoys daysailor or a round-the-world racing machine. And in any capacity: skipper, crew, tactics or his specialty: navigator. Anyone who ever sailed with him — and they may number in the thousands — counted themselves lucky on numerous levels to have 'Rudi' aboard.

Yet he could come back from an around-the-world race and the next day, happily talk one-on-one with a weekend warrior who had no idea he was conversing with sailing royalty. He was that grounded, and that nice of a guy.

Mark's story was unusual from the beginning. His father, Rudolph, was Swiss by birth and, among other talents, was a professional Alpine skier. Mark's first years were spent at the base of Heavenly Valley in South Lake Tahoe. The second eldest of four and the only son, Mark grew up skiing.

In 1959, Rudolph took the notion of sailing around the world. He packed up the family and moved to Poole, England, where the family spent a year preparing a 42-ft double ender for the upcoming odyssey. Mark hated England and attending school there. In an article we wrote about him years ago, he recalled the only joy in his life at that time was sailing to class every morning in the family's 10-ft gaff-rigged dinghy.

"You could say that was the start of my singlehanded career," he recalled.

Rudolph's circumnavigation plan

In the late 1990s, Gary Jobson called Rudiger one of the two best navigators in the world.

seemed doomed from the start. They finally set off, only to be pacted by a winter storm in the English Channel. (Poole is on the English Channel, so they didn't get far.) They floundered into France in the wake of local flooding and in the middle of an oil spill. They finally made it as far as Spain, where Rudolph decided

to take a hard left and spend two years circumnavigating the Mediterranean instead of the world. Living aboard and discovering new places was like a full-time Disneyland for young Mark, who was not yet 10 years old. Although he was taking American correspondence



Happier times: The Rudigers — Lori, Mark and Zayle — at the '03 TransPac. Mark navigated Philippe Kahn's 'Pegasus 77' to a barn door (first-to-finish) win and a new TransPac 24-hour record of 356 miles.

courses, his formal education was sporadic. In between cruising, he and Dad spent time together racing dinghies.

In 1964, a fire broke out when Rudolf was singlehanded the boat to Italy. Although he escaped unhurt, the boat was lost — and that was the end of cruising. That's when they moved back stateside, landing first in Lake Tahoe and later San Francisco, where Mark's 'sailing education' went into overdrive.

Rudiger's burgeoning talent was apparent even in his teenage years, and in the next decade he got rides with everybody, among the more notable Bill Clute's *Annabelle Lee*, Irv Loube's *Bra-*



vura and Bill Erkelens, Sr.'s *Lois Lane*. In 1972, Mark and his father started a company in San Rafael manufacturing whitewater kayaks and canoes. Known as 'Go Boats' these 12 and 15-ft craft were self rescuing and could be fitted with a Laser-type sailing rig in addition to being paddled. Over a four-year period, they built 100 of them.

In the late '70s, Mark bought a Carlson 29 he named *Shadowfox*, and started modifying the boat to his liking. He sailed his first solo ocean race on that boat, the 1977 Singlehanded Farallones. Many more were to follow. By the late '70s, he had also changed 'real jobs,' partnering with Bill Edinger to run Edinger Marine Services. The Sausalito-based company handled ma-

rine heating, refrigeration, corrosion and propane services. With both partners interested in lots of time off to sail, they worked out a deal that would allow one to sail — sometimes for months at a time — while the other 'held down the fort.'

Mark sailed the 1984 and '86 Singlehanded TransPacs on the by-then heavily modified — and lengthened to 32 feet — *Shadowfox*. He also made two cruises aboard her to the South Pacific and back with his first wife, Kay. In 1988, he solo'd the Newick 40 trimaran *Ocean Surfer* to a second in the CSTAR.

In the 1990s, things really started happening for the tall, lanky (6'5") sailor. The calls were coming in and Mark was able to finally able to quit his job (by then he was a sailmaker) and concentrate full time on sailing. And he sailed with the best boats and the brightest talents in the game, all of whom were amazed at the modest man who could bring so much magic to any crew lineup. And every time he sailed, every race, he got better, particularly at the 'sixth sense' art of navigating. In the late '90s, none other than Gary Jobson called Rudiger one of the two best navigators in the world — the other being Mark's longtime friend, Stan Honey.

Mark's full résumé would fill several pages of this magazine. He's sailed

bread aboard *EF Language* with another friend and fellow Marinite, skipper Paul Cayard. In 2001-02, he co-skipped the Swedish entry *Assa Abloy* to second in the Volvo Ocean Race (same event, new name). He's done three Sydney-Hobarts, winning two.

After taking some time away from sailing in 2004 to deal with medical issues and build up his health, Mark was back in 2005, navigating Randall Pittman's *Genuine Risk* to second in the TransPac. In 2006, he took over navigating duties aboard another Swedish Volvo Ocean Race boat, *Ericsson*, for the last two legs of that edition of the round-the-world race. In 2007, he guided Brack Duker's SC70 *Holua* to a second in the TransPac and, earlier this year, navigated the same boat to a second in the Vallarta Race. He also sailed several events in '06-07 on Jim Swartz's Swan 601 *Money Penny*. Everybody was thrilled to see Rudi back doing what he did best.

Then, a few months ago, four years almost to the day after being diagnosed with lymphoma, he took a turn for the worse. On July 14, he was rushed to the hospital. Doctors gave him one more day. He lasted three.

Back in 1998, we did an interview with Mark during a brief visit home between legs of that year's Whitbread Round the World Race. Although he'd been called in to fill the navigator slot only 10 days before the start, at the time



Mark had numerous 'rides of a lifetime'. This one was as co-skipper of the Swedish 60-footer 'Assa Abloy' in the '02-03 Volvo Ocean Race.

14 TransPacs — five of them on first-to-finish boats. He's sailed two round-the-world races, winning the '97-98 Whit-

of the interview, Cayard's *EF Language* was in the lead, and would go on to win, due largely to several gutsy calls on the part of her navigator. We asked Mark what had been his favorite part of the race up to that point. It's one of the few

MARK RUDIGER



times we saw the calm demeanor fall away and his eyes light up like the little kid who sailed that dinghy to school all those years before.

"The first leg. Winning by 20 hours was a genuine thrill! I've had a lot of sailing highlights in my life, but this one stands out above the rest. Our decision to go straight south after the islands — basically giving up a hard-won 4-mile lead to get leverage on the fleet — was a brilliant call, if I may say so. We hooked into a different weather pattern and got so far ahead of everyone It was just really cool to come into the race as unknown quantities and then blow the

Mark sailed a number of races, including the 2005 Big Boat Series (above), on the Dubois 90 'Genuine Risk'. When the boat sailed to line honors in last month's 100th Chicago-Mackinac Race, owner Randall Pittman dedicated the triumph to Rudiger, who had guided 'GR' to first-to-finish in the same race in '04.

fleet away."

That was Mark, a quiet, modest 'unknown quantity' until you got to know him. Then he blew you away. It was a genuine thrill and honor to have known him.

— jr & svc

Readers — We invite everyone who knew Mark to share their remembrances. Email to editorial@latitude38.com, subject line: Rudiger.

Prolonged illnesses like Mark's take a financial as well as emotional toll on families. Lori was helped through this difficult period by donations to two special funds which were set up for Mark. But not all sailors are so fortunate. Look for information sometime next year about a new foundation to help sailors who find themselves in similar unfortunate circumstances.

In the meantime, if you want to do something that would really honor Mark, Lori asks that you donate platelets. Platelet transfusions are what kept Mark alive for the last three months.

Finally, Lori, Zayle and the rest of Mark's family would like to extend their deepest appreciation for the massive outpouring of love and positive energy that they received. "It was truly awe-inspiring," said Lori, "and will continue to carry us through this difficult period."

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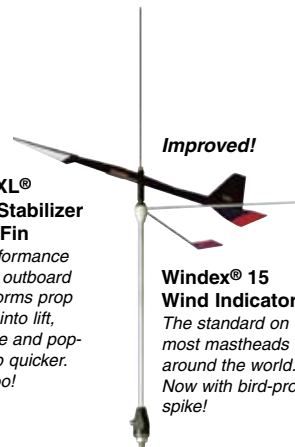
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A STAR TO

The adventure bug bites some people harder than others. When combined with sailing, youthful exuberance and one memorable summer vacation to spend however you want, it can swirl into a perfect storm of wanderlust. There's no telling how far you can go.

Take John Schultz — Jack to his friends. When he was 18, he took a summer off from his studies at the University of Chicago to visit his parents, who lived in Ecuador. While there, he recalls re-reading John Masefield's famous poem *Sea Fever* by moonlight on a warm Quito night, with the snow-capped peaks of the Andes "glimmering like ghosts on the horizon." It didn't take long to decide how to spend the summer: he would trek east from Quito, then procure a boat to make his way down the Amazon to the Atlantic, and thence back home.

His hiking kit consisted of a 50-pound pack, an old shotgun, a few charts, a pocket compass, \$21 worth of Ecuadorian money and, as he wrote later, "A wealth of misconceptions of what was to come."

The year was 1947, and the world was Jack Schultz's oyster.

A week, 130 miles and two raw feet later, Schultz found himself at the headwaters of a tributary of the Amazon called the Rio Napo. There he bought a dugout canoe from a native for 60 sucres,

at so much as a frown.

The first 100 miles on the river were a steep learning curve for Jack, who had never paddled a dugout canoe before, much less in rapids. He soon learned *not* to row like the Canadian voyagers he emulated at first, but more like the natives, who used short, choppy strokes — seated in the bow, not the stern — to control the tender little canoes.

The next stop at civilization was Iquitos, Peru. Back then, Iquitos was as far up the Amazon as oceangoing vessels could go, some 2,300 miles from where the Mother of Rivers met the blue Atlantic. In 1947, Schultz was amazed to find that most heavy cargo sent from Lima, the capitol of Peru, to Iquitos, went by ship. Although Lima was only 650 miles away as the crow flies, that crow had to fly over the Andes. So it was easier and cheaper to go by ship up the west coast of South America to Panama, through the Canal, down past Venezuela to Brazil and due west up the Amazon most of the way across the continent to Iquitos — a total distance of some 6,500 miles.

His funds exhausted, Jack worked for five weeks in Iquitos as a mechanic to build up funds for the next stage of the trip, where he would follow Masefield's words to 'go down to the sea, the lonely sea and the sky'.

His version of the 'tall ship' from the poem was a newer, larger canoe, which he named *Sea Fever*. This one was a *casco* (shell) type, 17 feet long and four feet wide. Though it was also carved from a single log, it was unique in that the construction process involved stretching the sides over an open fire to gain more beam, then installing braces to maintain the width after the wood cooled.

Schultz fashioned a crude sail but found it all but worthless in the light and shifting breeze. And besides, by now he had built strong rowing muscles.

The sailing part of the trip would have to wait.

The biggest problem on the Amazon



was not the rapids, nor the hostile natives of the Rio Napo (which he heard about but never saw), it was trying to stay on the main river. There are many different channels and passages — choose the wrong one, as he did several times, and you might spend a whole day paddling in next to no current and coming out only 10 miles downstream on the main river.

Schultz soon learned that he could sometimes make three times that distance — while he slept! As he gained knowledge of the river, he noted that the 'debris islands' tended to stay in the portion of the river where the current was strongest. And they never made a wrong turn. So his most effective strategy became, simply: follow the trash.

Along with the trash were huge floating trees and rafts of densely packed hyacinth plants. Because of the dangers of hitting something at night, John either pulled *Sea Fever* ashore — or tied her off to a log or hyacinth raft for the night. The latter were so densely packed that he could throw a makeshift anchor right in the middle of the mass and usually stay secure all night. Then he'd rig his hammock between the *Sea Fever's* two



about \$4.20 at the rate of exchange at that time. It was 16 feet long and as many inches wide — and would capsize

STEER HER BY



The real 'Captain Jack' — Above, Schultz at the helm of 'Sea Fever' off Miami. Note the additional side planks, kerosene running lamp and sails made from striped awning material. Above right, Jack today.

masts, tuck under a mosquito net and float tranquilly downriver. This method never once led him into the wrong channel, and he would often wake up in the morning 30 miles downstream from where he had fallen asleep. Combined with rowing and areas of fast current, he could sometimes make 110 miles in a 24-hour period.

By the time Schultz arrived in Manaus on August 25, a day before his 19th birthday, he had decided not to return to school for the fall term, but to keep going on to Trinidad and possibly all the way to his hometown of Miami, Florida.

He had by now paddled more than 2,000 combined miles on the Rio Napa and Amazon and was ready to start sailing.

The first order of business was strengthening the canoe for the rigors of sailing. With the help of a friendly car-



penter and liberal dose of youthful optimism, Schultz added additional frames and planks to his little craft, decked over the bow and added a rudder aft and a centerboard and trunk amidships. When done and provisioned, *Sea Fever* had all of 8 inches of freeboard.

Then it was time for sails.

"I had heard somewhere that a yawl rig was good for singlehanded cruising, so I had stepped two masts, each about 7 feet high," Schultz wrote in a 1949 *National Geographic* article about the trip. "An awning maker helped me decide on the sailplan and make the sails.

"Since Manaus is about 1,050 miles from the ocean, little was known about sailboats, and all we could find was some blue-and-white striped awning canvas. My sails were made of that and were still in fairly good shape nine months and 4,000 miles later.

"The mainsail was rigged on a gunter so that, when it was raised, the sail actually was 13 feet above the deck. The mizzen was 10 square feet in area, the main 45, and the jib, 18 — a total of 73 square feet, which was quite enough and at times too much."

For reference, a Laser mainsail is 76 square feet.

The only sailing Jack had ever done was a few days in Snipes when he was a youngster. His main sailing instruction in Manaus came from an American who had sailed a 30-ft yawl down the Amazon

many years before. Mr. E.B. Kirk gave the bright-eyed youngster much good advice — "most of which," said Schultz, "I failed to heed." Kirk also lent the young adventurer several books on sailing, and a friendly ship captain gave him a plastic lifeboat sextant and a copy of *American Practical Navigator*. Up until then, his main navigational tool had been the pocket compass he'd put in the backpack.

Sea Fever set out from Manaus on September 21, 1947, loaded with several hundred pounds of iron ballast lashed down securely, and a variety of canned food — not lashed down.

It went okay at first. The breeze was always from downstream, and Schultz quickly grasped the concept of tacking back and forth to make progress. Six days and 450 miles later, he says, "I began to feel, with my usual overconfidence, that I knew everything there was to know about sailing."

A gale near the confluence of the Amazon and Rio Tapajoz taught him otherwise. For one thing, how poor an idea it was to have all of his sheets led to the same cleat, with the mainsheet at the bottom. And all of them knotted off. When real breeze hit for the first time, he didn't even have time to get the top line off before the boat capsized.

With all the iron in her belly, *Sea Fever* began to sink. Luckily, Schultz was able to grab a knife and start slashing at the ropes holding it in the boat. The boat sank very slowly, at an angle. He took a big gulp of air and followed it down, slashing until he ran out of breath and had to surface. Luckily, he had managed to free enough ballast that the boat bobbed back to the surface, upside down. The other lesson learned that day was that you need to lash down everything that you want to keep when you're sailing a small open boat. He lost everything but the sails and a rubber bag containing his sextant, nav books, passport and a few clothes.

As with so many mariners in distress over the decades, he was spotted by a good Samaritan who pulled him out of the water, towed in the capsized canoe and showed him much kindness during the refitting of the boat.

By the time *Sea Fever* reached Macapa, on the Amazon Delta, Schultz was getting pretty good at the sailing thing. He was also getting tuned into what upgrades she needed to be a better sea boat. Since Macapa was the last civilized stop before the Atlantic, Schultz

A STAR TO

spent extra time fitting the boat out in one of the local boatyards. Among other improvements, she got more side planking to raise her freeboard, a higher combing, a heavier rudder, and a canvas cover for the cockpit. More kindness and help came from almost everyone he met, including an American ex-Naval officer who gave him a four-inch Navy boat compass and a small pump. "The pump," he said, "turned out to be far more important than the compass."

By the time he departed Macapa on December 9, *Sea Fever* was loaded with 10 pounds of crackers, 100 oranges, several tins of jam and chocolate, 10 cans of tomato juice and 10 gallons of water in two 5-gallon oil cans. Schultz planned for the main staple of his diet to be fish. It never occurred to him that he might not catch any. (Aside from flying fish which would occasionally come aboard on their own, he only caught one fish the whole trip.)

It took four days to navigate in and around the Delta before he finally reached the last obstacle to the Atlantic Ocean: the Amazon bore. Caused by the advance of a rising tide through a rapidly narrowing channel, this is somewhat like a mini-tsunami — without the earthquake. He first encountered it about 40 miles from the ocean. The river was low and ebbing rapidly and along the sides many sandbars were exposed or awash, most covered with stranded trees and branches.

"Suddenly I heard a low, ominous mutter, very far away, which increased within a few minutes to a roar," he wrote. "I first saw the wave when it was about three miles away; it was advancing very rapidly along the shallow water near the bank.

"As the bore drew abreast, I was about a half mile from the bank and a quarter of a mile from shallow water. Words cannot express the awesomeness and power of this bore. The first wave seemed to be about nine feet high. It was white and breaking like a surf roller all along its upper five feet. The whole wave seemed filled with logs and branches. Long trunks were being hurled into the air and somersaulting back. The sound, even at my distance from the bank, was



Schultz was maneuvering 'Sea Fever' in chest-deep water one night when he felt a sharp bite on his ankle and later found a small, ragged hole in his leg. He thinks it was probably the bite of a Piranha. "I was fortunate not to meet a school of these," he wrote later — "only one that had stepped out for a midnight bite!"

extremely loud. Behind the first wave came two smaller waves about 200 yards apart."

Fortunately, *Sea Fever* was in deep water, where the bore took the form of long, high swells. The little boat forded them handily, but now there was a new problem. As soon as the waves passed, the current was flowing full strength upriver. Schultz hurriedly turned shoreward, only to find that snug little sandbar he'd passed 10 minutes earlier was now covered by a fathom of swirling, muddy water. He managed to beach *Sea Fever* at another spot to wait until the tidal cycle turned back in his favor.

The next epiphany in store for the fledgling sailor was that he got seasick. This occurred soon after he sailed into the Atlantic on December 13, and was exacerbated by a heavy onshore breeze blowing against the ebb coming off the river, causing a nasty chop. Schultz decided to tough out his plan to sail out about 60 miles to catch the South Equatorial Current. Taking down the main and sailing under jib and mizzen eased the motion somewhat. But he was still seasick for the entire leg — indeed nearly the entire time he spent on the ocean.

One thing that took his mind off his stomach misery — albeit briefly — was dealing with the leaks. The boat hadn't leaked much in the river because the motion had been reasonably smooth. But out in the ocean, the constant plunging loosened caulking and opened fittings, admitting "a great deal of water." As if to underscore his folly, every so often a wave came right over the top of the boat and drenched the skipper thoroughly.

In order to keep the water at manageable levels, Schultz had to pump every half hour the whole way to Trinidad. So he didn't get much sleep. That was the bad news. The good news was, when he could find a spot comfortable enough to nap while wrapped around the centerboard trunk, he could never sleep through the next pumping session — after half an hour, the boat took on enough water that it started sloshing in his face, waking him up.

As with every situation that had

come before, Schultz learned not only to cope, but to progress. As his seasickness lessened, he taught himself to take a noonsight on the sextant, which gave him his latitude. With practice, he was accurate to within 5 miles. He was somewhat dismayed to learn that he'd need accurate time to find longitude, since his only timepiece was a \$4 Peruvian watch that gained 2 1/2 minutes a day until it got wet and stopped. The rest of his navigation kit consisted of several Army Air Force aeronautical charts of Amazon and Trinidad — scale 1:1,000,000 — and a U.S. hydrographic pilot chart of the region for August. That was it.

On December 24, Christmas Eve, *Sea Fever* made landfall, not at Trinidad, but at Isle Royale off French Guiana — the infamous Devil's Island prison colony made famous years later by the book and movie *Papillon*. However, in 1947, there were only about 50 prisoners left, and just 3 guards. The head of the guard detachment "was most hospitable," Schultz wrote. "My boils were treated by the prison nurse, a trustee who was formerly a Parisian pickpocket."

Schultz and little *Sea Fever* finally reached Trinidad a week into the new year, 1948. Schultz was in bad shape, weakened by poor nutrition (he had barely eaten in two weeks), exposure and infected boat sores. He once again made the right friends, and after eight days in the hospital, the wonders of penicillin and a proper diet had him on the road to a speedy recovery.

Again, Schultz went to work to build up his cruising account, and again, a large share of the revenue went toward making *Sea Fever* a better boat.

He had a larger, heavier centerboard made. At 115 pounds, it would add not only lateral resistance but act as a sort of keel. Other upgrades included "Canvas on the deck to stop it from leaking — which it didn't. The fittings were refastened and recaulked to stop them from leaking — which they didn't. The centerboard trunk was braced and refastened to stop it from leaking — which failed, too." A new jib for off-the-wind running, a new anchor and a set of oars completed the refit.

On the passage from Trinidad to Grenada, the boat leaked even worse than before. And he was more seasick than he had ever been before. And so it went: Grenada, Virgin Gorda, Tortola, San Juan. Each required a few days of

repairs for *Sea Fever*, and a few days' recovery time for her skipper. On June 4, Schultz finally cast off for Miami.

There was one more storm to weather before he reached home. During this maelstrom, the worst of the whole trip, mountainous seas would roll *Sea Fever* over so far that the tip of the mast would touch the water. Fortunately, the giant centerboard did its work as ballast, popping the boat back upright long enough for Schultz to pump her out before the next waves hit.

On June 30, 1948, more than a year and 6,000 miles after bidding his parents goodbye in Ecuador, Jack Schultz sailed into Miami. As he was filling out his paperwork at the quarantine station, the customs officer asked the value of his boat. When Schultz answered "\$11," the officer did a double take.

"He finally wound up listing her not as a boat, but as my 'personal luggage.'"

That was barely the start of what

turned out to be a very adventurous life for Jack Schultz. He eventually returned to school, earned a degree in engineering and married. He fathered five children and has eight grandchildren.

Now 80, Jack lives in Santa Cruz and still works as a civil engineer. He's attempted retirement, he says, "But gave up after the fourth try." He's amused at the lasting power of the old *Geographic* article, which still elicits two or three calls a year, usually from curious journalists.

He has worn many hats in his life, among them carpenter, engineer, contractor, designer — even seal wrangler. He has written papers on a variety of subjects, and still does consulting and lecturing on such issues as water plant design, post-earthquake reconstruction, greenhouse shading and heating, solar drinking water distillation systems, gray whale tracking and, yes, even elephant seal capture. How's that for eclectic!

One lecture a few years ago brought memories of the *Sea Fever* adventure

vividly back into focus — Schultz was asked to give a keynote speech at the the Mariner's Museum in Newport News, Virginia — where *Sea Fever* had been put on display. He was amazed to see the museum had even included his much-repaired plastic sextant. His contribution to the exhibit was the only piece of equipment he had kept around from that long-ago adventure: his compass.

Interestingly, although the 'juice' from that adventure bug all those years ago remains potent, Jack was never really bitten by the sailing bug. After *Sea Fever*, he never bought a boat or kept his hand in the sailing game. To be sure, there were a few more sailing adventures over the years — notable, as ever, for their uniqueness. Like the time he was visiting his son in Bali years ago and decided to circumnavigate the island in another dugout canoe.

That 400-mile adventure, he says, "Is a story for another time."

— *latitude*/jr; with special thanks to Jack Shultz

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HIKING THE

What's an active sailor-type to do in the Channel Islands area with a 36-ft sailboat and some time on his hands? I had enough time off work this year to have some adventures, but not enough time to take my Ventura-based Islander 36 *Bella Dama* down to Mexico again. I decided to look for some sailing excitement closer to home, and found it in the Channel Islands National Park.

One night in February, 2007, my 15-year-old son Brett and I were anchored at Scorpion anchorage on Santa Cruz Island. At that time of year, it's possible to be the only boat anchored there, unlike the summer months, when it can get extremely crowded.

We paddled our double kayak over to some of the nearby caves. One of my favorites goes through a large offshore rock between Scorpion and Little Scorpion anchorages. I was very familiar with the cave as I'd been there many times before, so we hadn't bothered with lifejackets, not to mention helmets, paddle-leashes or even gloves. This is one of several "through-caves" — where you can paddle in one entrance and out a different exit, all within an hour's paddle from Scorpion.

It's important to bring a good pair of shoes, sunscreen and plenty of water when hiking the Channel Islands.

On this occasion, complacency and lack of preparation turned dangerous as a large set of waves surged through the cave when we were in the middle of our transit. We were thrown off our sit-on-top double kayak into the cold water. I immediately started trying to right the boat, which was difficult as more waves slammed us into the sides of the cave. It

... complacency and lack of preparation turned dangerous ...

suddenly occurred to me that Brett was nowhere to be found. I can't begin to describe what was going through my mind, but after what seemed like minutes, he finally popped to the surface and swam to the kayak. We climbed back aboard and lay prone, like on a surfboard, but we weren't out of trouble just yet. We'd lost our only paddle, were still at the mercy of currents and wind and, well, look at that — bleeding like pigs. Both Brett and I had apparently sustained cuts from the rocks lining the sides of the cave.

To make a long story short, we made it out of the cave, and some nice fishermen delivered us back to *Bella Dama*.

Okay, lesson learned.

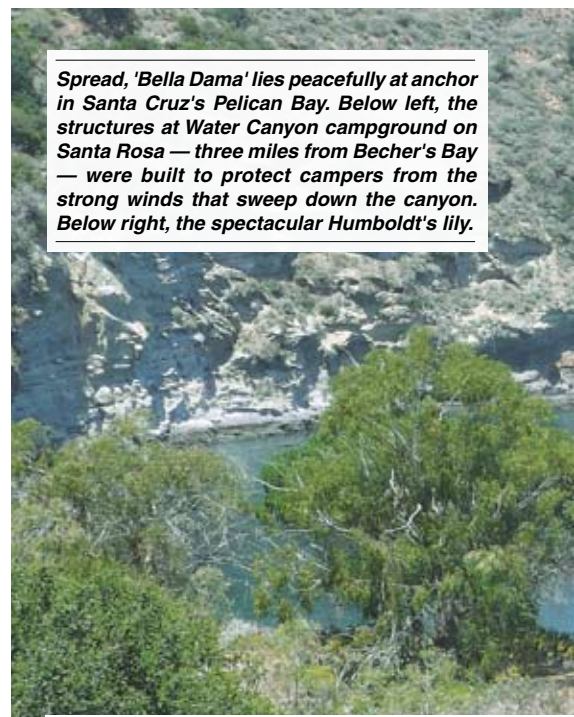
Maybe we should try hiking.

The next month, mostly healed, my buddy Marvin Stevens and I took off for a circumnavigation of Santa Cruz Island. This perfect trip included a night at Smuggler's, followed by riding a warm Santa Ana up the backside all the way past Gull Island. After the wind died, we motored the last 10 miles or so to Becher's Bay on Santa Rosa for the night.

In the morning, we paddled the kayak ashore — yes, wearing helmets and lifejackets — and hauled it up on the landing. It's only a mile or so past the ranger station to the campground, where we were shocked to find clean, modern, flush toilets, and showers nicer than most marinas — out there on seldom-visited Santa Rosa Island! Who knew?

The next stop on our winter itinerary was Painted Cave on the western end of Santa

Spread, 'Bella Dama' lies peacefully at anchor in Santa Cruz's Pelican Bay. Below left, the structures at Water Canyon campground on Santa Rosa — three miles from Becher's Bay — were built to protect campers from the strong winds that sweep down the canyon. Below right, the spectacular Humboldt's lily.



Cruz. On the way there, we saw many whales and heard them making an odd 'roaring' sound, audible from nearly a mile away.

Painted Cave was almost blown out. Winds were 25 knots, and the water was rough. We managed a quick kayak sortie into the cave, but were equally quick returning to the boat and heading on to calmer pastures. We tried Diablo, but when the wind veered after only an hour and the boat swung close to the rocks, we got out of there fast. We ended up spending a peaceful evening at better-protected Pelican Bay.

The next day, we enjoyed a hike to Prisoner's Harbor, even sighting the resident bald eagle. I also 'enjoyed' some



CHANNEL ISLANDS



unplanned maintenance. The engine was vibrating, had no power and was overheating. The first part necessitated a dive into the frigid water to cut loose some line that had wrapped around the prop. The second part required disassembling the cooling system from one end to the other — while hove to — to clear the culprit: a bit of seaweed which had been sucked into the thru-hull. A bit more blood was spilled, but the engine was purring like a kitten. Better yet, we had completed our circumnavigation of Santa Cruz Island, and enjoyed the “cap-per”— a beautiful broad reach home in 20 knots of wind.

A few weeks later, I did a solo sail out to Willow’s anchorage on the back

side of Santa Cruz Island. By now, I was really getting into the hiking thing. This time, my goal was to hike up the Willow’s Canyon trail up to the ridge road.

At Willow’s, you can either anchor in between the west cliffs and the two rocky spires, or in the more open area east of the spires. The former is more popular, despite the surge. I chose to anchor in the more open east side because I thought the boat would be safer there during my all-day hike.

After landing my kayak at Willow’s beach, I took off with a backpack full of water and snacks. It’s a bit tricky following the rocky creek bed through bushes and large rocks, looking for the way up the canyon. I made more than one wrong turn before finally finding a trail that led to a spring-fed narrows full of crystal-clear running water. A little creek-hopping and rock-scrambling

through this scenic area led to what was clearly the beginning of Willow’s Canyon Road, gradually ascending all the way to the top of the ridge, from which you can see down into the central valley. It also affords a great view of the rugged area surrounding Mt. Diablo, the highest point on the Channel Islands. The hike takes two to three hours up, and an hour and a half to come back down. It’s fantastic exercise, and a memorable hike, but be sure to get your Nature Conservancy permit before you go.

In August, three friends and I left the sailboat at home and took the Island Packers ferry to Prisoner’s Harbor, where we began the marathon — a one-way, 15-mile hike across the eastern 40% of Santa Cruz Island to our destination at Scorpion Ranch. Along the way, we came

HIKING THE



The pier at Becher's Bay on Santa Rosa is open to dinghies only during the day.

across the rotting remains of a few wild pigs, victims of an eradication program over the last two years to rid the island of non-native species. We also passed the wreckage of a WWII-era military plane.

This hike, which takes five to six hours, uses a dirt road on the uppermost spine of the island, and offers spectacular views of the California coast and, on a clear day, the Santa Barbara, Santa Catalina, and San Nicholas Islands. We once spotted San Clemente Island from this spot, even though island literature says that San Clemente can't be seen from Santa Cruz Island.

If you want to take it a bit easier, you can camp overnight at Del Norte Campground above China Bay. The Island Packers ferry boats make the one-way hike possible, and throw in some whale watching on the way — well worth the \$50/person round-trip fee.

My summer included many other overnight trips to Smuggler's, Prisoner's Harbor, and some of the other island anchorages. I spent one night anchored at Anacapa Island's East Fish Camp, where winds can swirl around quite a bit before settling down. In the morning, I kayaked from East Fish Camp, around the famous Anacapa arch (possible only in fair weather), and pulled my kayak up the ladder and onto the landing so I could hike the island. This is lovely, easy hiking, but be sure to bring some extra line to make it easier to pull the kayak up onto the landing. I then did some snorkeling — for which Anacapa is famous — and a bit of kayaking, both at spectacular Cathedral Cove.

ALL PHOTOS MARVIN STEVENS

Soon the season came to a close, and I had to get back to work. So my buddy Rick Dahl and I planned the trip that we hoped would be the highlight of the summer: climbing Mt. Diablo. Though it's only 2,400 feet above sea level, I doubt anyone climbing Mount Everest could have been more excited.

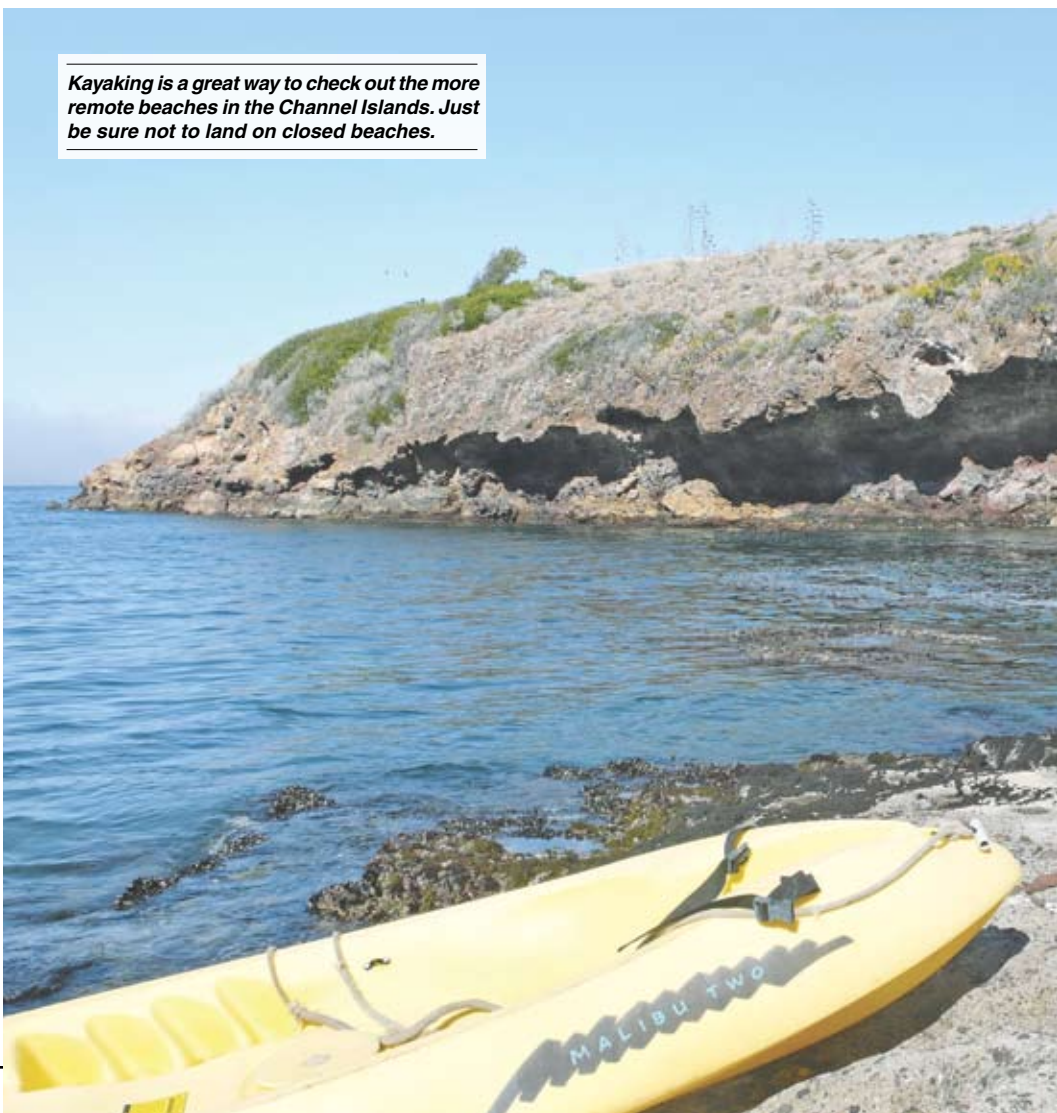
Unlike the well-tended trails we'd been enjoying, there are no marked or mapped trails ascending the mountain from the north. (There is a Jeep road that ends less than an hour's hike from the other side — from the central valley — but it's illegal to use it, even for permit holders.) Our research showed that a climb would need to begin

from either Fry's, Lady's, or Cueva Valdez anchorages, which are quite a way to the west. Normally, sailing to the western portions of Santa Cruz Island requires upwind work from Ventura, including an upwind crossing of Windy Lane, notorious for 25-knot westerlies in the afternoons.

On the morning of our departure, we couldn't believe our luck: the wind was steady from due east! And it stayed that way all the way across the shipping lanes, Windy Lane, and into Fry's Harbor.

Fry's is well-protected from the prevailing west winds but, on this day, the anchorage was wide open to our benevolent easterly and the attendant chop. So we went further west to Lady's anchorage, which is better protected from the east. After struggling a bit to set our stern anchor, we settled in for the evening. Over barbecued steaks, we studied our maps and mentally prepared

Kayaking is a great way to check out the more remote beaches in the Channel Islands. Just be sure not to land on closed beaches.



CHANNEL ISLANDS



Is this formation on Santa Cruz an ancient Chumash Indian ceremonial site or a gathering place for Boy Scout troops?

for our big hike in the morning.

A word about our maps. The best



topographical maps of the islands are published by *National Geographic* and are available for sale at the Island Packers office in Ventura Harbor. We complemented these with printouts from Google Earth to plan our route. The tracking feature of our handheld GPS units came in especially handy to avoid turning down the wrong canyon on the way down.

The hike itself involves some momentary use of both hands and both feet

to negotiate some rocky areas. Otherwise, it's just up, up and more up.

The steepness varies from pleasant uphill hiking to quad-burning areas so steep you have to side-step or grab tree branches to pull yourself up. It was a very strenuous three hours up and two and a half hours down — easily a seven-hour trek, including breaks.

Carrying many pints of water per person, food, and some emergency supplies for this hike is advisable. I was happy I had a full Camelbak of water.

As you might expect, the higher you climb, the more spectacular the views become. Once you make the top ridge, you can see over to the water on the back side of the island. Once you're atop the ridge, the terrain requires you stay there all the way to the top.

We hadn't seen so much as a footprint the whole day, so needless to say, we were surprised when we reached the top and were greeted with a friendly "hello" from a young man who was between bites of his sandwich. He was taking a lunch break from his work tracking the island fox, and had hiked up from the top of the road in the central valley.

The scenery from Mt. Diablo is a treat and a half, with great views of almost all the Channel Islands, as well as Catalina beyond. The only island you can't see from there, oddly enough, is nearby Anacapa, which is obscured by the

mountainous east end of Santa Cruz.

Since we were sailing home that afternoon, we couldn't linger long. We soaked in the view, took some photos, and started back down the mountain.

Not all climbs up Mount Diablo are so tough. The route recommended for more casual hikers starts from Coches Prietos on the back side of the island and follows a well-marked trail. Be sure to hang a right at the only fork in the road and, after about an hour of sweat equity, you'll be atop the ridge.

In the past on this trail, we've seen two snakes and a quail family including baby quail less than an

inch tall. From the top of this trail, you get a great view of the Main Ranch. It now shows up on maps as a UCSB research center, but was the hub of operations during the island's ranching days. Especially appealing is the tiny chapel, which is still used for an annual Christmas service, or so we've heard.

Again, remember that this entire part of the island is Nature Conservancy property, and a permit is required to come ashore and/or hike at Coches Prietos. However, even this permit will not allow physical access to the central valley. You must stick to photos only of

The scenery from the top of Mt. Diablo is a treat and a half.



The old lookout shack just above Prisoners Harbor on Santa Cruz is just off the hiking trail.

this beautiful area, best taken from the top of the trail.

On a recent sailing trip, we circled the island again, this time anchoring for the first night in Coches, and doing the hike described above. We then motored up the island about three more hours to Forney's Cove on the extreme west end. Forney's is a beautiful spot, well protected from the normal direction of the seas,

HIKING

but occasionally exposed to the full force of gales whirling off Pt. Conception. It requires careful planning or luck with the weather to approach from the east. The reward when you can land is the beachcombing — spectacular. The Chumash Indian midden site, or shell mound, takes some searching to find, but is pristine. Forney's also boasts some of the only hiking on the island that doesn't require a heart-pounding climb, as the surrounding terrain is pretty flat.

There is plenty of room to roam, many small coves to explore, and the road to

CHANNEL ISLANDS FAST FACTS

- Obtain a landing permit for the western 76% of Santa Cruz Island from The Nature Conservancy at www.nature.org or scilandingpermit@tnc.org. They cost \$30 for 30 consecutive days or \$70 for a calendar year, and take at least 15 days to receive. Permits are for daylight hours only, and no pets, smoking or fires are allowed. Access is prohibited in the central valley and 50 feet past the mean high water mark at Christy Beach.
- The eastern 24% of Santa Cruz is administered by the National Park Service. No permit is required for coming ashore. There are piers at Scorpion Anchorage and Prisoners Harbor for dinghy landings. Contact a park ranger on VHF 16 for instructions.
- On Santa Barbara Island, the landing dock is for unloading only. Lift dinghies or kayaks to the lower landing.
- No permit is needed for East Anacapa Island or Frenchys Cove. West Anacapa (except Frenchys) is closed. Not only is a permit required to hike Middle Anacapa, but you must also be accompanied by a ranger. Lift dinghies to lower landing at East Anacapa dock.
- Day-use landings at the pier in Bechers Bay on Santa Rosa Island do not require a permit. Beaches between Skunk Point and East Point are closed from March 1 to September 1, and Sandy Point beaches are closed year-round.
- Boats may anchor overnight at Cuyler Harbor and Tyler Bight on San Miguel Island but landings are only allowed at Cuyler. Hike Nidever Canyon without a permit, but a permit and escort are required to hike beyond the ranger station. Call (805) 658-5711 before leaving the mainland to make arrangements.
- NPS moorings are not available for public use.

Christy's Ranch can be followed for quite a while before access is restricted. There is also a trail up and over the saddle to

most every trip from Ventura Harbor to Santa Cruz Island — a perfect sail home with everything Windy Lane can dish out, all aft of the beam.

— chad kominek

the other side of the island which can be a pleasant one- or two-hour hike. Again, you'll need a Nature Conservancy permit to land or hike at Forney's. And be careful when you round the Potato Patch, if you plan to round the westernmost tip of the island, as we did.

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SINGLEHANDED TRANSPAC



— INTERIM REPORT

By the time you read this, the 2008 Singlehanded TransPac will be over. We can tell you that the first boat to finish — for the third time in a row — was Al Hughes' Seattle-based Open 60 *Dogbark*. He was followed about 12 hours later by newcomer Jeff Lebesch on the Hammerhead 54 trimaran *Hecla*. We can't post any further results because, at presstime, the rest of the 22-boat fleet was still at sea — some very far at sea.

Find complete results at the sponsoring Singlehanded Sailing Society website: www.sfbaysss.org.

Since its first running in 1978, the Singlehanded TransPac has started in late June and ended in mid-July. But in 15 runnings — the race is held every

two years — really good, consistent-wind years have proven rare. More often that not, the fleet would either get becalmed somewhere along the course — or pounded mercilessly for the first few days.

Most of the calm times have happened right outside the Golden Gate. In the 2006 race, the majority of the fleet became painted ships on a painted ocean for almost a week after the start. It was one of the slowest years ever. In 2004, it blew about 30 for the first three days, smashing boats, strategies and any lingering vestiges of dignity. In those conditions, quipped one veteran, there's little you can do except "spend a lot of time below begging for it to stop."

This year, the Singlehanded Sailing

Ken Roper is setting several Solo TransPac records this year, among them: oldest competitor (78), most races (this is his 10th), and 'most patched-up mainsail in the history of sailing.'



2008 SINGLEHANDED TRANSPAC

Society decided to push the race later a couple of weeks to allow the Pacific High to 'stabilize' so everyone could have a nicer ride.

So the start of the 2008 Singlehanded TransPac off Corinthian YC was on July 12. In past years, that's about when the awards presentation would have been held after everyone had finished and anchored in Hanalei Bay, Kauai. This year, 22 competitors — 21 men and 1 woman — sailed out the Golden Gate in decent breeze, waving cheerful goodbyes to the fleet of escort boats.

And promptly ran out of wind.

By midnight the first night, almost everyone was still within a stone's throw of the Farallones. Twenty-four hours after the start, only one boat had made it more than 100 miles into the 2,120-mile course to Kauai. A couple boats reported day's runs in the single digits.

Monday and Tuesday were pretty much repeats of Sunday, although the wind did appear in spits and spurts during the daytime hours. But nothing seemed to last long enough for anyone to get much mileage out of it. To add to the misery, no one saw the sun for the whole first week. Or longer.

By late Wednesday and into the following weekend, the wind picked up and everyone started moving. By then, it had turned into a veritable Grand Central Station out there. The Pacific Cup boats, which had started over a six-day period

ALL PHOTOS LATITUDE/LADONNA



the best in years to come, we're disappointed we can't give the race more timely coverage this time. Normally in August, you'd be reading a full feature about the Solo TransPac on these pages.

But all's not lost. We've always wanted to do more on this homegrown Pacific Coast classic than we have in the past — so now you're going to get two months of it! In this first installment, along with the few early results already noted, we're going to go behind the scenes to give you a flavor of what this and all Solo TransPacs are really like for participants.

No one is more qualified to give you that color commentary than the racers themselves. And that's where we're also fortunate. Thanks to the marvels of the



regular reports.

So check the website for results and bios of the racers. Look for the 'rest of the story' in our September issue. But now, here's a sampling of the weird and wonderful world of folks who sail boats across oceans by themselves. . .

Day 1 is in the books and someone forgot the wind. Nice start and good sail under the Golden Gate but the wind slowly died. Made it to just off the Farallon Islands by sundown and we are slowly creeping westward. Lots of marine life around the islands with many sightings of humpbacks, sea lions, seals, seabirds and a lot of very large jellyfish. The heads are about the size of a basketball and almost that color. Pretty easy day for the fleet with the forecast for more light winds for tomorrow.

— **Al Hughes**, Dogbark

I had an unusual encounter with a sea lion today. I passed quite close to the yellow "S" entrance buoy to the Gulf of the Farallones and several sea lions hopped off as I went by. About 20-30 minutes later, I noticed a small-to-medium female sea lion swimming 'round the boat. What fun! I thought — until it became clear that she was thinking about joining me on board! I yelled and waved my arms, but she looked pretty determined. I was seriously worried she'd try to jump up on one of my solar panels and destroy it.

This went on for 10 minutes. I gave her



Singlehanded TransPac Class of '08 (back row, l to r) — Barbara Euser, Bob Crawford, Dwight Odom, Skip Allan, John Hayward, Eric Thomas, Nick Ratto, Ruben Gabriel, Alan Hebert (with hat), Jim Kellam, Mark Deppe, Rob Tryon, Jeff Lebesch, Jim Fair, Bob Johnston. Front row, l to r — Tom Kirschbaum, Al Hughes, Wen Lin, Ken Roper, Joshua Siegal, Don Gray, Christian Humann.

between July 14-19, had crept up and, in many cases, overtaken the 'soloists'.

While scheduling the race two weeks later will doubtless work out for

computer age, sailors these days can call home and post emails as easily as you can while sipping latte at the nearest Starbucks. While this wasn't a great year for wind, it's been a banner year for emails, with almost half the fleet sending



notes from friends and family. But I have to say that reading a personal note from Lin and Larry Pardey, my sailing heroes — while in the middle of the Pacific on a borrowed boat eating freeze dried ice cream — was totally surreal!

— **Rob Tryon**, Feolena

Out of the blocks — above left, Skip Allan was hiking out on 'Wildflower' before he even crossed under the Golden Gate. We hope we don't jinx anything, but as we went to press, he was poised to annihilate the fleet on corrected time. Center, unlikely dance partners 'Hecla' (left) and 'Dream Chaser' punch through the chop. Right, big Al Hughes aboard the race's biggest entry, the Open 60 'Dogbark' was back for a third go at the elapsed time record. He had to settle for another first-to-finish.

a blast in the face from the air horn from about a foot away. Didn't phase her.

At one point she swam off toward Warrior's Wish. But that didn't last. Don's boat has a lot more freeboard than Ankle Biter (SC27) and she was back in five minutes. She finally went for it, lunging out of the water and getting her head and both flippers under the lifelines. I literally had to whack at her with my foul weather gear bottoms before she backed off. We eyed each other warily for a few minutes, then she spotted Wildflower a few hundred yards away and went over to harrass Skip.

— **Alan Hebert**, Ankle Biter

The whole fleet is still stuck in this depressing cutoff low, a windless system stretching from southern Mexico to northern California. We alternate between light southerlies, and sufficient speed to steer — to bobbing about with near zero wind, glassy seas and a northerly swell that causes a cacophony of slapping and slatting. The weather data suggests that we

need to claw our way another 100 miles west to get through this, or wait for 36 hours for it to dissipate. As soon as we get into the normal wind flow, the sailing will become more interesting and we will forget about this slow start.

— **Jeff Lebesch**, Hecla

Spent an hour after roll call this a.m. hacking at the content in my ice box. Seems the dry ice, in conjunction with the block ice, has fused all contents into one massive glacier. Lunch will be sucking on a frozen, hard boiled egg. Ah, the luxuries of ocean passages.

— **Chris Humann**, Carroll E

I passed the halfway mark last night. It took me a couple of hours to open all the little halfway surprises and read all the

2008 SINGLEHANDED TRANSPAC ENTRIES

MULTIHULL DIVISION

Hecla	Hammerhead 54 tri	Jeff Lebesch	Fort Collins, CO
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DIVISION F (big boats)

Dogbark	Open 60	Al Hughes	Seattle
Alchera	J/120	Mark Deppe	San Francisco
Na Na	Saga 43	Dwight Odom	Sausalito
Wenlemir	Swan 47	Wen Lin	Tiburon
Chesapeake	Outbound 46	Jim Fair	Berkeley

DIVISION G (sport boats)

Warrior's Wish	Jutson 39	Don Gray	Oriental, NC
Polar Bear	Olson 30	Eric Thomas	Duluth, MN
Ragtime!	J/92	Bob Johnston	Benicia
Ankle Biter	SC 27	Alan Hebert	Alameda

DIVISION E (mid-size monohulls)

Dream Chaser	Valiant 40	John Hayward	San Francisco
Feolena	Valiant 32	Rob Tryon	San Francisco
Harrier	Finn Flyer 31	Ken Roper	Myrtle Beach, SC
Islander	Bristol 34	Barbara Euser	Norfolk, VA
Haulback	Spencer 35	Jim Kellam	Vancouver, BC
Sunquest	Westsail 32	Joshua Siegel	Brisbane, CA

DIVISION D (small monohulls)

Kali O Kalani	Hawkfarm 28	Nicholas Ratto	Alameda
Wildflower	Custom Wylie 27	Skip Allan	Capitola
Carroll E	Dana 24	Christian Humann	Berkeley
Feral	Intl. Folkboat (26')	Tom Kirschbaum	Alameda
Black Feathers	Cal 20	Robert Crawford	San Francisco
Sparky	Pearson Electra	Ruben Gabriel	Benicia

Yesterday afternoon, Wildflower came into view to the south. Skip was a welcome sight since, with his experience, I figured I must be doing something right. According to the gibs, the 15- to 20-knot breeze should hit us from the north in another day or two. I wanted to position

2008 SINGLEHANDED TRANSPAC

myself to get to it first, thus the jog north. Apparently Skip was thinking the same thing. However, the boats ahead and to the south are getting this light southwest breeze first and legging out a bit on us. Hope to make up for that when the good wind gets here.

— **Bob Johnston**, Ragtime!

I've discovered a surefire way to call up the wind. All I have to do is go out on the foredeck without my foul weather gear on and start to work on something. Within 10 minutes, the wind will pick up smartly, the boat will accelerate and spray will start flying everywhere, especially on me. Wish I'd known about this technique at the beginning of the race.

— **Mark Deppe**, Alchera

We're now in tradewind conditions. The weather charts show 12-20 knots of wind blowing $\pm 30^\circ$ (true) all the way to Hanalei — a 1,500-mile spinnaker run.

Just one thing: in my entire life I have less than an hour of spinnaker experience. But I have this nice, new, expensive spinnaker (actually more of a Code Zero).

So I reviewed the procedure, laid things out carefully and it popped open without a hitch. Wow, what a kick in the butt!

— **Jeff Lebesch**, Hecla

Surfin' safari continues, with our best speed reaching at 14.6 knots. On a good day on the Bay, I might see 10. But with the ocean swells lifting and carrying us down their faces, I can really accelerate.

— **Bob Johnston**, Ragtime!

The phosphorescence in the wake tonight looks just like the fireflies we have back home in Minnesota. Did a couple of spinnaker jibes today, one in the buff, mid-bath. Currently running dead downwind in 20 knots.

— **Eric Thomas**, Polar Bear

The north wind dropped to 14 knots before dawn. Time to drop the twins and set the .75 spinny. Everything went well until the wind started to increase: 16, 18, 20, 22. Finally, after spinning out twice — something strange about looking aft from the foredeck to see no one at the helm while surfing sideways off a crest-

ing swell under autopilot — it was time to change back to twin headsails. After much flouncing and flopping, the deed was done. The cockpit looked like Joe's Spaghetti Factory. The hot mug of coffee had disappeared, along with three spoons and the Swiss Navy knife. The stuffed kitty looked concerned.

— **Skip Allan**, Wildflower

Another tough day on the 'Wish. Started with a dip into the 'brisk' Pacific to untangle the final piece of yesterday's spinnaker debacle from the the rudder. Was warming up afterward in my beanbag chair when a serious puff came through and the spinnaker started to rip. I guess I eased too fast because the kite did a death-spiral around the headstay. Tried several methods to free it. Finally taped a handheld flare to the boat hook and burned enough kite off the headstay to get the jib up. So tonight I sail for Hanalei Bay looking like the Black Pearl from Pirates of the Caribbean, with shards of spinnaker flying from the masthead. Aye, matey.

— **Don Gray**, Warrior's Wish

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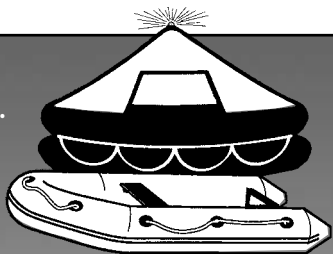
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PACIFIC PUDDLE JUMP RECAP

In the realm of sailing, one of the most predictable rites of spring is the migration of dozens of cruising boats from the west coast of the Americas to the storied isles of French Polynesia. Typically, few of the crews know each other before they set out, but when they arrive at the exotic anchorages of the Marquesas, Tuamotus and Society Islands, they greet each other as friends. Whether they've made the passage aboard late-model half-million-dollar yachts or decades-old fixer-uppers, the shared experience of having crossed more than 3,000 miles of open ocean 'together' creates a special bond which only Pacific Puddle Jumpers know.

We caught up with many of this year's crews in Tahiti last month, and were regaled with tales about both the highs and lows of their crossings. As you'll read in their comments which follow, regardless of whether they'd departed from the customary Mexican ports of Puerto Vallarta and Zihuatanejo, from Panama or from Ecuador's Galapagos Islands, no two boats experienced the exact same wind and sea conditions en route. After initially fretting about the possibility of stronger-than-normal winds due to the La Niña effect, most complained of *not enough breeze* rather than too much,

proving yet again that it's pointless to over-think the possibilities — especially concerning crossing the doldrums. We'd bet most Puddle Jump veterans would agree that the best 'strategy' is simply to prepare for the worst, then make the best of whatever Mother Nature throws at you.

Since coining the phrase 'Pacific Puddle Jump' more than a decade ago, *Latitude* has been closely involved with this annual migration. We're proud to play a key role in facilitating the sharing of info through articles, web resources and via our annual 'kickoff parties' in Puerto Vallarta and Zihua. And we're extremely pleased to have developed a warm relationship with folks at the Tahiti Tourism

Board, who now arrange a splendid annual 'welcome' event for Puddle Jumpers called the Tahiti-Moorea Sailing Rendezvous. The idea is to celebrate the arrival of the cruising fleet while introducing crews to time-honored Polynesian cultural traditions.

On the afternoon of June 27, 28 boatloads of cruisers gathered along the quay in downtown Papeete — Tahiti's principal town and the capital of French Polynesia. "Maeva!" cried two smiling Tahitian girls

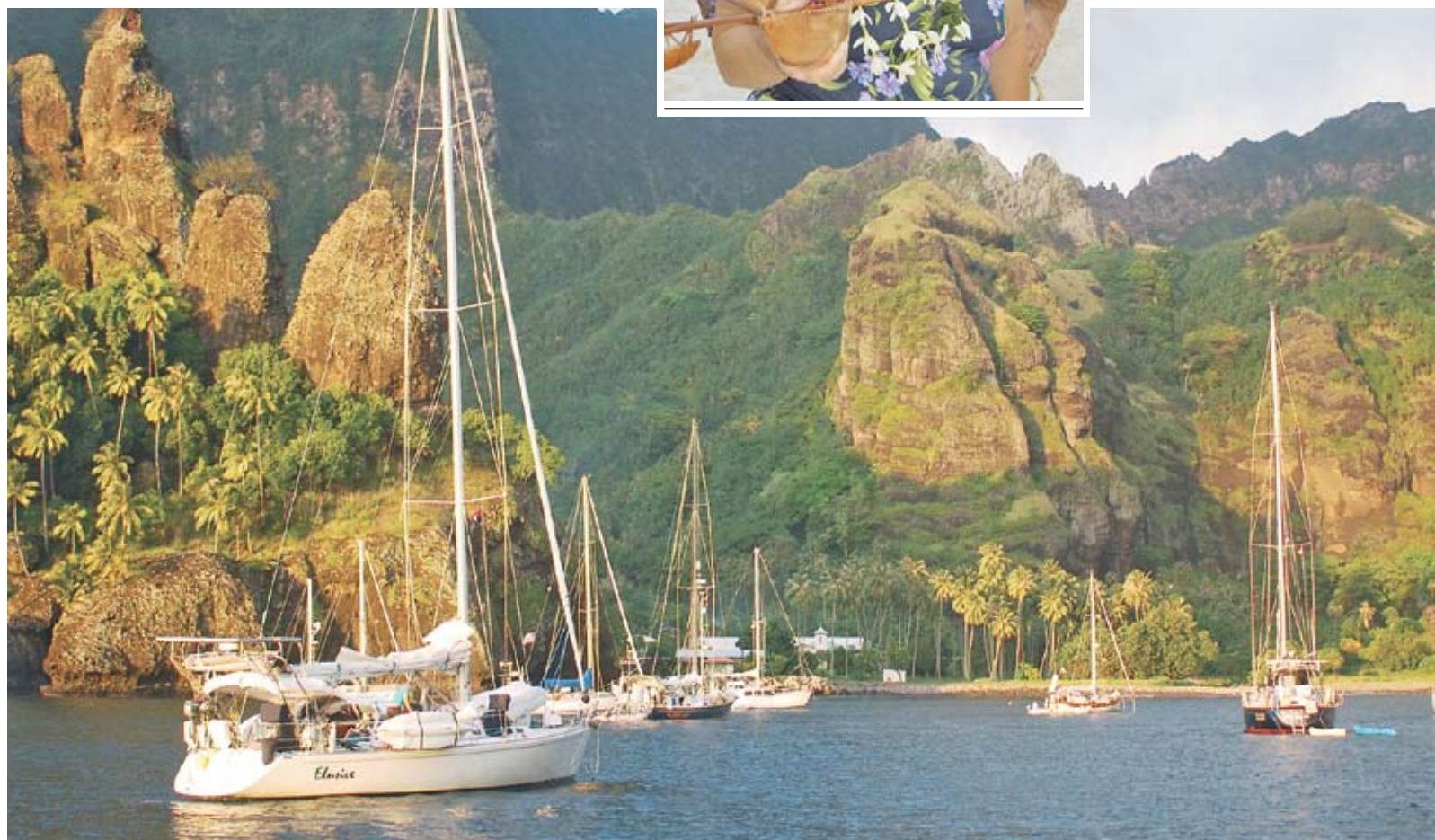
as the salty voyagers came up to register and receive their free Rendezvous tank tops and bags full of promotional goodies. "Welcome to Tahiti!"

Between stints of swapping passage-making tales with new and old friends, the sailors were invited to peruse a variety of exhibits set

Left: Dawn and Tom of 'Warm Rain' show off their unique trophy. Below: Marquesan landfall.



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED



— PARADISE RENDEZVOUS

up to inform them about the touristic attractions on each island, the delicate ecology of the area's fringing reefs and vast lagoons, the process of cultivating black pearls and more. Cruiser kids were even shown how to weave palm frond bracelets.

A troupe of brightly costumed musicians and dancers soon arrived, who gave a heart-felt blessing of the fleet

Four young women with thick, waist-length hair swayed gracefully to sweet Polynesian rhythms.

before breaking into song. The men played drums, guitars and ukes as four young women with thick, waist-length hair swayed gracefully to sweet Polynesian rhythms. Later, the Rendezvous crews moved to a nearby restaurant for a cocktail party, also hosted by the Tahiti Tourisme and several local partners.

The big fun came the next day, however. As the fleet motored out of the harbor toward a 'pass' through the reef, they slipped past hundreds of outrigger canoes blasting across the lagoon, each with a lone paddler straining to keep up with the frenzied pace of the leaders. The adrenaline-infused competition was one of a vari-

Racing across the clear turquoise waters of Moorea's lagoon was a blast — even when you capsized.

10-mile rally-sail to Moorea, but no one really seemed to care — especially after being greeted at Moorea's Vaire Pass by elaborately costumed paddlers in tradi-



tional dugout canoes. After anchoring in the lagoon's brilliant turquoise waters, each Puddle Jumper was greeted on palm-lined Temae beach with fragrant flower leis, cool fruit juice and fresh *tiare* flowers which they notched behind their ears in the traditional Polynesian style. A trio serenaded them nearby.

A huge Tahitian '*maa*' luncheon was laid out for those interested in sampling traditional foods such as taro, yams, roast pig and *poisson crue* (a delicious specialty of raw fish marinated in coconut milk). As the sailors digested, local strongmen demonstrated the ancient

impossible.

The highlight of the day for most was racing around the lagoon in six-man outrigger canoes. Thankfully, locals manned the crucial bow and stern positions, or it would have been utter chaos.

Crews from 'Charisma' and 'Cop Out' combined to win the outrigger canoe competition — with a little help from two local paddlers, that is.

Even still, one boat capsized three times before completing its loop, but its crew returned unscathed and smiling.

A mesmerizing performance by a group of young dancers served as the event's finale, leaving everyone asking, "Seriously, how *do* they gyrate their hips so fast?"

Because Puddle Jumpers travel independently, it's impossible to pick a date for the Rendezvous that allows them all to attend. But for those who do, it serves

as a wonderful celebration of one of their lives' greatest adventures. And each participant goes away with a deep respect for their Tahitian hosts.

With that report as background, we'll share some in-

sights from members of the fleet.

Expectations vs Reality

We love to study the passage data from each year's fleet (see the table on page 147). And we also find it fascinating to hear about how the actual experience of making a 3,000-mile blue-water pas-



ety of annual cultural events cumulatively called the *Heiva*, which draw athletes, dancers and musicians from even the most distant islands of French Polynesia's archipelagos.

Outside the pass, the breeze was disappointingly light for the

sport of Polynesian-style weight lifting — using giant stones rather than barbells. The cruisers declined the offer to test their strength, but many did try their luck at the next traditional contest, javelin throwing. For them, though, hitting the target — a coconut skewered on a 40-foot-high pole — seemed just about

PACIFIC PUDDLE JUMP RECAP

sage compares to preconceived expectations that the voyagers had before setting out. No doubt much of the variation found in the answers which follow has to do with when, and from where, each crew departed — and perhaps, how lucky they were:

"We dislike long passages, but ours was easy: no winds above 30 knots, even in squalls; no lightning; no seasickness. We just find passages to be boring and we hate the constant rolling motion. But it is the price we willingly pay to make landfalls in wonderful places."

— *Dave Pryde & Jan Eckmann*
Baraka, Slocum 43

"The La Niña year didn't happen with most of the Puddle Jumpers. I think our boat was the fourth to set out, and I was one of the Net controllers. Most boats were complaining of lack of wind. Of course, timing was everything."

Gordon & Jeanine Wunder
Vari, Simpson 39

"Having done some tradewind sailing in the past," says Captain Pete, "we had a lot more wind than we had previously experienced. We definitely had the enhanced trade winds that were forecasted due to the La Niña weather pattern."

First Mate Lisa adds, "The unknown

or the imagined is typically tougher than anything we experienced. The most extreme conditions that we encountered were no worse than those we found along the coast of Northern California. The difference is the duration of time that you're exposed to the tough conditions."

— *The Leib family*
59th Street Bridge, Cal 2-46

"The crossing conditions were worse than anticipated. We had light winds and beam seas until well south of the Equator."

— *Mike Scott & Liz Strash*
Argonaut, Cal 40



— PARADISE RENDEZVOUS

"My crossing was really easy, often boring. I spent about 30-40 minutes per day analyzing weather, and it really paid off. Boats that sailed the rhumbline got killed in light wind and squally conditions. I only sailed 240 miles further than the rhumbline but had a really, really fast passage compared to what I've heard from most other boats that left at the same time."

— Wayne Meretsky
Moonduster, S&S 47

"We have no idea if our experience was typical, but it was much calmer than we expected and we ran the spinnaker day and night, which ordinarily we don't do. Have a light air sail for sure. We proved it is possible to go the distance in a small boat (via Galapagos).

— Richard Spore & Betsy Plotkin
Qayaq, Valiant 32

"We are fairly new to sailing and sought to learn more about passage

making, ourselves, people of other cultures. The knowledge gained from the experience surpassed all expectations."

— John & Mary Hallinan
Horizons, Southern Cross 39

"We certainly were reminded that life intervenes, even when you have definite plans. My wife Sally and I were to cross the Pacific together, but this plan was changed as Sally was seriously injured when a motorcycle hit her in Mexico. Her replacement, our good friend Gary Bracken, became quite ill two days into his crossing, forcing Grace to turn back toward Puerto Vallarta.

With help from Harbormaster Chris-

Clockwise from upper left: Waterside serenaders; the young dancers were delightful; 12-year-old Marret smoked the competition in the 'fruit carrier's race; there was no shortage of fresh coconuts; greeters at the pass; Sally learns some new moves; traditional stone lifting; greeting the greeters; the light-air rally to Moorea; "There's nothin' to it. Just try to hit that coconut up there."



PACIFIC PUDDLE JUMP RECAP

tian Mancebo at Marina La Cruz (Marina Riviera Nayarit) and the Mexican Navy, Gary was spirited back to a P.V. hospital after an in-the-water evacuation at sea. Gary was diagnosed with a serious brain tumor, and is now back on Bainbridge Island, getting the best possible care."

"Life is too short not to come out this way. It is everything you've read about and then some.

"One warning, though. Our family was affected by ciguatera (fish) poisoning in Baie Hanamoenoa, Tahuata, Marque-

Tapa and Tikis. They don't need money, but there is no store where they can buy perfume, lipstick, cheap digital watches, jerry cans, fenders, anchor/dock line, etc. And the kids always need notebooks and pencils.



(Ed. note: We should add that Sally has now rejoined the boat. She and Geoff are happily continuing their cruise.)

— Geoff Lane
Grace, Peterson 46

"With four on board we found the crossing to be a lot of fun and not the endurance contest it can be with a two-person crew. We had good camaraderie and everyone had a great time. The experience turned out to be more about the people than about the sailing — perhaps it always is.

— Brad & Sally Bagshaw
Pax Vobiscum, Seattle, WA

Impressions, Observations & Advice

Although the experiences of every crew were unique, they all gained a wealth of first-hand knowledge that provide insights for future cruisers:

"You can overload your boat with gizmos and gadgets. Focus on your sailing systems and make sure that those systems are bulletproof.

"Pick the right weather to leave in because there's nothing worse than not making good mileage from the start. Don't be too hung up about your course — maximize speed. Keeping the boat moving is key, especially for your mental health. Carry enough fuel to be able to motor at least through the ITCZ.

— Pete Leib
59th Street Bridge, Cal 2-46

"Welcome to Moorea!" Paddlers in ceremonial dress paddled out to greet the fleet, reminiscent of the days of Captains Cook and Bligh.

sas. Later we found out that we were not the only ones this year to be affected from the same reef."

— Paul & Michele Grego
Free Spirit, Catana 43

"U.S. dollars are useless in the Marquesas. Take a handful of Euros until you can get to the ATM in Hiva Oa. Fatu Hiva doesn't have a bank.

"In Fatu Hiva they trade for fruit,

Several boats suffered some form of rigging failure. Here, Steve Bott repairs a broken diagonal aboard his J/44 'Elusive'.



"Speaking French will enhance your experience immeasurably. English isn't widely understood in the Marquesas or Tuamotus."

— Mike Scott & Liz Strash
Argonaut, Cal 40

"Make sure you are comfortable rigging your pole for downwind sailing. Practice in calm waters before you jump offshore. Ditto on your cruising spinnaker if you have one — it gives a far more comfortable motion and greater speed than a poled-out jib in light downwind conditions.

— Dave Pryde & Jan Eckmann
Baraka, Slocum 43

"What a great experience. We learned a lot about ourselves, each other, the boat and the ocean.

"Some cool things: Sea creatures such as dolphins, whales, boobies, flying fish and turtles; phosphorescence; sailing for long periods without having to touch sails or steering; crossing the equator and swimming around the boat in the middle of the ocean; the camaraderie with fellow Puddle Jumpers.

— Alan & Kristen Spence
Charisma, Amel Mango 53

"Anchorages in French Polynesia are often quite deep, requiring the ability to anchor in 70 to 90 feet of water with an anchor that will develop full holding

ELUSIVE

— PARADISE RENDEZVOUS

power at 3-to-1 scope. While *Grace* has both the chain and the anchor for this, our windlass has, on occasion, proven a

"Although we gazed for hours at the sea and sky, our thoughts usually found their way to people, concepts and things that matter."

bit underpowered. We would consider a more powerful windlass.

"There was nothing on the passage to compare with the warm friendship, cold beer, and lemon meringue pie with which *Solace* greeted *Grace* upon our dropping anchor in Nuku Hiva."

— Geoff Lane
Grace, Peterson 46

"Although the boat is always moving and the sea/weather always changing, there is an underlying sameness that is

conducive to contemplation. We found our thoughts drift beyond technical aspects, the immediate; beyond the sun, wind, moon, stars and water; beyond seaworthiness, the set of the sails and the cut of the jib. Although we gazed for hours at the sea and sky, our thoughts usually found their way to people, concepts and things that matter. We think of each other and the state of our relationships with family, friends and God.

— John & Mary Hallinan
*Horizons,
Southern Cross 39*

"Weather routing information from Don Anderson and Commanders' Weather was quite valuable. Our Iridium phone helped tremendously by allowing us to contact tech support to resolve generator and watermaker issues at sea. Our Monitor windvane steered over 95% of the passage and suffered no failures.



At Papeete, fleet members were called to the gathering on the wharf in the tradition manner — with blasts on a conch shell.

Unless you have four or more crew, or multiple complete backup electronic autopilot systems, don't sail without a self-steering vane.

— Ron & Mary Ellen Leithiser
Island Time, Norseman 447

"We were 'attacked' by a whale on the crossing. My wife would say it 'loved on us.' It surfaced under us while we were making 2 knots in light wind, scraped a bit on the keel and then gave us a bit of a push along. Luckily, it choose the keel rather than the rudder. We were a bit terrified at the time to think of making the 3,000 nm crossing rudderless. Perhaps the whale was lonely?"

— Jeremy & Meghan White
Madeline, Gib'Sea 34

When the Norseman 447 'Island Time' crossed the equator, Mary Ellen played the role of King Neptune for the obligatory ceremony.



2008 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>Argonaut</i>	Cal 40	Mike Scott & Liz Strash	Seattle, WA	Puerto Vallarta 3/17	Fatu Hiva 4/14	28	N/A	132W	43	155	24	2	head, refrigeration
<i>Baraka</i>	Stocum 43	Dave, Joel Pryde & Jan Eckmann	Richmond Bch, WA	Puerto Vallarta 4/8	Nuku Hiva 5/1	22	2,903	130W	116	151	97	0	hatch & port leaks
<i>BeBe</i>	Amel 53	Bill & Judy Rouse	St. Thomas, USVI	Galapagos 5/3	Hiva Oa 5/23	20	3,000	88W	241	177	110	0	GPS antenna
<i>Charisma</i>	Amel Mango 53	Alan & Kristen Spence	Napa, CA	La Cruz, 3/15	Hiva Oa 4/9	25	1,900	132W	85	147	40	9	whisker pole, alternator, watermaker, self-steering vane
<i>Elusive</i>	J/44	Steve & Wendy Bott	Seattle, WA	Tenacatita 3/17	Fatu Hiva 4/4	17	2,919	131W	38	205	117	0	diagonal shroud, fridge pump
<i>59th Street Bridge</i>	Cal 2-46	The Leib family	San Francisco, CA	Mazatlan 3/11	Hiva Oa 3/30	19	3,000	131W	62	194	128	0	1970s-era autopilot
<i>Free Spirit</i>	Catana 43 cat	The Grego family	Hollywood, FL	Galapagos 5/3	Hiva Oa 5/23	20	2,980	87W	130	191	135	9.5	none
<i>Gingi</i>	King's Legend 41	John Bringetto & Amanda Berks	San Francisco, CA	Cabo San Lucas 3/15	Hiva Oa 4/10	26	2,600	129W	129	130	59	0	wheel pilot gear, broken batten, cracked gooseneck, furler failure
<i>Grace</i>	Peterson 46	Geoff Lane, W Hall, G Engelman	Bainbridge Is., WA	Puerto Vallarta 4/11	Huku Hiva 5/2	21	2,800	130W	48	174	60	0	inner forestay attachment, traveler block, bent gooseneck
<i>Horizons</i>	Southern Cross 39	John & Mary Hallinan	Seward, AK	Cabo San Lucas 3/24	Fatu Hiva 4/17	24	2,690	128W	53	143	26	0	watermaker switch, fridge pump
<i>Island Time</i>	Norseman 447	Ron & Mary Ellen Leithiser	San Diego, CA	Puerto Vallarta 3/22	Fatu Hiva 4/11	20	3,035	130W	16	186	77	0	generator pump, watermaker
<i>Linda</i>	Rhodes Bounty II	Steve & Linda Maggart	Elephant Butte, NM	Cabo San Lucas 3/15	Nuku Hiva 4/9	25	2,782	130W	19	162	51	2	injection pump, vane steering lines
<i>Madeline</i>	Gib'Sea 34	Jeremy & Meghan White	Portland, OR	Galapagos 2/26	Fatu Hiva 3/25	28	3,100	---	23	140	-32	6	chafe, port leak
<i>Migration</i>	Cross 46 tri	Bruce Balan & Alene Rice	Long Beach, CA	Galapagos 3/27, via Easter Is & Pitcairn	---	32	3,776	---	85	164	29	0	solar panel, windvane during gale
<i>Moonduster</i>	S&S 47	Wayne Meretsky	Alameda, CA	Punta Mita 3/22	Fatu Hiva 4/10	18	2,965	132W	22	186	95	0	fridge pump
<i>Morning Light</i>	Hylas 46	Jaime & Christine Tate	San Diego, CA	Puerto Vallarta 3/26	Fatu Hiva 4/15	19	2,850	131W	74	178	120	2	none
<i>Our Country Home</i>	Hans Christian 41T	Ralph & Glenda Johnson	Corpus Christi, TX	Puerto Vallarta 4/9	Hiva Oa 5/3	24	3,095	129W	71	155	102	0	none
<i>Pax Vobiscum</i>	Fast Passage 39	Brad & Sally Bagshaw	Seattle, WA	San Jose del Cabo 3/20	Nuku Hiva 4/14	25	2,800	130W	60	144	60	1	broken block, chafe, fridge
<i>Qayaq</i>	Valiant 32	Richard Spore & Betsy Plotkin	Seattle, WA	Galapagos 4/26	Hiva Oa 5/25	29	3,136	88W	86	132	89	0	deck light burned out
<i>Shilling of Hamble</i>	Oyster 435	Dennis & Janet Knight	Southampton, UK	Cabo San Lucas 3/29	Fatu Hiva 4/20	22	2,814	132W	60	170	95	0	none
<i>Vari</i>	Simpson 39' cutter	Gordon & Jeanine Wunder	Bellingham, WA	Puerto Vallarta 3/13	Hiva Oa 4/5	22	2,750	127W	33	161	80	1	spinnaker pole
<i>Wind Dancer</i>	Catalina 36	The Burns family	Juneau, AK	Cabo San Lucas 3/15	Hiva Oa 4/11	27	3,000	127W	100	140	60	3	running lights, chartplotter

Please note: Many more vessels did the Puddle Jump this year, of course, but those who responded, above, give representative sampling of passage data.

PACIFIC PUDDLE JUMP RECAP

"Overprovision as much as possible as everything in French Polynesia is very expensive. Having experienced crew on board made our passage that much easier and enjoyable."

— Jaime & Christine Tate
Morning Light, Hylas 46

"As far as gear failures go, I have to go along with Captain Ron's theorem: "If it's gonna happen, it's gonna happen out there."

— Gordon & Jeanine Wunder
Vari, Simpson 39

"Go now. It's wild, fascinating and beautiful. The places you read about 20 years ago are already long gone, but there's plenty to see, experience and enjoy. Take your kids, leave your dog, sell your car, rent your house. Get a new main, a spare jib, an oversized windlass, 1-2 gallons per hour per person of water-maker capacity, a big alternator, a couple of solar panels, an SSB with SailMail, radar, GPS and a fast dinghy. Overhaul your engine, install LED-based running and cabin lights, spend as much money



WAYNE MERETSKY

Steady breeze over the flat waters of a Polynesian lagoon made ideal conditions for spinnaker flying off of the S&S 47 'Moonduster'.

as you can afford on high-efficiency refrigeration and icebox insulation. Practice reefing at night in the rain while naked and anchoring on 3-to-1 scope in 30 knots of wind until you learn they're both easy. Then write that resignation letter and get on with your life."

— Wayne Meretsky
Moonduster, S&S 47

As you read this, most 2008 Puddle Jumpers have already moved on to the Cook Islands, Samoa and points west. Many will find themselves in New Zealand before the beginning of the cyclone season, while a few will avoid the threat of storms by sailing north to minimally visited places like Kiribati and the Marshall Islands. In the coming months you'll find reports from many of them in our *Changes in Latitudes* section.

As for next year's fleet, sailors all along the West Coast are already poring over charts and cruising guides. And out in Tahiti our liaisons are already making plans for 2009 Rendezvous!

— latitude/andy

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Michael Price

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

Jeff Zarwell

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

Alameda — Dan Niessen

730 Buena Vista Av. (510) 521-4865

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

Long Beach — Holly Scott

251 Marina Dr. (562) 598-9400

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

Newport Beach — Louis Holmes

900 West Coast Highway (949) 645-1711

Louis has been an avid sailor for 22 years. Starting in sabots, he has sailed in regattas ranging from Dinghy and Olympic One Design, to Grand Prix and Offshore events. He has over 6000 miles of delivery experience, including two Mexico returns and a return from Hawaii, and over 10,000 miles of racing experience. Louis is most at home charging down waves or slogging around the next point. Now in his tenth year at West Marine, Louis is eager to tackle your rigging, electronics, and navigational needs to make your boat faster, safer, and easier to sail. Stop into our Newport Beach location to talk to Louis or the many other knowledgeable associates about outfitting your boat for the Baja Ha Ha.

San Diego — Mick Fritzching

1250 Rosecrans (619) 225-8844

Mick has been sailing since he was a small boy. He started out sailing Thistles, Comets, and Lightenings on the finger lakes in upstate New York and built his first sabot out of plywood with his dad when he was 11 years old. Their family yacht was a 60' Alden that his father salvaged off the Jersey shore and completely rebuilt. Mick, along with his wife and son, have cruised on and off for many years, and he is currently restoring a 1967 Columbia Constellation.



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EYE ON THE BAY



— TIME OUT

— One might think that San Francisco Bay would seem downright deserted since the 83 boats bound for Hawaii in the Pacific Cup and Singlehanded TransPac Races sailed under the Gate last month. But we had no trouble catching dozens of Bay sailors out enjoying all that summer has to offer — cool temps,

foggy days and lots of wind.

One might also be tempted to think that summer has just begun, but a quick glance at this month's *Calendar* shows something ominous looming in the not-so-distant future: Labor Day, the unofficial end of the season!

So what are you waiting for? Make

it your goal this month to sail as much as possible. There's plenty of room and plenty of wind — and you may just find yourself in these pages!

— **latitude 38**/ladonna

Looking Bristol — *The crew of 'Gypsy', which looks to be a Bristol design, wear big smiles as they scream across the Bay.*

LATITUDE / ROB



EYE ON THE BAY





LATITUDE / ROB

Wasting no time — clockwise from here, 'Emerald' was just one of the many well-wishers (and Yankee 30 owners) escorting the Singlehanded TransPac fleet out of the Bay; the crew of 'Mahoo' hollers 'yahoo!'; 'Chelonia' waves aloha; the mighty beating Beneteau; a wandering group of 'Nomad's'; 'Club Dead' livin' life to the fullest.



PHOTOS LATITUDE / LADONNA EXCEPT AS NOTED

MAX EBB

"Ten seconds," confirmed the skipper after looking up from his watch. "It's the Makapu'u lighthouse all right! Alooooo-HA! We found Oahu! Lee, you're a genius!"

"It could be Molokai," I cautioned. "Makapu'u is occulting, not flashing. This could be Kalaupapa on Molokai, which also has a 10-second interval, and it's at almost the same latitude."

Lee may have been the brains of the operation, but I was still the official navigator, and I had taken the trouble to learn the difference between "occulting" and "flashing" and had checked to see which was which on the chart.

"Dammit, I wish I had brought the big binoculars," complained the skipper.

"They were, like, too heavy," said Lee.

"And why do they have to put lights with the same interval so close together in latitude?" he continued. "How are we supposed to tell one from the other when all we can see is the loom on the undersides of some clouds?"

"The two lights are 40 miles apart," I pointed out. "You wouldn't normally confuse them."

"Well, you wouldn't normally be doing this 'latitude sailing' thing with a sextant made from a hatchboard, a dinner plate, a cut-up DVD and a boathook," replied the crew trimming the spinnaker sheet. "But I don't care if it's Molokai or Oahu — Lee found Hawaii and we're going to finish this race after all."

"All hands!" the skipper shouted down the companionway into the pitch-black cabin. "Land ho! And a double ration of grog all around!"

The cabin was dark because we had been running cold ship for the last five days. We had no electricity at all since the lightning strike. Just when we imagined we were getting pretty good at managing the squalls, one of them struck back in a big way. We were getting ready to jibe when it happened.

"Is everyone okay?" the skipper kept repeating after an indescribably bright flash of light and an impossibly loud noise. I couldn't hear or see much of anything at first, but when my eyes adjusted and my ears stopped ringing, I was able to confirm that I was fine, as were the rest of the crew. But the boat was a different story. The instruments went dark, the compass light was out,

"Land ho! And a double ration of grog all around."

there were sparks coming from the main electrical panel, and the smell of burnt plastic filled the air. And the wind was building fast.

"Spinnaker down," said the skipper. "We'll have to let this one pass over us while we see how bad we've been hit."

The crew was not too shaken up to jump to the halyard and afterguy, but it turned out to be more complicated than usual.

"Halyard's melted to the exit block," reported the foredeck crew after inspecting the snag with his flashlight.

"Any way to get the apparent wind gauge back on?" I asked nervously. "Wind's coming up fast, and I can't tell if I'm luffing or by the lee."

"Panel's fried," reported the off-watch from down below. "We turned off the main battery switch but there's still a short — need a fire extinguisher for this one."

"Cut the halyard!" screamed the skip-



— LIGHTNING BUGS



A lightning strike on 'Wild Thing' in the '03 TransPac would have made things that much more challenging.

per as he dashed below to help deal with the fire.

"Are you sure?" shouted the foredeck crew back to the cockpit. "We don't know what happened at the masthead, and if we douse, we might not be able to set again."

He couldn't see that the skipper had gone below, that the boat was on fire, and I had my hands more than full trying

to guess our apparent wind angle with no instruments, no compass light and a black horizon.

"We need T.P.," Lee said as she followed the skipper down the hatch.

"I'm scared too," I thought to myself, "but T.P.?"

It turned out to be the right call. Lee strung some long strips of toilet paper from the backstay, and if I stood in the right spot at the helm, they would brush into the side of my head when the wind angle was forward of about 150 degrees apparent.

Now I felt I had a chance, especially

after we replaced the fragile T.P. with two long strips of cloth torn from a light spinnaker that we had blown early in the race. One strip hit my head when I was too low, the other one blew in front of my face when I steered too high.

It was dicey, but we stayed with the squall for a long time and, when it was over, we finally had a chance to assess the damage.

"Dammit, I wish I'd brought another GPS," said the skipper as he came on deck. "The lightning seems to have come down the mast, run along the grab rail on the cabin overhead, then blasted right through the nav station on its way to the engine. Everything in its path is badly damaged. One battery leaked acid into the bilge, the other one mostly discharged when it shorted out, and a lot of wires are melted on the engine."

"Well, the good news is we've been headed down about 15 degrees," I noted. "We're right on rhumbline. Excellent sailing since the squall passed, and easy to steer now that the stars are out again."

But Lee had been studying the sky, alternately looking up at the stars and down at the compass, now illuminated with a keychain LED taped to the dome.

"Only problem is the compass is more than, like, 20 degrees off."

"How can you tell?"

"Look, Polaris should be over there, but it's like, over there instead. The engine must have gotten magnetized big time."

"Dammit, I wish I'd brought the handbearing compass," the skipper mumbled.

"Not to worry, we can recalibrate," Lee assured him.

"What do we have for position-fixing?" I asked. "How many of the crew have a spare GPS in their sea bag?"

"None of them," he confessed. "I was trying to keep the weight down. There was only one handheld GPS on board, and it was in the chart table. It's melted."

"Melted?"

"Along with two cellphones and the ship's iPod," he said gravely.

The other watch came on deck, and I went below with the skipper and Lee to see for myself. It was as bad as I'd feared. No electricity, so the main GPS, SSB, AIS, radar, and all the other toys were useless. The laptop computer had taken a hit also. And worst of all, our ultimate

LATITUDE ARCHIVES

MAX EBB

navigational backup, the little handheld GPS, had been right in the path of the lightning bolt.

"I guess we're going to have to do this the old-fashioned way," sighed Lee.

"Do we have what we need for celestial?" I asked.

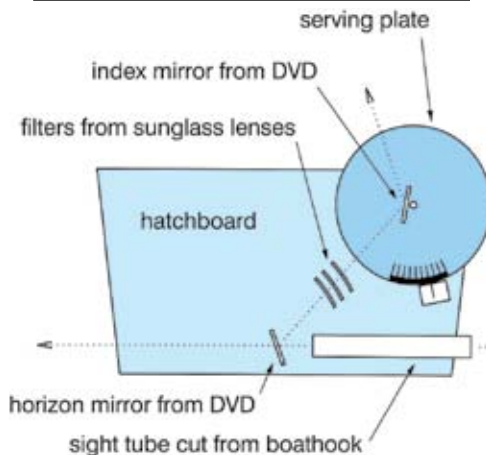
"Dammit, I wish I'd brought the sextant," moaned the owner.

"I'm going to get some sleep cycles," Lee announced. "Make sure we keep a really good DR log. I mean, like, every time the course and speed change you have to log in what you were doing since the last entry, and what you are doing after the change. It's, like, double-entry DR. Don't try to correct for the compass error, log what it reads, I'll adjust the plot later. And we should probably jibe to port," she yawned. "See you in the morning."

By morning, Lee had a plan and a materials list. One hatchboard, one DVD, one boathook, and one large round plastic serving plate. Also, the two emergency rudder gudgeons from the transom, the

epoxy from our repair kit, and assorted fasteners.

"And I'll need everyone's spare sun-



glasses," she added as the sun rose.

The makeshift sextant took form. DVD discs, it turns out, cut easily with scissors and make fine mirrors, especially

if you glue them to something rigid and flat like rudder gudgeons. The gudgeons also served as mounting brackets for the mirrors. A short sawed-off section of boathook was the sight tube. The dinner plate, bolted to the hatchboard, supported the movable mirror and formed the arc of the sextant.

"Dammit, I wish I'd brought the other dishes with the compass rose design on them," said the owner as he saw how Lee was using the dish.

"For sure, that would have helped," she said. "Getting an accurate scale scribed on the edge of the plate is going to be the hardest part. At least the dividers still work, and we have course plotters and paper charts with compass roses."

"What about sight reduction?" I asked.

"All we need to know is the declination of the sun at noon," Lee explained. "And we can do that without any tables."

"How?"

"We know the solstice was on June 21. It's a leap year so it would have been, like, very early on June 21 — let's



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— LIGHTNING BUGS

call it midnight. Today is 33 days later, it will be about 2100 hours UTC at local noon for us, so all we do is divide 33 and 21/24ths days by 365.25 days in a year, multiply by 2π to get the angle in radians, and multiply the cosine of that by the declination at the solstice."

"I trust your math," I said, "but how do we know the declination of the sun at the solstice?"

"That's the same every year, and it's the same as the latitude that defines where the tropics begin: 23.5 degrees, I think."

"That sounds believable," I said. "But how are you going to calculate the cosine with the computer out of action?"

"No problem, we just use the Taylor series expansion for cosine. You know, one minus x squared over two factorial plus x to the fourth over four factorial, and so on. I think three terms will be enough. It's all just a lot of long multiplication and division."

"And who's going to do all the . . . why are you looking at me like that?"

"Dammit, I wish I'd brought a calcula-

tor," said the skipper.

An hour later, when the rest of the off-watch was awake, we found that the boat did in fact have a calculator on board: it was us.

Checking the number of days and hours from the solstice on the calendar, first we confirmed that we would be 33

"We just use the Taylor series expansion for cosine."

days and 21 hours past the time we assumed was the exact solstice. 21 hours is 7/8 of a day, and 33-7/8 days divided by 365.25, as we calculated it, works out to 0.092745 of a year. Converting to radians by multiplying by 2π , we had an angle of 0.58273 radians.

Lee wrote out the formula for the expansion of the cosine of x :

$$1 - x^2/2! + x^4/4! - x^6/6! \dots$$

As we struggled with the arithmetic, Lee struggled to explain to the fo'c's'l hands why this formula was equivalent to the cosine function.

"You can, like, approximate a function by first taking the value of the function at zero, so for cosine you start with one. Then you take the first derivative, or the slope, which is zero for cosine of zero so that term drops out, but the second, fourth, sixth and all even-numbered derivatives . . ."

"Listen, do you want the answer or don't you?" interrupted the foredeck crew.

"Okay, I'll go work on the sextant."

We had the answer well before noon: The cosine was 0.83406, and the declination of the sun at noon would be 19 degrees 37 minutes.

Lee also had the sextant finished, and

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took the sight.

"Dammit, I wish I'd brought my old RDF," the skipper mumbled as Lee struggled with the makeshift device made from the hatchboard.

"You really think this is more accurate than our dead reckoning?" I asked.

"No way, not after just half a day. But our DR position today will be a good calibration point. From today on, all I need to look at is how the sextant reading is different from the reading I'll get today, after correcting for the change in declination of the sun each day. That will give us a daily latitude, and I only have to calibrate the arc over a small range."

"How are you figuring dip correction and semi-diameter?" asked one of the crew, apparently one who had taken a course in celestial navigation.

"Drops out if I'm just using differences," she said. "But like, I remember that dip is 2.7 degrees for eight feet above the wave tops, and the sun is about 30 minutes of arc across, so I could add 12 minutes of arc or one-fifth of a degree to my readings. But I can only read the edge of this dinner plate to the nearest

two-tenths of a degree anyway."

"Dammit, I wish I'd brought my copy of *Bowditch*," fumed the skipper.

As the day progressed we sorted out the halyard and masthead problems, sending a crewmember up the mast to

$$\cosine(X) = 1 - \frac{X^2}{2!} + \frac{X^4}{4!} - \frac{X^6}{6!} \dots$$

Taylor series expansion for the cosine function

$$c^2 = a^2 + b^2 - 2 a b \cos (\angle c)$$

The law of cosines

hang some new external halyard blocks and swap the spinnaker to a new halyard. We pumped the spilled battery acid out of the bilge, and cleaned up the burned bits of plastic and wire from the electrical fire. But there was no hope

for starting the engine and regaining electrical power. We'd miss every roll call and go without running lights. We were considering hot wiring the propane solenoid so we could at least still cook.

"Hey, the handheld VHF still works!" shouted one of the crew. "Tomorrow at roll call we can try for a relay."

"Worth a try," I agreed. "But as of yesterday morning there wasn't anyone within VHF range. And remember, now we don't have a charging cradle, so save some juice for the finish line check-in."

"Dammit, I wish I'd brought the VHF with AA batteries," said the skipper.

For the next few days we angled south. Every day we calculated the declination of the sun at noon by hand, and Lee took the sight and worked out our latitude.

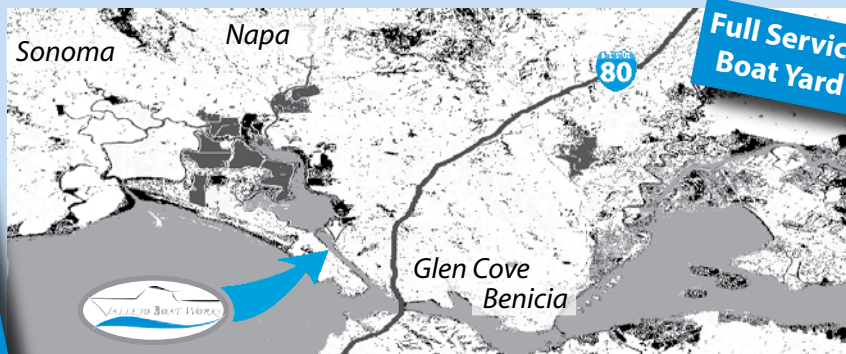
Lee also spent a lot of time trying to calibrate her sextant's arc, but there was nothing to use as a reference. Eventually she settled on a carefully measured triangle between the two aft lifeline stan-

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chions and the gooseneck, using the "law of cosines" to compute the angle.

"Normally, I would calibrate a sextant by measuring the angle between two stars," she explained. "If they're both reasonably high above the horizon, the refraction error is very small."

"Dammit, I wish I'd brought my star chart," complained the skipper.

Our route took us south early, so that we could be certain of reaching the latitude of the finish before we sailed past it. Or at least, as certain as Lee's apparatus would allow. We found good breeze, but had no way of knowing what the rest of the fleet was sailing in. Our barometer, the only analog instrument on the boat other than the compass, was working fine and told us that we were way south of the rule-of-thumb 1020 isobar.

"Dammit, I wish I'd brought more batteries," complained the skipper on what we hoped would be the last night out as one of our last flashlights went dim.

Seeing the loom of a lighthouse was

a huge relief for everyone, although Lee, of course, acted as if she knew all along that it would be right there. We jibed toward it, established that it was flashing, not occulting, and thereby positively identifying the area as the north shore

*We calculated the
declination of the sun at
noon by hand.*

of Molokai. After another hour we had a very solid running fix that nailed our position.

We picked up the occulting Makapu'u light on the eastern tip of Oahu just before dawn, and called in our 25-mile check-in with the last gasp of the handheld VHF.

"We were all wondering if you

were ever going to check in," came the broken voice from the Race Committee. "Nice move, diving south and keeping quiet about it. You hit the compressed isobars to the north of that tropical depression just right."

That's when we remembered — there was a transponder taped to the stern. We could not read our own position from it, but it had been transmitting our exact latitude, longitude, course and speed to the race website the whole time, on its own batteries.

"Didn't seem like such a nice move to us," I said. I told them about the lightning strike, and alerted them that we had no power and would need a tow into the harbor.

"You got it," the voice answered. "And congratulations."

"Congratulations? Uh, how many of our class have already checked in?" I asked.

"You're the first," the RC reported. "The greeters have been alerted."

"Dammit!" said the skipper. "I wish I'd brought more champagne!"

— max ebb

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THE RACING

It's been a busy month on the Bay between the new **American Sailing League**, which brought 18-ft skiff sailing to the masses off Pier 39, and **Youth Champs** which brought the best junior sailors in the country to the Berkeley Circle courtesy of the San Francisco YC. A week later, Sausalito YC hosted the **Ida Lewis Trophy**. A revived **Tahiti Race** produced a new race record and the first ever **Sarcoma Cup** produced a really big check for Sarcoma research. Another in the first-ever department was the Golden Gate YC's **Golden Gate Cup**, a new challenge event for Bay Area YCs. The **Boreas Race** was a full-chat affair this year, and the **Express 27s** held their PCCs. We also check in with **I-14 Worlds**, where a Bay Area product took the title. Finally, we jotted down a few Race Notes for ya'. Enjoy!

American Sailing League

On the last weekend in June, Bay Area sailors Patrick Whitmarsh, Kevin Richards and Joe Penrod won the inaugural American Sailing League Championship in front of a few hundred spectators, and with it, a check for \$10,000. In a building breeze into the low 20s, the trio sailed their borrowed 18-ft skiff *Team Harken* to a convincing win that saw them take the last five qualifying races leading up to the one championship race Sunday, June 29.

Although five boats lined up for the weekend's racing, only four made it to the start of the championship race when Archie Massey's *Team Cabot Cheese* broke its prod while blasting downwind with the kite up prior to the penultimate qualifying race. Then, before the starting sequence, the field of four was further reduced when *SwitchTeam* capsized, shredding its main in the process.

That left Chad Freitas' *skiffsailing.org*, *Team Harken* and *Team Natural Blues* to fight it out for the \$10,000. *skiffsailing.org*

at the second leeward mark rounding.

Coming back up to the starting gate, which also functioned as a limiting gate to keep the boats close to the spectators on the pier, the two boats were deadlocked. *skiffsailing.org* kept to their inside, avoid-the-flood strategy, while *Team Harken* punched out toward Alcatraz. When they met again at the weather mark, *Team Harken* crossed 4-5 boat-lengths ahead and never relinquished their lead.

After receiving a ceremonial prize check on the stage at the end of Pier 39 and signing T-shirts, the team members gave their thoughts on the event.

"Our strategy was to just sail conservatively," said Richards, the team's mainsheet hand and middle crewmember.

Whitmarsh, a bookkeeper at Quint P.R. in Redwood City by weekday, who's sailed the boats in Australia before, was excited about the event's prospects.

"I think it could be really fun in the future if it gets going," he said.

In addition to the 18-foot skiffs, the event featured a trio of junior teams sailing 29ers as a sideshow — picking their way through all the traffic both sailing and otherwise on that busy part of the Bay.

The youth component was more than just for show, as that \$10,000 in prize money was actually won in the name of the Bay's Skiff Sailing Foundation, which provides the opportunity for sailors of limited means to get into what's essentially a \$40,000 18-ft boat.

Penrod, an Alameda County public defender, said that by going back into the Foundation, the benefit of the prize money will be felt by the 29er teams as they grow into the bigger, faster skiffs and have access through the Founda-



tion. "It was really cool to have the kids out there on the 29ers — they're the next generation."

Richards, a civil engineer specializing in water issues for the East Bay Municipal Utilities District, added that the money would either go for maintenance, new equipment or a trip to Australia to match up against the world's best 18-ft skiff programs.

Keeping a delicate boat like an 18-ft skiff in working, not to mention competitive, order is no small feat. *Team Cabot Cheese* and *SwitchTeam* weren't the only ones with breakdown issues. As it was, *Team Harken* required late-night surgery on the eve of the event to even make it to the start line.

As they left the beach for some last-minute training the day before the regatta, the three sailors hooked into the trapeze wires on their boat which was generously lent to the Skiff Sailing Foundation by American 18-ft skiff im-



Kevin Richards, Joe Penrod and Pat Whitmarsh

org took the start of the race and worked inside to escape the flood, rounding the top mark in first, a lead they would hold for the next three legs of the four-lap course. *Team Harken* kept it close, gradually making gains on each successive leg before slipping inside the leaders



Short Courses + fast boats = spectator-friendly sailboat racing. Crowds in the hundreds gathered to watch the American Sailing League action off Pier 39 at the end of June. There'll be more....

presario Howie Hamlin. Although Hamlin keeps it as a "B" boat to train in, used it to win two world championships and left it in the Bay while sailing his newer hardware in Europe.

"We hooked in, and the rack just folded underneath us," Richards said.

The team successfully sleeved the broken rack and were ready to go by the time Saturday morning rolled around.

With two title sponsors — Cabot Cheese and Switch Clothing — a VIP lounge upstairs at Neptune's Palace, announcers, and good pace to the schedule of events, organizers Jeff Causey, Tom Loughborough and the 30 volunteers they had working for them, put together a pretty remarkable first go. They seemed to have the logistics nailed down — even down to whisking the winning team from

their skiff to the dock in a RIB for an award ceremony that followed the racing in short succession. Time will tell if the American Sailing League will turn into something with staying power, but there were some promising signs following the event.

"We've had a follow-up meeting with Pier 39 and the response has been great," said Causey, who said the league is planning three events for next year. "We'll hopefully be announcing the dates for 2009 this October. We'd like to get a date either the week before or after the St. Francis [18-ft skiff event]. If we have dates, then we have a property we can sell."

Judging by the response from this year's title sponsors, that may not be as hard as current assessments of the worldwide advertising market would indicate. Also, by hopefully attracting more teams, both Australian and European, on their way to Australia after the

European summer season, 18-ft skiff racing on the Bay can reach a critical mass and quality.

"[The sponsors] are already bugging us for dates for next year," Causey said. We don't have anything formal yet but we expect them to be involved in some capacity."

One of the benefactors of this year's event was Stratis Andreadis. If the name sounds familiar, it's because he's the son George Andreadis, who's campaigned a string of boats under the name *Atalanti*. Causey said he expects to see a Greek team at next year's events and the younger Andreadis supported the first American Sailing League Championship to help ensure there's something for him to send a team to. Throw in a couple more European and Aussie teams to bring the total number closer to nine or 10-plus the short courses and the commercial traffic, and you have what sounds to us like pure mayhem off Pier 39. And that sounds like something we'd line up to watch.

AMERICAN SAILING LEAGUE CHAMPIONSHIP RACE

1) **Team Harken**, Pat Whitmarsh, Kevin Richards, Joe Penrod; 2) **skiffisailing.org**, Chad Freitas, Daniel Malpas, Jonny Goldsberry; 3) **Team Natural Blues**, Dan Brandt, JV Gilmour, Brian Malouf. (3 boats)

Youth Champs

The US Sailing Youth Championships, hosted by San Francisco YC June 29-July 2 didn't even need a medal race a la the Olympics to create some down-to-the-wire drama. Two of the fleets were decided in the final race.

We mention the Olympics, because if the roster of past winners of this event is any precedent, some of these sailors will probably end up there at some point.

Despite many of the kids hailing from lighter-air venues, they proved capable of mastering the 15- to 25-knot breezes seen over the two days of clinics and three days of racing.

The Berkeley Circle served up some prototypical summer conditions, pulling out all the stops.

In the 22-boat Laser fleet, Cam Cullman, sailing for the American Yacht Club out of Rye, NY, pulled off an upset victory. Early leader Luke Lawrence of Jupiter, FL, was OCS in the eighth and final race — his second of the regatta — which dropped him to fourth place overall.

The victory was especially sweet for

ERIK SIMONSON/WWW.H2OSHOTS.COM

THE RACING



Cullman, who was sailing in his last Youth Champs before becoming ineligible due to age. "I feel amazing," he said. "This is the best feeling in the world!"

In the 38-boat Laser Radial fleet, early front runner Chris Barnard from Newport Beach dropped to third after a 16th in the final race. That allowed Philip

Crain of Houston to vault into the top spot with solid second- and third-place finishes on the final day. Colin Smith of Ft. Lauderdale, who won the division in 2007, ended up in second. Saratoga's Claire Dennis, sailing for San Francisco YC, was the top female and top single-handed Nor Cal finisher, in ninth.

San Diego's Tyler Sinks and Briana Provancha romped to an 18-point win in the 36-boat Club 420. They've each won the event in previous years, Sinks in the Club 420 and Provancha in the 29er.

Another San Diego team, Judge Ryan and Hans Henken, won the 9-boat 29er division by five points over top Nor Cal



Watch out! These kids will be gunning for your silverware soon — scenes from the US Sailing Youth Champs and Ida Lewis trophy. (clockwise from top left) The 29ers reveled in the Berkeley Circle moguls. Youth Champs medalists; somewhere a girl is trapezing in that ball of spray; Yeah!; Ida Lewis Trophy medalists; now that's hiking hard; a 420 going down the mine; rounding the jibe mark.

finishers, Max Fraser and David Liebenberg of Capitola and Livermore respectively, sailing for the Richmond, Santa Cruz, and San Francisco YC's.

"We went out the first day and posted some pretty good scores," Ryan said, adding that the final day of racing was the most challenging as everyone was

"finding their groove." Ryan and Henken used the event as a tune-up for representing the U.S. at the Volvo Youth Sailing ISAF World Championship, where they finished third in the 29er division in Århus, Denmark on June 19.

Northern California fielded more than half the entries in this tough nine-boat

THE RACING

fleet, with brothers Finn-Erik and Alek Nilsen of St. Francis YC in 4th and San Francisco YC's Scott Lynch and Matt Van Rensselaer rounding out the top five.

Although the US Sailing Youth Champs traditionally functioned as the qualifier for the Youth Worlds, this year saw a change where a separate qualifier was instituted to allow the teams heading to the Worlds more preparation time.

CLUB 420 (8r/1t) — 1) Tyler Sinks/Briana Provancha, 15 points; 2) Joseph Morris/Justin Doane, 33; 3) Brendan Kopp/Bryan Stout, 33; 4) Enrique Quintero/Alex Sachs, 35; 5) Mac Mace/Jeff Aschieris, 41; 25) Stephanie Hudson/**Laura McKenna**, 155. (36 boats) *Nor Cal sailors in bold

LASER (8r/1t) — 1) Cam Cullman, 11 points; 2) Caleb Paine, 22; 3) Charlie Buckingham, 25; 4) Luke Lawrence, 31; 5) Ryan Pesch, 44; 20) **Peter Jesberg**, 118. (22 boats) *Nor Cal sailors in bold

LASER RADIAL (8r/1t) — 1) Philip Crain, 24 points; 2) Colin Smith, 30; 3) Chris Barnard, 31; 4) Philip Alley, 35; 5) Bo McClatchy, 41; 9) **Claire Dennis**, 57; 23) **Nick Dugdale**, 149. (38 boats) *Nor Cal sailors in bold

29ER (11r/1t) — 1) Judge Ryan/ Hans Henken, 17 points; 2) **Max Fraser/David Liebenberg**, 22; 3) Oliver Toole/Willie McBride, 25; 4) **Finn-Erik/Alek Nilsen**, 42; 5) **Scott Lynch/Matt Van Rensselaer**, 48; 6) **Ian Simms/Cody Shevitz**, 50; 8) **Julia Paxton/Karoline Gurdal**, 72. (9 boats) *Nor Cal sailors in bold

Complete results at: www.ussailing.org

Ida Lewis Trophy

Sausalito YC hosted the US Sailing Doublehanded Junior Women's championships for the Ida Lewis Trophy July 16-19. The three day, ten race series was preceded by two days of clinics.

The theme of Southern California juniors showing no trouble with the Bay continued, despite breeze that at times got up into the low 20s on the racing area near Knox-Little Harding.

Long Beach's Sydney Bolger and crew Caitlin Beavers of Santa Ana dominated the 33-boat event in their third try after finishing third in last year's event.

The two 18-year-olds, sailing in their final year of eligibility, came out of the gates strong on the first day of racing — winning all three races. They continued their dominance throughout the regatta, counting nothing lower than a fourth and finishing 30 points ahead of the second-place team of Eliza Richartz of Old Lyme, CT and Morgan Russom of Springfield, PA.

The top Northern California team was Lindsay Grove and Kelsi Schoenrock. The Encinal YC juniors cracked the top ten, despite having to count an OCS in

the fourth race after using their throwout on a DNC in the race before. Other than those two races, the pair had one finish outside the top ten.

Immediately behind them were Alicia and Jessica Bernhard, sailing for both Encinal YC and St. Francis YC.

Chairing the regatta was former *America True* PR person Melissa Mooney, who said the feedback from competitors, members and the public was positive, and showed that, "even a tiny club can do great things."

IDA LEWIS TROPHY (10r/1t) — 1) Sydney Bolger/Caitlin Beavers, 16 points; 2) Eliza Richartz/Morgan Russom, 46; 3) Grace Lucas/Jane Rew, 52; 4) Emily Dahl/Heather May, 65; 5) Kelly Seago/Katie Bill, 72; 6) Natalie Salk/Erica Lush, 74; 7) Sally Mace/Carly Shevitz, 75; 8) Chanel Miller/Melany Johnson, 82; 9) Marlena Fauer/Arianna Baker, 82; 10) **Lindsay Grove/Kelsi Schoenrock**, 93; 11) **Alicia/Jessica Bernhard**, 94; 15) **Megan Runyon/Hanne Nagatani**, 124; 19) **Hilary Paulsen/Evelyn Hull**, 157; 24) **Caroline Warren/Olivia DiChiara**, 201; 25) **Annie Schmidt/Mackenzi Burke**, 201; 27) **Tally Buckstaff/Monet Elrod**, 221. (33 boats) *Nor Cal sailors in bold

Complete results at: www.ussailing.org

Tahiti Race

Chris Welsh's Spencer 65 *Ragtime* took top overall honors in the 13th Los Angeles to Tahiti Race. Doug Baker's Andrews 80 *Magnitude 80* took line honors, crushing the old record by more than 3.5 days, with an elapsed time of 11 days, 10 hours, 13 minutes and 18 seconds for the 3,571-mile race.

Bob Lane's Andrews 63 *Medicine Man* finished second on elapsed time. Jim Morgan's SC 50 *Fortaleza* barely missed the previous record, but ended up second overall on corrected time. The first three finishers broke the previous mark of 14 days, 21 hours set by the late Fred Kirschner's SC 70 *Kathmandu* the last time the race was run in 1994.

In addition to the fact that the Tahiti Race — which started in dense fog off Pt. Fermin on June 22 — is nearly 1,400 miles longer than either the TransPac or the Pac Cup, another obvious difference



is that racers must deal with the threat of little or no wind when crossing the equatorial zone (ITCZ). But for both *Ragtime* and *Fortaleza* the notorious ITCZ was a non-issue.

"The doldrums really didn't exist for us," said Welsh when we caught up with him in Papeete. He recounted how the *Ragtime* crew waited to hit the doldrums to repair a broken batten, which luckily happened to be the only one they brought a spare for. "We got the main down and replaced the batten. I'd wanted to go swim to check on the keel but I didn't have time. The wind came back up and the rest of the doldrums for us was 22-27 knots of wind and driving rain. We had three inches of rain in 18 hours. You're driving with one hand over your face."

Both *Rags* and *Fortaleza* dove south on longitudes farther east than the frontrunners, and ended up sailing in consistently stronger winds — up to the high 30s during a few squalls.

For *Rags*, which has been an iconic West Coast presence throughout her four decades of offshore sailing, the most important piece of kit aboard was



Nowhere to run — Even with only six boats, the starts at the Golden Gate Cup didn't permit much room for redemption when the X-flag went up. The hosting rights for this new challenge event goes to the winner. Now, the San Francisco YC has right of first refusal for 2009.

a one-cylinder diesel generator Welsh procured on a nagging suspicion that back-up power just might be necessary at some point. When their main engine went down, the little generator kept the *Rags* crew in power for instruments and routing software. This allowed the crew, which included Devin Vaughn, Daniel Caponetto, Genny Tulloch, Erik Berzins, Matt Padkerian, Hubie Laugharn and Mark Ivey, to keep pushing the boat in the right direction.

While the intensity of the squalls was a far cry from those in a Hawaii race, another essential difference on this track is that about half of the course required reaching rather than running. As a result, kites were set rarely, if ever, south of the equator.

"This race is so much longer than any other race we have done," *Mag 80* watch captain Keith Kilpatrick said. "It is completely different from a Hawaii race."

TAHITI RACE — 1) **Ragtime**, Spencer 65, Chris Welsh; 2) **Fortaleza**, SC 50, Jim Morgan; 3) **Magnitude 80**, Andrews 80, Doug Baker; 4) **Medicine Man**, Andrews 63, Bob Lane. (4 boats)

Complete results at: www.transpacificyc.org

Sarcoma Cup

On the weekend of June 28-29, Bay Area sailors were treated to a new charity regatta. The inaugural Sarcoma Cup featured tight buoy racing on Saturday, with smokey haze from NorCal's wildfires in the morning giving way to blue skies and perfect 15-knot breeze in the afternoon.

The hosting Richmond YC ran three races apiece on the Berkeley Circle for 24 boats in four divisions. On Sunday, the fleet enjoyed a pursuit race in equally picture-perfect conditions.

This regatta is the brainchild of Express 27 sailor Nathalie Criou. Nat is a recent and very grateful survivor of a brush with sarcoma — a rare, little understood, scarcely researched, and

often deadly cancer. Her experience with beating it inspired her to action. She created BeatSarcoma, Inc. (www.beatsarcoma.org) to raise funds and awareness.

A regatta with proceeds going to that worthy cause seemed a natural extension of the idea.

RYC enthusiastically got behind the event by absorbing most costs and providing lots of volunteer effort.

Once the date was set, Nat hit the ground running, lining up numerous sponsors who generously donated prizes for the post-race raffle at the great buffet dinner with music from two bands.

The result was great sailing, a great party, great food, great prizes, and more than \$10,000 raised for sarcoma research. Any way you look at it, the first annual Sarcoma Cup was a roaring success. Plans are already underway for next year's event.

— Mark Lowry

SATURDAY (4r)

EXPRESS 27 — 1) **Witchy Woman**, Tom Jenkins, 4 points; 2) **El Raton**, Ray Lotto, 8; 3) **Magic Bus**, Eric Deeds, 8. (8 boats)

OLSON 25 — 1) **Shadowfax**, Olson 25, Mark Simpson, 4 points; 2) **Clean Sweep**, Olson 25, Tom Nemeth, 6; 3) **Balien**, Olson 25, Daniel Coleman. (4 boats)

DIVISION A — 1) **Howl**, ID35, Peter Krueger, 4 points; 2) **White Fang**, Beneteau 40.7, Mark Howe, 10; 3) **Q**, Schumacher 40, Glenn Isaacson, 11. (8 boats)

DIVISION E — 1) **Meliki**, Santana 22, Tom Montoya, 4 points; 2) **Tchoupitoulas**, Santana

With 24 boats and over \$10,000 raised in its first-ever edition, the Sarcoma Cup was anything but a wipeout. There was a day each of class and pursuit racing, organized by Richmond YC.



ELLEN HOKE

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THE RACING

22, Steven Buckingham/Chris Giovacchini; 3) **Cri-nan II**, WylieCat 30, Bill West. (4 boats)

SUNDAY (Pursuit Race)

1) **Witchy Woman**; 2) **El Raton**; 3) **Flying Tiger**, Moore 24, Vaughn Seifers; 4) **Howl**; 5) **Xena**, Express 27, Mark Lowry. (17 starters, 11 finishers)

I-14 Worlds

Archie Massey and Richmond YC's Matt Noble are the newly anointed I-14 World Champions after what was by all accounts a gnarly regatta. The final day of racing was cancelled due to breeze over 30 knots and an 80-boat fleet that had been battered all week long in the Warnemunde, Germany July 15-19.

If Massey and Noble's names sound familiar, it's because the two crewed together at the inaugural American Sailing League Championship profiled at the beginning of *The Racing Sheet*. Massey is a British ex-pat who's been kicking around the Bay Area for the past two years and teamed up with Richmond YC skiffie Noble. The two proved to be potent combo, that no doubt benefitted from their Bay Area backgrounds.

"The first day of racing was about 12-17-knots with sloppy waves and rollers," Noble said. "Day two was ON! —Berkeley Circle mid-summer. Eighty boats started and only 30 finished. The waves were what made the sailing so difficult."

The conditions took their toll on gear throughout the fleet and Massey and Noble, sailing Massey's modified Bieker 5 design, *George 1st*, were no exception.

On the way in from sailing on day two, the duo's T-foil disintegrated causing them to experience something akin to hitting a rock on a skateboard. A German team who'd been put out of the regatta by virtue of broken rig lent Massey and Noble their rudder assembly, and it was good enough to get them through to the end. For Massey, winning the event also allowed him to flick a certain monkey off his shoulder.

"I've been thinking ever since L.A., that it was an opportunity missed," he said of 2006's Worlds in Long Beach. "Having dominated the UK season with *George 1st*, and winning three races at the start of the regatta, it was only capsize and an OCS that stopped us from matching [eventual winner Howie Hamlin's] score going into the last day. Sailing is full of what-ifs, but thank god this Worlds turned out different!"

Noble was adamant we mention a couple organization he says have made a huge impact on his sailing.

"I sail for RYC and the RYC foundation?" he said. "They have done so much for me."

All the American teams at the event were from the West Coast with the top finish coming from *USA 1168* sailed by Paul Galvez and Guillermo Leon De La Barra from Alamitos Bay YC. Ron Boehm and Pete Mohler on *Lucky Dog* represented the Santa Barbara YC and finished

27th. San Diego YC's Warren McArthur and Moritz Wiskemann on *Wet-n-Sloppy* and Southwestern YC's Terry Gleeson and Art Vasenius on *Nashorn* also made the trip.

Inter-Yacht Club Challenge

Golden Gate YC hosted its first-ever Golden Gate Cup Inter-Yacht Club Challenge presented by SLAM July 12-13. Sailed in 1D35s, Saturday's fleet racing was for the Golden Gate Cup, while Sunday's match racing was a "friendly" addition. San Francisco Yacht Club came on strong in Saturday's fleet racing to win the Cup with three straight bullets, and the right to host next year's event.

Six Bay Area clubs jumped into the fray for the event: San Francisco YC, Corinthian YC, Richmond YC, Berkeley YC, South Beach YC and Golden Gate YC.



BOX SCORES

If there was anyone *not* racing last month, we sure don't know about 'em. Between two Hawaii races, a couple of National Championships, a PCCs or two and a handful of traditional mid-summer favorites, it seems like everyone was showing their competitive edge in July. We wish we had the time and space to cover all of them in detail, but for the following events, you're going to have to settle for scores only.

Also please note: Between space considerations and all that was happening last month, we do not have room to run Beer Can results. We'll pick up that slack in the September issue

PLASTIC CLASSIC (Bay View Boat Club, 7/19)

ISLANDER DIVISION (PHRF >252) — 1) **Rutharola**, Cal 20, Bernard Saggese; 2) **Constellation**, Islander Bahama 24, John Lincoln; 3) **Sea Dog**, Islander Bahama 24, Cleveland Motley IV. (5 boats)

PHRF 200-251 — 1) **Tizna**, Morgan 25, George Luna; 2) **Crazy Horse**, Ranger 23, Nick Ancel; 3) **Gran Wazoo**, Pearson 23, Sal Balistreri. (11 boats)

PHRF 180-199 — 1) **Wings**, Columbia 5.5, Michael Jackson; 2) **Adventure**, Catalina 30, Jack McDermott; 3) **Serendipity**, Cal 29, Phillip Hyndman. (9 boats)

PHRF 150-179 — 1) **Phantom**, J/24, John Gulliford; 3) **Wired**, Choate 27, Larry Westland; 3) **Mi Amor**, Islander 36, Arnie Gallegos. (5 boats)

PHRF 100-149 — 1) **Light'N Up**, Express 27, Bruce Powell; 2) **Spirit of Elvis**, Santana 35, Martin Cunningham; 3) **Solar Wind**, Martin 32, Max Crittenden. (4 boats)

PHRF < 100 — 1) **Infinity**, custom Holland 47, Gary Gebhard; 2) **Par Avion**, Carrera 38, Franz Steiner; 3) **Incognito**, C&C 48, Mark Sange. (3 boats)

TRITON — 1) **Bolero**, Ely Gilliam; 2) **Dogstar**, Larry Suter; 3) **Answer**, David Wilson. (6 boats)

FLYING DUTCHMAN — 1) **Anger**, Zhenya; 2) **Mio Gusto**, Saul Schumsky. (2 boats)

OVERALL — 1) **Phantom**; 2) **Light'N Up**; 3) **Wings**; 4) **Tizna**; 5) **Rutharola**. (44 boats)

Complete Results: www.bayviewboatclub.org

LASER MASTERS PCCs (Bay View Boat Club 7/20-21 6r/1t) — 1) Tracy Usher, 18 points; 2) Chris Boome, 20; 3) Pete Phelan, 22; 4) Mark Halman, 35; 5) David Lapier, 36; 6) Mike Bishop, 40; 7) Jim Christopher, 44; 8) Roger Herbst, 46; 9) Veijo Suorsa, 51; 10) Eric Wilson, 51. (17 boats)

TRANS-TAHOE REGATTA (Tahoe YC, 7/11-13)

PHRF 1 — 1) **August Ice**, J/125, Dick Ferris; 2) **Racer X**, Farr 36, Gary Redelberger; 3) **Wicked**, Farr 36, John Corda. (5 boats)

PHRF 2 — 1) **Eagle**, Express 27, Ross Groelz; 2) **Arch Angel**, Antrim 27, Bryce Griffith; 3) **True Luff**, Tartan 10, John Utter. (5 boats)

PHRF 3 — 1) **Groovy**, Venture 24, Les Bartlett; 2) **Dove**, Ranger 23, Bill Wahlander; 3) **Legs**, Moore 24, Lester Robertson. (6 boats)

MULTIHULL — 1) **Miss Blue Eyes**, Corsair 28, Bert Lemke; 2) **Afterburner**, Corsair 750, John Green; 3) **Wings**, Corsair 24, William Cook. (3 boats)

CORSAIR 24 — 1) **Origami**, Ross Stein; 2) **Gaijin**, Pete Adams; 3) **River Dance**, Pierre Chatelain. (6 boats)



ARIANE PAUL

A shot from the evergreen Plastic Classic Regatta at Bay View Boat Club. To find out who won, check the 'box scores' section below.

GOLDEN GATE CUP — 1) **Yeofy**, San Francisco YC Eliel Redstone, 3 points; 2) **Alpha Puppy**,

Berkeley YC, Alex Farrell, 8; 3) **Great Sensation**, St. Francis YC, Mario Yokov, 9. (6 boats)

Complete results at: www.ggyc.org

Full Bore Boreas

The Boreas Race has been going continuously since 1948. For the first

half-century or so, it went from San Francisco to Moss Landing. In 2004, the course was shortened in order to get folks in before midnight. The New Boreas Race is now a 62-miler that finishes in the same place, but starts in Half Moon Bay. It's co-sponsored by the HMB and Elkhorn Yacht Clubs.

In modern times — at least within the lifespan of this magazine — neither the old nor new Boreas Races ever attracted big fleets. This year was no exception: only nine boats started and seven completed the course. The irony is that, with the shortened race track, it's a real jewel of an event. With the 'dead zone' off Montara out of the picture, here's a genuine downwind ocean race that you can complete in a day, and one that — especially in its new guise — almost always has wind. Often lots of it. Which is one of the main reasons Tim Cordray entered his Henderson 30 *Seasaw* in the 60th edition of the Boreas Race on July 5.

"We were desperate to find a downwind race that actually had breeze," said Chris Watts, part of a regular crew that included Gerry Swinton, Pepe Parsons, Chris Deaver and Tirey Cordray (Tim's son). The *Seasaw* guys had failed to find that key ingredient in either the Ditch Run or Spinnaker Cup earlier in the year, and were itching to put the sporty Henderson's pedal to the metal.

They weren't disappointed. Windwise, the New Boreas is, well, never boring. For four of the last five runnings,

MELGES 24 — 1) **Smokin**, Kevin Clark; 2) **Personal Puff**, Dan Hauserman; 3) **Practice Girl**, Christopher Farkas. (5 boats)

CRUISING — 1) **Brain Wave**, Wylie 30, Charles Quaglieri; 2) **Knot Bitchin**, Chaco Molher; 3) **Sorceress**, James Walsh. (6 boats)

OVERALL — 1) **August Ice**; 2) **Racer X**; 3) **Smokin**. (35 boats)

Complete results: www.tahoeyc.com

2008 SC 27 NATIONALS (RYC, 7/10-13, 7r/1t)

1) **Hanalei**, Rob Schuyler; 2) **1st Impression**, Rick Gio; 3) **Sumo**, Jim Livingston/Henry Cassidy. (9 boats)

Complete results: www.richmondyc.org

SILVER EAGLE (IYC, 7/12)

EAGLE (47.4 nm) — 1) **Southern Cross**, Melges 32; 2) **Savois Faire**, Beneteau 1st, Paul Osborn; 3) **Phantom Mist**, Beneteau 40.7, Gary Massari. (7 boats) Note: protests pending

EAGLET (30.6 nm) — 1) **Phantom**, J/24, John Guilliford; 2) **Cygnus**, Ranger 33, Michael Simpson. (2 boats)

Complete results: www.iyc.org

HIGH SIERRA REGATTA (Fresno YC, 7/19-20, Weekend #2: Keelboat Classes)

DIVISION A (PHRF < 132) — 1) Melges 24, Loren Colahan, 4 points; 2) Olson 30, John Scarborough, 7; 3) B-25, Bruce Schumacher, 10. (7 boats)

DIVISION B (156-188) — 1) J/22, Greg Greenlee, 4 points; 2) J-22, Jeff Pulford, 5; 3) Olson 25, Tom Blagg, 10. (12 boats)

DIVISION C (>192) — 1) Coronado 25, Lewis Wagoner, 3 points; 2) Holder 20, John Duthie, 6; 3) Capri 22, Jerry M. Lewis, 10. (8 boats)

OPEN KEEL — 1) Santana 22, Dan Scarberry, 3 points; 2) Santana 22, John Ruck, 6; 3) Holder 20, Joe Diehl, 7. (5 boats)

SAN JUAN 21 — 1) Bill Parsons, 4 points; 2) Jerry Hansen, 6; 3) Ruth Barcus, 8. (10 boats)

THISTLE — 1) Dean Isashi, 7 points; 2) Ron Smith, 9; 3) Michael Gillum, 11. (11 boats)

ULTIMATE 20 (Doubled as U-20 Nationals) — 1) Brad Boston, 4 points; 2) Tom Burden, 7; 3) John Andrew, 7. (11 boats)

VIPER 640 — 1) Laurent Dion, 4 points; 2) John Riddell, 7; 3) Mark Hinrichs, 10. (4 boats)

OPEN 5.7 — 1) Jerome Sammarcelli, 5 points; 2) Tracey Kenney, 7; 3) Nik Vale, 7. (5 boats)

SANTANA 20 — 1) David Oborn, 4 points; 2) Jef Keenan, 5; 3) Shaun Prestridge, 10. (4 boats)

VICTORY 21 — 1) Scott Holmes, 5 points; 2) John Henke, 5; 3) Don Bonander, 8. (9 boats)

Note: Boat names were not included in posted results.

Complete results (including Weekend #1: Dinghies): www.fresnoyachtclub.org

ALBERT T. SIMPSON SPORTBOAT REGATTA (StFYC, 7/19-20)

ETCHELLS — 1) **Mr. Natural**, Ben Wells/Bill Barton, 5 points; 2) **JR**, Bryan Moore/Steve Fentress, 17; 3) **Imp**, Dale Hoffman, 20. (7 boats)

J/105 — 1) **Good Timin'**, Dave Wilson, 6 points; 2) **Aquavit**, Tim Russell, 15; 3) **Brick House**, Kristen Lane, 32. (24 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 5 points; 2) **Small Flying Patio Furniture**, Edward Walker, 10; 3) **On Belay**, Don Taylor, 19. (5 boats)

MELGES 24 — 1) **Smokin**, Kevin Clark, 11 points; 2) **Nothing Ventured**, Tom Klenke, 13; 3) **Jam Jam**, Neal Ruxton, 18. (6 boats)

Complete results: www.stfyc.com

WYLIE WABBIT 2008 NATIONALS (StFYC, 7/19-20, 8r/1t)

1) **Jack**, Bill & Melinda Erkelens, 7 points; 2) **Wabbitastic**, Erik Menzel, 17; 3) **Mr. McGregor**, Kim Desenberg, 19. (9 boats)

Complete results: www.stfyc.com

THE RACING

it has been characterized by a light air start, considerable wind and seas off Davenport, concluding with kinder conditions across Monterey Bay.

That's exactly what *Seesaw* saw, with the exception of the big seas. By the time they were past Pidgeon Point, the wind was in the high 20s and the boat was planing at nearly 20 knots.

"What was really cool is that it was pure boatspeed," says Cordray. "We had wind chop but no swell, so we weren't surfing, we were just planing."

Seesaw covered the distance in 6 hours, 14 minutes, an average of almost exactly 10 knots. That was good enough for first to finish, first overall, and new course record.

"I can't understand why more people don't do this event," said Watts. "It's really a blast!"

PHRF 1 — 1) *Seesaw*, Henderson 30, Tim Cordray; 2) *Scarlet Begonia*, custom Wilderness 30, n/a; 3) *Synchronicity*, Olson 25, Steve Smith. (5 boats)

CRUISING — 1) *La Boheme*, Catalina 36, n/a; 2) *Touche*, Catalina 38, Bill Richards. (2 boats)

MULTIHULL — 1) *Golden Vanity*, custom 41-



Eight Express 27s showed up for their PCCs — a tuneup for August's nationals.

ft trimaran, John Dunn. (1 boat)

Express 27 PCCs

Tom Jenkins and his *Witchy Woman* team are on a roll, and hoping they'll keep it going and peak later this month.

In late June, they bulletted two of three races to win the eight-boat Express 27 class in the Sarcoma Cup. On July 19-20, they dominated the Express 27 PCCs, shooting nearly a 'full clip' — five bullets in that six race series. The two-day regatta was hosted by St. Francis YC and sailed on the Berkeley Circle.

"Great breeze, great race management and great crew," said Tom, who moved to the Express 27 from the Melges 24 fleet two years ago. "This crew has been working hard, and we're really coming together this year." Aboard for the win were Eric Kownaki (tactics), John Neiswanger (trim), Andrew Brown (bow) and Marrie Brown (pit/mast).

All of it's been in preparation for the Express 27 Nationals, which take place on the Bay on August 29-31. Seventeen boats are already signed up for that Cityfront series, which will feature a long-distance race on Friday and buoy racing Saturday and Sunday.

Interestingly, the first and last production Express 27s will be among those in attendance. Jenkins's *Witchy*

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Woman, hull #116, was the last to roll out of Alsberg Boat Works in Santa Cruz in the late '80s. #1 is Brendan Busch's beautifully restored *Get Happy!* For the record, there were two non-production Expresses. Steve Katzman's *Dianne* (hull #0) was built of cold-molded wood, and the mold for all the boats to follow was taken from her. Hull #117 was laid up in Seattle in 1995 and finished off by Express 27 designer Carl Schumacher as his personal boat, *New Moon*. It's currently sailing as Tibor Ipavic's *Kolibri*.

1) **Witchy Woman**, Tom Jenkins; 2) **Shenani-gans**, Nick Gibbens; 3) **Moxie**, Jason Crowson. (8 boats)

Complete results: <http://express27.org>

Race Notes

Youth Worlds — The US made strong showings in at the ISAF Youth Worlds July 7-19 in Århus, Denmark. Luke Lawrence of Jupiter, FL took second in the 45-boat Laser division. Anne Haeger took 9th in the 40-boat Laser Radial Division. In the 25-boat 29er boys division,

Judge Ryan and Hans Henken of San Diego took third, while **Julia Paxton** and **Karoline Gurdal** of Richmond YC and Golden Gate YC took 10th in the 18-boat 29er girls division. Andrew Mason and Chris Segerblom of Newport Beach took 13th in the 16-boat SL-16 multihull division. Complete results are available at: www.youthworlds2008.org

Little Boats With Big Ideas — The first ever West Coast Mini Transat 650 Race finished in San Francisco in the wee hours of July 17. The organizers delayed the start of the race by five days due to a gale off the coast of Washington, and by the time the fleet got going only two boats ended up making the trip. **Craig Horsfield** and **Tom Alexander** on *Sky-*



I14 WORLDS/WWW.WORLDS2008.DE

Archie Massey and **Matt Noble** teamed up to win a brutal I-14 Worlds in Germany.

web Express beat **Adrian Blunt** and **Andy Abel** on *Antidote* to the finish.

Originally planned to be a two leg event — the first singlehanded to the Bay and the second doublehanded to San Diego — the race started from Victoria B.C. July 11 thanks to the postponement.

The grassroots effort was run by Duncan Gladman and Guy Rittger and turned out to be a little short of the

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THE RACING

pre-race projected total of five boats. Nonetheless, as admirers of these plucky little 21-foot boats and their crews, who still encountered 30-plus knots of breeze and the North Coast sea conditions to go with it, we're incredibly stoked to see this event get a foothold and hopefully build some traction.

There was a terrific forum and a race-tracker to boot. You can find the forum and a link to the tracker at: www.minitransat650.com/simple/index.php?topic=635.msg7732

Little Boats With Big Ideas — Fifty-one Optimists and 5 Laser 4.7s showed up for the St. Francis YC's Opti Heavy Weather Regatta on the Cityfront. Alexander Shepard's *Blue Bird* won the Laser 4.7 division. In the four boat Opti Green division, Sam Barton notched a six point win. In the open Optimist division, Jack Barton's *Killer Bee* scored nothing lower than a fourth to take the division. Results at: www.stfyc.org.

Sacré Bleu! — Thomas Coville sailed his 105-ft trimaran *Sodeb'O* past the Lizard 5 days, 19 hours, 29 minutes after leaving the Ambrose Light in New



Thomas Coville celebrates breaking Francis Joyon's 2005 east-west transatlantic record.

York, taking eight-and-a-half hours off the previous singlehanded west-east transatlantic record set by Francis Joyon

in *IDEC 1* in 2005. What's really impressive about this new record is that Coville was able to beat it despite a high-pressure system that slowed him considerably toward the end of the trip. Sleeping an estimated two hours in the first three days, he kept the pedal down the whole way across — barely taking a break during the final 48 hours to the finish. This is one that's beatable, and we're betting Francis The Incredible won't rest long before trying to get it back.

Ouch — As if the flukey breeze and plentiful seaweed aren't enough to worry about off Quindao, China, American Star sailors John Dane and Austin Sperry's "stress testing" of gear last month in preparation for this month's Olympic Games yielded important information: 25 knots was too much for their mast.

"We need to find out how strong stuff is, and now we know," quipped Sperry of the loss of the brand new mast and sails, worth about \$10,000. While some people might view the loss of a rig as a bad day, Sperry, who calls himself an eternal optimist, thought it turned out

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to be an unusually good day.

Of course, winds for the Olympics are forecast to be in the 7-knot range, and for that, Sperry says they are more than ready. "Teamwork and togetherness are really strong. We now have everything sorted as far as equipment goes. It's just focusing on the basics now. I can tell that we are getting ready to peak for the Games."

From all of us here at *Latitude 38*, we wish the US Olympic Sailing Team good luck in Qingdao. You can follow the Olympic regatta at www.ussailing.org.

Governors Cup — The St. Francis YC team of John Heineken, Nick Dugdale, and Ben Lezin, came out on top of the consolation round at Balboa YC's Governor's Cup, one of the world's premiere junior match racing regattas. The team won all of their matches in the round, which is sailed by the sixth through 12th place teams. Held in the Alan Andrews designed Governor's Cup 21s off Newport Beach July 16-20, the event as always showcase an international field drew teams from Australia, New Zea-

land and the UK, but was won by Michael Menninger, Cole Hatton and Chris Barnard of the Newport Harbor Yacht Club entry.

Vic-Maui 2008 — The Paul Bieker-designed Riptide 50 Strum took elapsed time honors in the 2,308-mile Vic-Maui race on Saturday, June 5.

A little over twelve days after the start, Wink Vogel's silver-hulled speedster arrived at the Lahaina YC with only the vague threat of losing corrected time honors from the rest of the chasing pack.

The next finisher, Warren Hale's C&C



PETER LYONS/WWW.LYONSIMAGING.COM

The Ultimate 20s held their national championships at the High Sierra Regatta at Huntington Lake. You'll find results in the 'box scores'.

44 Turicum was within striking distance, but missed beating *Strum* by five hours, finishing June 8 at 3:10 p.m. local time.

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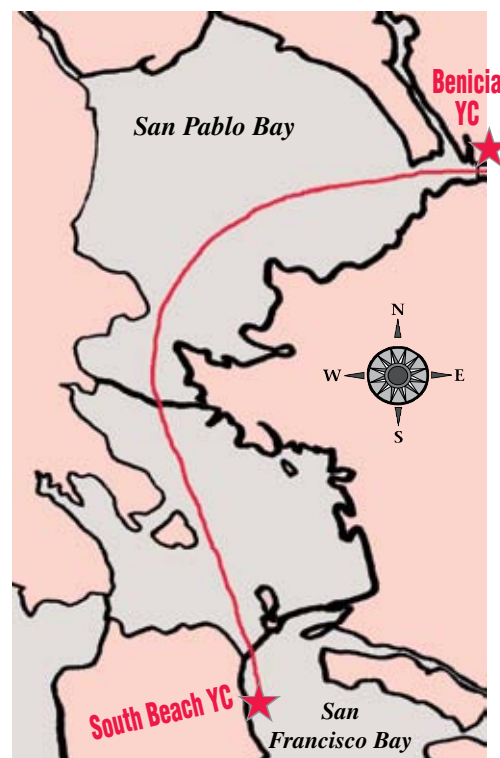
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WORLD

With reports this month on **Successful Travel Strategies For Tough Economic Times**, a West Coast sailor's cruise through the **Historic Islands of Southern Italy**, and miscellaneous **Charter Notes**.

When Times Get Tough, Savvy Travelers Get Creative

Having recently returned from traveling overseas, we can attest to the fact that the 'almighty dollar' just isn't very mighty these days. In fact, as you undoubtedly know, it's buying power overseas is wimpier than it's been in decades. Add to that the fact that continually soaring fuel prices are forcing airlines to bump fares higher and higher. What's a travel junkie to do? Stay home?

Sorry, but if you love to get away from your usual routine as much as we do, that's just not an acceptable solution. Don't get us wrong. We love the Bay Area. But let's face it, the modern California lifestyle runs at such a break-neck pace that being stressed out and over-extended is epidemic here. The annual sailing vacations we take — whether we can really 'afford' them or not — are one of the best things we do to preserve our sanity. As we look back over the years, many of the fondest memories we share with family and friends sprang from sailing trips — a few of which we're probably still paying for. (And we never did remodel the kitchen.) But what the heck, as far as we know, you only go around once.

When our kids get together with their favorite cousins, they often reminisce

Now 75, Grandpa Phil still talks about his one and only bareboat charter as the best vacation of his life.



about the laugh-a-minute times they had together on our bareboat trips to Catalina, Desolation Sound and the Caribbean. And just about every time we see Grandpa Phil and Grandma Patty, they remind us that the cat charter we took them on years ago from Guadeloupe to the BVI was the greatest vacation of their lives. Once the Bonine kicked in these two greenhorns loved every minute of it.

We're also reminded of other non-sailing friends we've turned on to the joys of vacationing under sail, who now consider time spent on the water to be one of their favorite pastimes. No doubt many *Latitude* readers have had similar experiences.

These days, though, unless you're rolling in greenbacks, you'll need to get creative in order to turn your vacation fantasies into reality. So let's look at some useful strategies.

We're happy to note that bareboat prices don't seem to have escalated abnormally, so rising air fares are obviously

Sarah and Steve have lived near the Chesapeake for decades, but had never sailed its waters until we invited them along.



the biggest impediment to overseas travel these days. Or, put another way, finding an acceptable air fare deal is the biggest challenge for would-be vacationers. In times like these, you'll probably need to get creative and think outside the box in order to find prices you can live with.

One idea is to look beyond the fares you find on typical Internet search sites.



Depending on where you're headed, you can sometimes get much better pricing by searching out unconventional routings. Look for special promotional fares, even if you have to fly a convoluted route to use them. Middle-of-the-night 'red eye' flights are almost always cheaper, as are flights with multiple stopovers and long layovers. Hey, you've often gotta rough it these days to find a bargain. And don't forget that flying mid-week will save you a few bucks too. These days relatively few travelers book air through travel agents, but they can sometimes find you good deals using creative itineraries that won't come up during an automated search. When a sharp agent works her magic, the booking fee charged will be money well spent.

Another idea is to check out the ads of flight 'consolidators' in big urban newspapers like the *L.A. Times* and *New York Times*, especially if you want to go to distant locations like Thailand, Australia or Europe. Consolidators buy tickets in bulk and often have inventory to dump well below market rates.

If you are extremely flexible as to when you travel you can sometimes

OF CHARTERING



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find last-minute cheapo fares on both flights and bareboats, but this is hardly worth mentioning to most travelers, as few have the luxury of jetting away on several day's notice.

These days, many air travelers feel it's hardly worth collecting frequent flyer miles, as it has become increasingly more difficult to cash them in. But it's not impossible. If you've searched for frequent flyer seats in the past year or two, you've probably been frustrated to find that no seats are available unless you are willing to upgrade to business or first class for more than double the economy class award amount. If you've got piles of miles, that might be worth doing — since it's so tough to use them otherwise. And if you don't have enough of your own, consider asking friends who do a lot of business travel if you can buy, borrow or trade something for the miles you need. You'd be amazed how many miles some business travelers rack up with little free time to ever use them.

Despite the frustration of trying to

claim mileage awards on relatively short notice, if you are able to book your vacation time w-a-a-y in advance — like 10 to 12 months ahead — you can still get seats to most prime vacation destinations.

The other way to save big bucks on charter trips is to limit the number of meals you have ashore. We all like to splurge a bit on vacation, and it would be silly to visit a foreign culture without sampling the local cuisine. But if you have a family of hungry mouths to feed, dining out every night can break the bank, particularly now, with the dollar's diminished buying power. Trust us, especially where kids are concerned, fancy

meals really aren't all that important. In fact, we've known plenty of kids who get bored stiff sitting in a restaurant booth trying to mind their manners. Years later, they're much more likely to remember the fun they had making Mickey Mouse pancakes in the galley than the \$30 entree they picked at while playing footsie under the table.

Yeah, we know, cooking three meals a day for a boatload of hungry sailors doesn't exactly fulfill with your vision of a dream vacation. But if everybody takes a turn, galley duty can be more fun than work.

All things considered, we've found the provisioning packages offered by bareboat companies to be a good value, and having everything stocked aboard when you arrive saves you precious sailing time. But if your group has special needs or is made up of particularly light eaters, provisioning on your own is a reasonable option which might shave a few bucks off the overall cost of your trip.

Lastly, everybody loves sailing on nearly-new boats, but if you find the boat pricing of the top companies to be beyond your means, check out the smaller 'second tier' companies, which offer somewhat older boats for substantially lower prices — especially in the Caribbean. Most offer assurances of quality on fleets of boats that are less than 10 years old.

Tough economic times like these are hard enough without having to sacrifice

The natural camaraderie that's characteristic of active charter trips often grows into lasting friendships.



WORLD

the rejuvenating benefits of vacationing. So rather than sit home and sulk, we suggest you dedicate some time to creative research. You might be amazed what you'll come up with. And you'll be a hero to your chartering partners.

— *latitude/andy*

Shooting Stars, Volcanos & Mud Baths: Italy's Aeolian Islands

It was the first night of a week-long charter in the Tyrrhenian Sea. We were sailing along at 7 to 8 knots watching shooting stars and bioluminescence while dolphins raced at our bows, when suddenly we came to a complete, unplanned stop.

In *Latitude's* April issue you suggested chartering in the Aeolian Islands off the north shore of Sicily in southern Italy. We followed that advice and had a wonderful sail aboard a Lavezzi 40 catamaran which we bareboat chartered through Mark Wakeman of GoCats in Newport Beach.

Five friends met in Italy to sail aboard the *Ericussa* out of Sant'Agata di Militello. Even though the winds for the week were forecast to be light and variable,



When in Rome... Kevin, aka **Able Bodied Seaman**, checks out the therapeutic qualities of Aeolian mud baths.

we had a great time sailing among these volcanic islands. During the trip we visited Filicudi, Salina, Vulcano, Stromboli, Panarea and Lipari.

Upon arriving and being checked out by Giuseppe Dominici of Kiriacoulis Mediterranean, we provisioned and set off in the late afternoon. On a close reach, about halfway to Filicudi, just after dark,

we got stuck on some floating line from a fish net. We tied it off to a cleat, looked over the transom, and tried to free the line with the boat hook. No dice. So our 'Able Bodied Seaman' donned a shorty wetsuit, dove in with his dive light and in about 5 seconds had us free. Later that evening, we heard calls from not one, but two other boats that had also gotten stuck in fishing nets. Be warned that there are lots of nets strung between tiny floats in that area.

During our chart briefing we'd been given a heads-up regarding anchoring in the islands. There are many places to anchor, but they all have the same characteristic: while your bow is in 8 meters of depth, your stern will be in 20 meters. And you might be about two or three boat lengths from sheer rock cliffs. There is a razor-thin area to anchor in around each island, owing to their volcanic cone shape.

Each morning we swam around the catamaran, snorkeling in the clear, emerald-green water. In early June the water is not as warm as it gets in late summer, but it's still tolerable and refreshing. All

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in all, we found out that the first week in June is one of the best times to visit these islands. Flowers are in bloom and the islands are green, yet are not overrun with vacationers as they are in late summer.

We walked the narrow streets of Rinella on Salina, the island where *Il Postino* was filmed. Beautiful flowers were in abundance, and we climbed around the port-side grottos where smallpox victims were quarantined hundreds of years ago.

Our Able Bodied Seaman took the plunge in the sulfur hot springs on Vulcano Island. Yuk! What a smell! Luckily, it washed off when we made him swim back out to the boat.

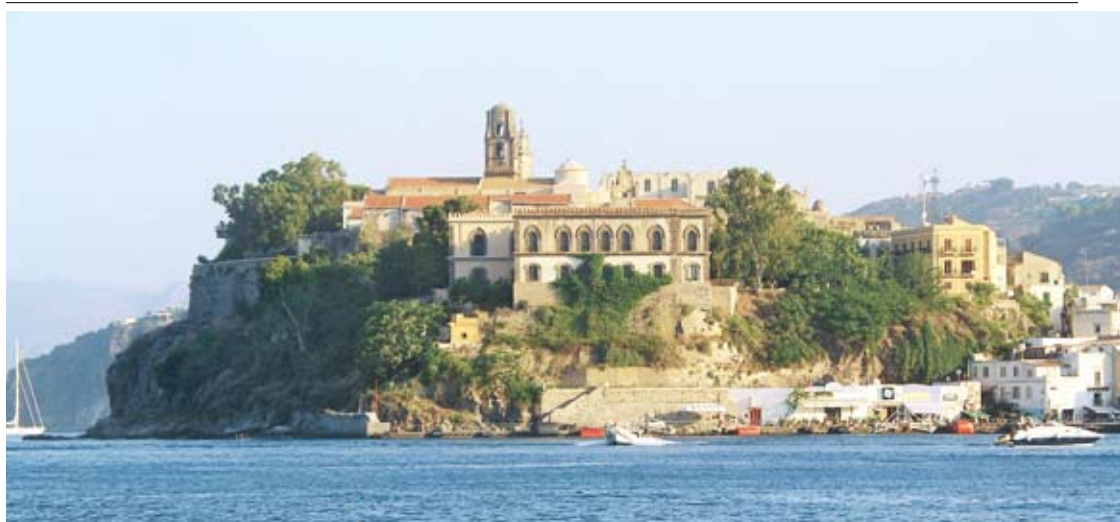
We sailed to the farthest northeasterly island in the group, Stromboli, so we could climb the world's only volcano that has been continuously active throughout recorded history. We hiked what seemed like straight up for 3,000 feet in 3 hours

to stand on the edge of a crater in the dark and look down into the "Strombolian eruptions." This fire dome has exploded every 10 minutes to 2 hours for at least the past 2,000 years. It lived up to its billing and gave us a great show for about 45 minutes before our 2-hour descent on the biggest sand dune you'll ever slide down. I had two words for the experience: unrelenting ordeal. Worth it, though.

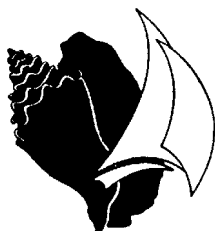
In the Aeolian Isles, the combination of pleasant sailing conditions and rich cultural history make this a fascinating charter destination.

The next evening, we had our best sail, traveling around the west side of Stromboli to watch the Sciara del Fuoco — the path of fire. We hove-to about 2 miles off so we could see into the crater as it shot flames into the sky — unforgettable!

At Panarea, we had a leisurely day



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walking among 3,000-year-old ruins atop the cliffs. Then, on a spectacular sailing day, we made our way to Lipari, the archipelago's most populated island. We spent 45 euros to Med-moor at a dock, which was money well spent, as we could clean the boat and refill with precious water. These islands barge most of their water in, and we saw a couple of ships off-loading water during our cruise.

The castle on Lipari houses a series of museums categorized by era, and one on the geology of the islands. They were fascinating, and the time spent there was a nice finale to our charter week, as it helped us relate to what we had seen during the previous seven days — highly recommended!

The Aeolian Islands are not much larger than Central California's Channel Islands but, owing to their strategic location and agricultural value due to



Rose Marie and Leslyn (right) barter with a friendly fruit vendor on Lipari Island. Mixing with the locals is half the fun.

their volcanic soil, they have played an interesting part in the history of central Europe. Although the *Latitude* staff admitted they'd never sailed there, your recommendation to go was indeed an excellent one. Put this venue high on

your 'Where to Next' list.

— bill robinson
morro bay

Bill — Many thanks for your report. Sounds like a fascinating area to explore under sail, especially for those of us interested in science, history — and Italian cuisine. Those islands are already on our must-see list, but perhaps we should move them closer to the top.

Sailing the Galapagos: Mother Nature's Playground

A trip to the Galapagos should be a trip of a lifetime, and this one didn't disappoint. We started by flying to Ecuador's capitol, Quito, and touring the city for a day before flying out to the islands. Quito has a wonderful old-world charm nestled inside of an up and coming city. We really enjoyed our time there and would recommend spending a few more days exploring the city and the surrounding areas.

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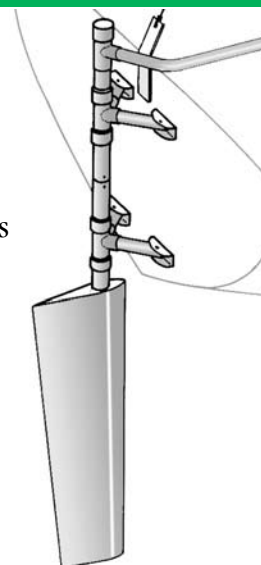
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OF CHARTERING

Arriving in the Galapagos we were greeted by *giant* grasshoppers. I saw one lady almost dislocate her shoulder trying to get one off her back. Our naturalist, Walter, was there to greet us and usher us to the 82-ft sailing catamaran named *Nemo I*.

We spent the next 6 days snorkeling and hiking around this wonderland of exotic birds, iguanas, sea turtles, sharks, penguins (yes, penguins), sea lions, fish of all kinds and, of course, tortoises. We usually did two hikes and at least one snorkel per day.

The crew of the *Nemo I* did a fabulous job looking after us in every way possible. Our cabins were cleaned daily, and we were served three full meals plus snacks every day. The gear and trip was well planned and perfectly executed. Of course, there were other boats operating in the same area, but our crew did a great job of coordinating with the other boats so no one felt too cramped.

We also felt that being on a catamaran really enhanced the experience due to the outside living space and great

platforms from which we could watch dolphins riding the bow waves or enjoy our meals, sitting in the shade.

Another thing that impressed us was how well the islands are being preserved. We did not see a single piece of trash on any of the beaches. Kudos to the Ecuadorian government and the tour groups of the Galapagos for maintaining this uniquely gorgeous place.

For cruisers wanting to stop there, it is possible. However, you will need to check in at the main island (Puerto Ayora, on Santa Cruz Island) and purchase a guided tour of the islands. It's well worth the cost of admission and your dollars go directly toward helping maintain the sanctity of this magical place. Do not try to poach — it will cost you dearly. We booked our trip through Ocean Voyages of Sausalito which made it hassle-free for people with busy schedules.

As we prepared to leave *Nemo I* we got



Jack's girlfriend Stephanie shares the latest sailing news with her flipped friend. Would you believe he likes Max Ebb best?

a final send-off by a 7-foot Galapagos shark circling the catamaran. "Watch your step!" said Walter with a large Galapagos smile. We motored to shore and sat in the shade with some very hip Galapagos sea lions that apparently enjoy reading *Latitude 38* as much as we do! Adios Galapagos — until we meet again!

— jack majszak

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WORLD OF CHARTERING



Charter Notes

Many longtime Caribbean sailors say that now-world-famous regattas like Antigua Sailing Week and St. Maarten's Heineken Regatta were more fun 20 years ago when fleets were smaller and crowds were more intimate. If you can relate to that kind of thinking, we've got a new sailing contest for you to consider: the **Golden Rock Regatta**, run in the northern **Leeward Antilles**.

Begun only three years ago and still little known in the U.S., this week-long event (November 8-14) is unique in that

At bareboat-friendly regattas like the Golden Rock, you always tend to have equally matched boats to compete against.

most of its **six races** take competitors across open water from island to island. Bareboat charterers and private yachts begin at French St. Martin's Oyster Pond, then race to, and party at, a different venue each day: **St. Martin - St. Barth - St. Kitts - Statia - St. Martin**.

The Dutch-French mix of these islands guarantee an **international field of competitors**, and organizers are anxious to spread the work to North

Americans — which is particularly appropriate given the history of Statia (St. Eustatius). It earned the name Golden Rock in the 1700s due to its status as a key trading center.

As every grade school scholar knows, on November 16th, 1776, the **American brig Andrew Doria** approached the roads at St. Eustatius, fired a salute and was acknowledged by 11 guns from the Dutch fort's battery, thus earning a place in history as the first-ever salute to the fledgling U.S. by a foreign power.

According to organizers, part of the regatta's purpose is "to commemorate these events" while focusing attention on this "forgotten outpost of a bygone age."

In contrast to its flashy neighbors, St. Martin and St. Barth, Statia a sleepy old-style island which receives very little tourism. Sound like the lost Caribbean you've been looking for? Perhaps you should consider booking a boat for this year's event. Win or lose, it sure sounds like fun to us. See www.goldenrockregatta.com for complete info.

— latitude/andy



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As we often explain in these pages, the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

Prospective entrants should be clear that this offshore sailing event definitely is *not* a hand-holding service for those incapable of making this trip on their own. However, it is a fabulous opportunity to get acquainted with hundreds of like-minded cruisers as you 'cruise-in-company' along the Baja coast.

A new twist this year is that you may now sign up online at www.baja-haha.com. As we write this, 109 boats have completed the registration process. See the website for complete event details.

Shortly after registering, entrants will receive their official event burgee by mail, along with special offers from the sponsors listed here.

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IMPORTANT DATES

Aug 9 — Pre-Ha-Ha Gathering & Potluck Barbecue at Two Harbors, Catalina, 5-9 pm.

Sep 10 — Final deadline for all entries.

Sep 10 — Mexico-Only Crew List and Baja Ha-Ha Party, Encinal YC in Alameda; 6-9 pm.

Oct 19 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct 25 — Informational Meeting about the Pacific Puddle Jump, West Marine, San Diego, 5 pm.

Oct 26, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct 26, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct 26, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct 27, 11 am — Start of Leg 1

Nov 1, 8 am — Start of Leg 2

Nov 5, 7 am — Start of Leg 3

Nov 7 — Cabo Beach Party

Nov 10 — Awards presentations hosted by the Cabo Marina.

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CHANGES

*With reports this month from **Last Resort** in Alaska; from **Geja** under new, youthful ownership in the Med; from **Caprice** on not wanting to make landfall in the Pacific; from **Moorea** on a relatively easy passage up the Red Sea; from **Quetzalcoatl** halfway between the Galapagos and the Marquesas; from **Kiapa** on charging batteries without (ab)using the engine; and a generous helping of **Cruise Notes**.*

Last Resort — Catalina 470 Dick and Sharon Drechsler In the Land of Glaciers and Halibut (Long Beach)

Dick says that if you've navigated Wrangell Narrows, it's worth putting on your resumé. Well, my sailing resumé now states, "Safely provided backseat navigation of Wrangell Narrows."

We're now in Petersburg, which is supposed to be a quaint and lovely town of 3,500 people. Thanks to their Norwegian heritage, the people and the town are supposed to be very neat and clean. But we shall never know, for we're staying inside the boat, discouraged by the rain. Tomorrow, however, we'll be heading up to our first glacier — Tracy Arm. So I'll get a chance to look for icebergs. Ah, to think that most people head to the warm waters of Mexico or the Caribbean with their cruising boats. But not us. At least not yet. But I suppose the cool and wet conditions here will make us appreciate the tropical warmth and sun once we get there. At least we're no longer in San Francisco, trying to breathe the smoke-filled air. The stuff we're breathing here in Alaska is just fine, as it's fresh and moist.

Our favorite spot to date has been Misty Fjords, and not just because of its exotic name. No, it's because the place has more waterfalls than LAX has urinals. The place is amazing!

Since we're up here in Alaska, the land of crab and shrimp, we stocked up on crabbing and shrimping gear while

The Great White Crab Hunter readies his \$400 worth of gear to go after Alaskan crab. The next morning his catch numbered one.

in Ketchikan. The crab pot was \$120, the shrimp pot just \$100, and the other junk to go after them was \$200. The joy of finally catching a crab? Priceless.

You should have seen us deploying these traps for the first time. We bumbled around like first-graders with a chemistry set, and it took us a good part of the evening to get them set. The great white hunter couldn't wait to get up the next morning to pull up the rewards of the time and money we invested. When he landed the shrimp pot, it was empty. But when he pulled up the crab pot, lo and behold, there was actually one crab in it! Dick was so excited that he nearly jumped out of the dinghy in surprise. "It was like the *Deadliest Catch*," he later quipped.

Then last night Dick decided that he would catch a halibut. Sbdss. uhyes, ssli. Excuse me, but I can't even type because I've been laughing so hard at the recollection. "I'm jigging," Richard explained as he was jerking his fishing pole up and down like a carousel pony. "You catch halibut by making it believe there are fish in trouble that would be easy prey," he explains. Richard is fishing with a colorful lure — yellow and white streamers — that is sold under the colorful name 'Butt Juice'. With no bites, Richard tried other techniques. First, there is the straight up and down jig. This is akin to the missionary position of jigging, in that it's neither exciting to watch or participate in. So Richard expanded his repertoire to include exotic techniques such as figure-eights, before introducing increasingly higher levels of difficulty. "That's good," I encourage him. "It must look like a fish's final death throes down there. I'm sure it's like Madame Butterfly."

Did I happen to mention that I've been appointed to the position of gaffer? The gaffer gets to take this pole with a steel hook on the end, and poke it into the halibut's gill whenever Dick manages to pull it out of the water. I'm then to hold the approximately 100-pound fish until Dick manages to do something about it. What that something is,



has yet to be explained — or, I suspect, figured out. Fortunately, no halibut were adequately stimulated by Dick's Butt Juice lure, so we dined on chicken last night.

— sharon 07/12/08

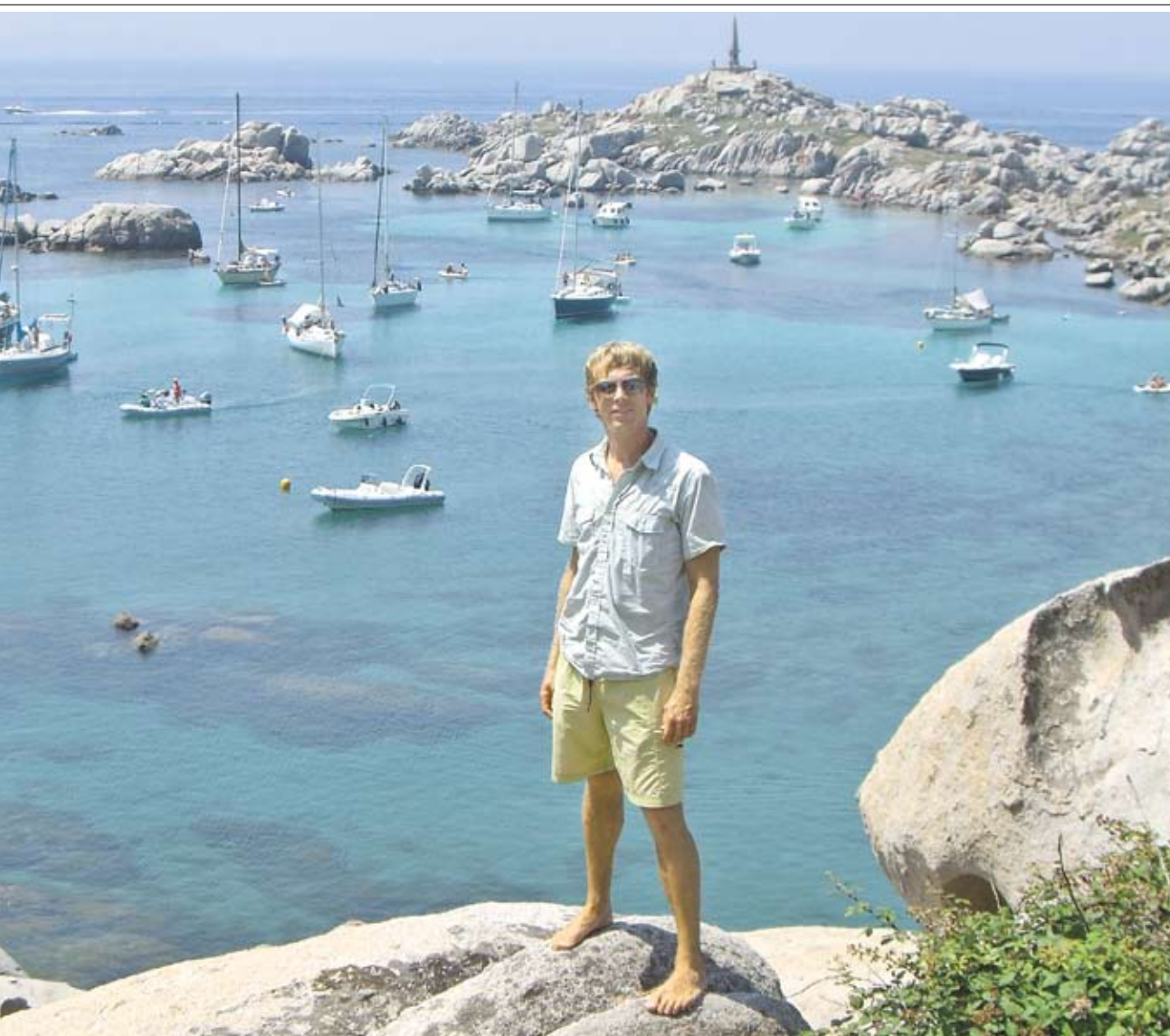
Geja — Islander 36

Andrew Vik

Partying Through The Med (San Francisco)

Hello from Porto Cervo on the Italian island of Sardinia, where I'm having the most amazing time on my Islander 36 *Geja*. *Latitude* readers might remember some of the background to this story. The boat had been cruised most of the way around the world by Palo Alto schoolteachers Dick and Shirley Sandys, and was on the hard at Empuriabrava in Spain when Dick passed away. Shirley put the boat up for sale in *'Lectronic*





Young Andrew stands before the anchorage at Lavezzi Island. The locals tell him he should see it in August when it finally gets crowded.

for \$10,000, 'where is, as is'. *Latitude's* editor wrote that had he been younger and had no obligations, he would have jumped at it. As it turned out, Eli and Sara Bottrell, a young San Francisco couple, bought the boat sight unseen for the asking price. They went on to have a great summer of cruising in the Med, and even got to tour Tom Perkins' 289-ft *Maltese Falcon*. Nonetheless, when the season was over, they decided it was time for them to get started with the rest of their lives, so, based on the improvements and additions they made, put the boat up for sale for \$20,000. I'm the guy who bought *Geja* from them.

I've now covered over 300 miles since leaving Pisa, Italy, which is where the boat was when I bought her. The island

of Corsica has been the highlight of my trip so far, and its port of Bonifacio has to be one of the most fantastic harbors in the Med. When entering, younger cruisers such as myself, should always request a spot at K Dock, as it means that B-52, Bonifacio's most happening bar, will literally be at their swim-step. As amazing as Bonifacio is, it's also had the least expensive mooring I've come across to date, just 30 euros — or about \$45 U.S. — a night. At glitzy Porto Cervo, where I am now, a berth would be 130 euros a night, which is about \$200 U.S. That's why I have *Geja* in the free an-

chorage adjacent to the marina. At least it's still inside the port and therefore has perfect protection from weather in all directions.

Other highlights from the very beginning of my trip include the small Italian island of Capraia, the town of Calvi on Corsica, Corsica's Scandola Nature Reserve and Roccapiña anchorage, and Lavezzi Island in the Strait of Bonifacio.

The weather has been different here in the Med. After what the Italians claim was their wettest spring in 200 years, I finally started to get nice weather in mid-June. The weather remained perfect through July 4, at which time the first of two consecutive mistrals arrived. One of the megayachts inside the Porto Cervo harbor with me reported 50-knot gusts. Fortunately, *Geja's* 20-

kg Bruce anchor held tight. Now that the second mistral has passed, we will continue south down Sardinia's Costa

Bonifacio is not only one of the most beautiful harbors in the Med, it has some of the least expensive berthing.



NAPOLÉON BONAPARTE

CHANGES

Smeralda, and eventually across to Sicily. Ina and Tina, two friends from Sweden, are with me now. They are my fifth consecutive new crew in as many weeks. I'm lucky to have many great friends and



acquaintances who have been happy to fly in from northern Europe and the United States to join me.

I have many great photos, but they will have to wait until I have a better Wi-Fi signal in order to send them to *Latitude*. Compared to Mexico,

both the marinas and shoreside properties in the Med are way behind with Wi-Fi access. This probably has something to do with the European vacation mentality, where work doesn't intrude at all.

Update: Since I wrote last week, we continued down the east coast of Sardinia from Porto Cervo. Then from just south of Olbia, we set a course for Sicily on the tail of one of several consecutive mistrals. Some 42 hours and 211 wild downwind miles later, we found ourselves at the tiny island of Ustica, some 40 miles north of Sicily's north shore. Thanks to *Geja's* plentiful solar panels, I was able to use the autopilot, fridge, and computer without ever having to turn the engine on. As soon as I'm finished writing this, we'll start the 57-mile passage to Cefalu, after which we'll conquer the Aeolian Islands and the Straits of Messina.

I often imagine that my adventures would make for good reading in *Latitude*,

Above; Rugged Corsica as seen from the air, with Sardinia just beneath it. Below; One of Corsica's many beautiful beaches.



as cruising from my perspective might inspire my peers. But I'm having so much fun that I'm not finding any time to write.

While *Geja* has a few kinks, I'll soon be logging my 600th mile on her, and am having the best time ever. Aside from the megayachts in many harbors, *Geja* gets the most attention, as she's a salty old boat with a U.S. flag. Everyone stops by for a chat. I've only come across two other American boats in the five weeks I've been here.

With the sun setting, my crew and I need to leave wonderful Ustica, where we enjoyed some spectacular diving earlier today. My crew, by the way, are two Swedish girls from Gothenburg.

— andrew 07/09/08

Caprice — Seawind 1160 Dan and Carol Seifers Not Wanting to Make Landfall (Richmond YC)

Tubuai, Tahiti, Moorea, Raiatea, Bora Bora, Rangiroa, Minihi, Hiva Oa, Nuku Hiva — these are exotic islands of the South Pacific. If we know about them at all, it's from books or the movies. Like most people, we never dreamed that we would actually visit them, let alone on our own sailboat. But dreams change, and suddenly, after being quietly retired in the Delta, we realized that we could visit them and have the adventure of a lifetime.

Currently, we're about three days southwest of Tubuai, a small island in the Australs. It will be our first stop since leaving New Zealand, and we'll mainly be stopping there because it is the southernmost island on our approach to Tahiti. The Australs are a group of islands spread over 800 miles across the Tropic of Capricorn. Among the islands that make up the group are Maria, Rimatora, Rurutu, Tubuai and Raivavae.

These are high, volcanic islands surrounded by fringing coral reefs. Although part of French Polynesia, the Australs are more humid than Tahiti. The islands are fertile, and support both coffee and orange plantations. The history of the Australs shows that they once supported warlike villages. In fact, the residents of Tubuai once violently rejected the *HMS Bounty* mutineers.



We've been at sea now for 15 days since leaving the Bay of Islands in New Zealand. We've had everything from calms to 47 knots and 15-ft seas. No matter what the weather, our Seawind 1160 has handled it like a dream. We can average about seven knots in a 12-knot beam reach. Our fastest day on this leg of our journey has been 178 nautical miles, which we achieved by carrying a spinnaker all day and night. On the average, we cover about 125 miles in a day.

Caprice is marvelously comfortable, as we can cook, shower and read comfortably on the level without having to hang on. We celebrated our halfway point of this passage with 'Admiral' Carol preparing a delicious filet mignon with boat-made ice cream for dessert. We've also been enjoying the mahi mahi that we caught a few days ago.

Our boat has been relatively free of equipment failures — except for chafed lines and a few broken blocks. Our Spectra watermaker still makes water, but I had to disable a feature which diverts

IN LATITUDES



LATITUDE/RICHARD

'Sea Ya', a slightly smaller near sistership to 'Caprice', as seen in the '05 Ha-Ha, gives you an idea of the Seawind 'look' on the ocean.

water overboard if the salinity is too high. I hope to get that fixed in Tahiti.

I've always maintained that ocean crossings in themselves are not 'fun', but rather adventures that you're glad you experienced once they are over. Sort of like, "I'm glad that we did it, but I'm not sure that I'd want to do it again." But this passage has been different, as I think everyone — including our crew Tom Hanson and Ted Stuart — is truly enjoying the passage for its own sake. In fact, when we were talking about landfall being only a few days away today, Ted lamented that the passage was going to end. "Life is beautiful," he said, "it can't get any better than this. I don't want to land yet." This was on a sunny day when the temperature was about 85 degrees, the wind was 12 knots from the northeast, and we were on the rhumbline for Tubuai. Life really is good!

After a few days in Tubuai to stock up on vegetables, fruits, bread — although

we've been making our own bread — and some fuel, we will make the 350-mile hop up to Tahiti. After a few days in Papeete, we want to visit the Society Islands of Moorea, Raiatea, and Bora Bora before heading north to the Tuamotus.

— carol and dan 06/15/08

Moorea — Dufour 34 Kelly and Kelly Waterhouse Up The Red Sea To The Med (Seattle)

Sailing through 'pirate alley' — the Gulf of Aden between the coasts of Yemen and Somalia — was a breeze. We were part of a five-boat convoy from Aden to Bab El Mandeb, which is the entrance to the Red Sea. We weren't concerned, even after the gun-toting crew of a Yemeni patrol boat approached at 3 a.m. to ask why we were in Yemeni waters. They were

satisfied with our answers to their questions, so they apologized and asked if we needed any assistance. Surprised by the ease of the transit — light winds and flat seas — we pulled into the sleepy port town of Saukin, Sudan, for quick provisioning.

At this point in the Red Sea transit, which is known for strong headwinds and difficult seas, our luck was holding. We were able to sail and motor roughly 300 miles, stopping once at a reef for a refreshing swim and snorkel. But 20 miles from Ras Banyas, Egypt, the headwinds stiffened to 25 knots on the nose. After six hours of motorsailing, our little sloop slowly made her way to the anchorage and we finally dropped the hook. We and seven other boats stayed in place for six days, waiting for the wind to abate.

Noticing that the wind dies down after midnight and pipes up again around mid-morning, we finally decided to make a run for Dolphin Reef — at 3 a.m. A few boats had taken refuge behind the reef and told us that often dolphins came by for visits and to swim with people. It was a blast! As fun as it was, when the wind backed off a little the next day, we decided to hurry off to Port Ghalib to clear into Egypt.

Since the forecast called for additional days of light winds, we were hoping for a fast check-in to Egypt. Fast, however, is not a term often used in that country. After we waited six hours on the quay at Port Ghalib, a marina representative came by to get our paperwork. So we Med-moored at the marina, rinsed off the salt-caked boat, and relaxed, hoping the paperwork could be completed before the dreaded northwesterlies picked up again. Luck was with us again. We had our paperwork the next day and still managed to make it to Port Hurghada.

There's a new marina at Port Hurgha-

Having safely made it past 'pirate alley', Kelly and Kelly pulled into the sleepy port of Saukin, Sudan, where they saw these ancient ruins.



MOOREA

CHANGES

da that has plenty of room and even free Internet. It's also a great place from which to rent a car and guide for a tour of Luxor and the Valley of the Kings. We wanted to join our friends on *Ohana*



Kelly and Kelly.

Kai and Luna for such a tour, but we had to continue on to the luxurious Sharm El Sheikh marina in order to meet up with an aunt flying in from San Diego.

Located on the Sinai Peninsula, Sharm El Sheikh boasts luxury resorts and spectacular diving at and around the Ras Mohammad National Park. This area had been developed when the Israelis occupied the peninsula, and they left an infrastructure to help create one of Egypt's fun-in-the-sun destinations. Although many tourists visit the area, the only cruisers are typically part of the Eastern Med Rally. The only yachts we saw parked at the Port Control Quay were megayachts. We weren't allowed to anchor — or sail our dinghy into any of the bays in Ras Mohamed National Park, and even had to hire an agent just to check into the port. For reasons we don't understand, our Egyptian cruising permit did not cover all Egyptian waters. Nonetheless, the stop was well worth the hassle. One of our favorite island tours was that of St. Catherine's Monastery, which was built by Roman Emperor Justin to protect Sinai passes from invasion. It's home to the remains of the famous burning bush of Moses, and sits under the mount where Moses is said to have

Is this brilliant or what? Swimming with dolphins in the wild and bright blue waters of the Red Sea at — where else? — Dolphin Reef.



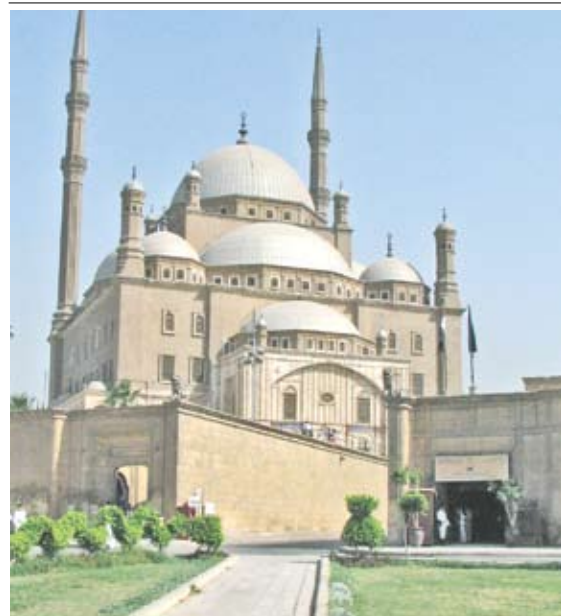
received the 10 Commandments.

Finished with the desert, our aunt wisely decided to go to Jordan to view the stone cities of Petra. This gave us three days to bash into the wind and waves and make Suez City in order to meet up with her again. Normally we don't make such extreme goals when cruising from place to place, but she was worth the beating, so off we went. The passage required navigating between working oil rig platforms, and abandoned ones as well. The abandoned rigs show a blinking white light that can hardly be seen, and appear as just a puny dot on the radar. We motorsailed day and night, with the boat holding up better than her crew. One of the two of us would often suggest we stop behind a reef for a rest, but fortunately the other would always rally from the bashing blues, and we kept on. The wind was incessant, and we couldn't do better than two knots on either tack.

Once we'd completed the 175-mile passage, our agent Madgy was a big help in helping us get some rest and everything else we needed to complete the Suez Canal transit the next day. There was nothing, however, that he could do when a warship decided it was going to do the transit. The canal's policy of not permitting yachts to transit at the same time as the warship forced us to stop for a day.

After a one-day delay, we left at 5 a.m. for Ismailia, which is the halfway point in the canal and where we planned to moor the boat at the marina in order to tour Cairo for a few days. Our half transit went fine, and, thanks to a favorable current, we had a five-knot average. Our pilot was competent and cordial, but his demeanor changed when we presented him with his 'tip' or *baksheesh*. Our agent told us the \$20 we gave him was an acceptable amount, but after counting this tip, our agent demanded more. Suddenly his English wasn't very good and he had trouble understanding us. He even jumped ship onto a pilot boat before we got to Ismailia. Fortunately, another pilot came aboard.

We made it clear to the second pilot that we weren't happy with his friend. But after guiding us about two nautical miles to the marina, he asked for his *baksheesh*! We had no difficulty in telling him off and sending him



on his way. After giving *Moorea* a good washdown, we got a car and driver for the one-hour trip to Cairo.

We found Cairo to be dingy and congested, but it was so full of 'little' gems that it was worth the visit. Among them were the Nile River, the pyramids and ancient artifacts, and the beautiful Coptic churches and mosques. We spent seven days touring the area and enjoying the hotel amenities — such as air-conditioning. We'd done so much that we were exhausted by the time we said farewell to our aunt and headed back to our boat.

We have one big money-saving tip for anyone following in our wake. Buy all the fuel you can in Ismailia. The best time to do this is during the shifting of the guards at the marina, as that's when they'll let you through with your jerry jugs. The reason to buy in Ismailia is that diesel is just \$1/gallon while it's often \$10/gallon in the Med. In addition, the small town was full of friendly and helpful people, and had a decent grocery store for stocking up on goodies.

We did the second half of our Suez

IN LATITUDES

hours anyway.

The air temperature has been very pleasant so far. It's a little warm on sunny mornings, but we're shaded by the sails in the afternoon, so it's always comfortable then. On cloudy days it can be cool, and it's cool on deck at night.

We're trying to make as much westing as we can. The winds have been variable from the southeast to the northeast, so we've had to make many adjustments to the sail trim. In addition, the wind is often very light during the evening and at sunrise. It might seem strange to some that we sail with a reefed main and partially furled genoa in less than 10 knots of breeze, but it cuts down on the slatting and we're happier for it. We'd been in the Caribbean prior to making this passage, and we never had a need for a light air sail. There were no sailmakers in Panama or Ecuador, so our lack of foresight in acquiring a light air sail hasn't helped our situation. We're hoping we can buy an appropriate sail in French Polynesia. Even if the sail doesn't fit, just having it aboard would mean we'd never need it. Veteran cruisers know how that goes.

We've had a couple of minor failures. The genoa slapped the leading edge of the mast, knocking the deck light loose and bending the mount for the hailer. I went up the mast to retrieve the light, which was hanging by its wires and banging on the spar. A couple of days later, the hailer mount failed, so I had to go back up to retrieve that. Some fun! During my passage to the Marquesas in the '90s, I went up the mast to put chaffing gear on the spreader tips. Did we mention calm seas?

This is Seishu's first offshore passage, and she's really into it — despite the fact she'd never been on a sailboat before I rescued her from the wilds of

Donald, Seishu, and 'Quetzalcoatl' on the quay at Papeete, proving that slow and sure can get the job done also.

ALL PHOTOS COURTESY MOOREA



Sights from a trip up the Red Sea. From upper left; One of the many spectacular mosques. The beautifully painted dome at St. Mary's Church. 'Moorea' Med-moored at Port Ghalib, the Waterhouse's first stop in Egypt. Some unidentified stone structures in the desert. The camel-mounted police.

transit with another pirate — er, pilot. After dropping him off, we headed into the Med, hoping for following seas for a quick trip up to Marmaris, Turkey. We had headwinds and big seas instead. Oh well, at least our Red Sea passage had been a breeze.

— kelly and kelly 07/15/08

Quetzalcoatl — Brewer 45 Ketch Donald Bryden and Seishu Sono On A Slow Boat To The Marquesas (Walker Lake, Nevada)

We're slowly making the 2,961 miles from Galapagos to the Marquesas. Of course, if we included our passage from Panama to the Galapagos, this trans-Pacific trip would be a total of 3,846 great circle miles. Phew!

The winds have been quite light, mostly seven to 10 knots, with occasional periods of as little as five knots or as many as 18 knots. Our best day's run so far has been 152 miles at latitude

04°S, perhaps with some help from the current. Our worst day's run was just 71 miles at latitude 07°S. Although we motored the first night out of the Galapagos, we've been under sail ever since. Overall, it's been the smoothest, most comfortable sailing we've experienced. It's even been a little eerie when down below, as at times there has only been the slightest sensation of motion. It's not always as smooth as that, of course, because it can be a little uncomfortable when the wind dies but the seas are still up. *Quetzly* then gets to rolling and the sails slat loudly. At times like that, we remind ourselves of all the people who still have to go to work everyday. That makes us laugh at our situation. Besides, the seas calm down in a few



QUETZALCOATL

CHANGES

Mongolia. Okay, so it didn't happen quite that way. We were actually both volunteer participants on an Earthwatch expedition into the Gobi Desert. But after I saw her fall off a camel and get right back



Donald and Seishu.

on, I knew she was the woman for me. She tolerated listening to me rave about the cruising life for three weeks, then decided to give it a try. A natural, she's taken over the galley and caring for the provisions, always stands her watches, likes tweaking the sails, and cleans the fish we catch. Back home in Ashiya City, Japan, she always cooked with fresh foods, so I have had to teach her the finer points of cooking with canned food. Seishu first joined me in Trinidad in '05, after which we spent two years in the Caribbean. Thanks to her healthy cooking, I may live to be 110.

Before leaving Panama, we installed a SeaCAS Automatic Identification System (AIS) and a Standard Horizon CP-300 chart plotter. Both were new technology to me. We were immediately impressed with the AIS, as from our Balboa YC mooring in Panama City, with the antenna just mounted on the rail, we would get the name, course, speed and other details of ships as far as 40 miles away! The chart plotter shows their position on the electronic chart, and when the cursor is placed over the ship symbol, a box appears with the additional

A "natural" when it comes to cruising, Seishu took to all the various tasks — including catching and cleaning fish.

information. We've 'watched' ships lock through the Canal, and occasionally I could 'see' ships off Colón on the Caribbean side of the Canal. Very, very impressive. Once we got to sea, however, the reception dropped to about eight miles. I suspect that the initial good reception may have been due to signals being reflected off the hills and buildings of Panama City.

When I was in grade school, we were taught that the Pacific Ocean got its name because it was such a calm body of water. I never could figure that out, as I'd visited both the Atlantic and the Pacific shores of the United States, and they looked to be pretty much the same to me. But after being in Panama, where Europeans first came across what they were to name the Pacific Ocean, I finally understand. The difference between the Caribbean and the Pacific coasts couldn't be more striking. On the Caribbean side, the wind is almost always blowing briskly, surf is usually breaking on the shores, and the tidal range is no more than three feet. But only 50 miles away on the Pacific side of Panama, the winds are always light if they blow at all, there are very few places to find surf breaking, and the tidal range is close to 20 feet. The explorer Balboa must have been amazed at the difference. We sure were.

A few issues ago, there was a discussion in *Letters* about the funny names given to groups of animals. We've seen thousands of flying fish recently, and have noticed that they often take off in groups and appear to be flying in formation. It can be very entertaining. Anyway, we've taken to calling them 'squadrons' of flying fish. Even if the name were incorrect, it would sure fit.

While on the subject of flying fish, one dark night we ended up with nine squid and four flying fish on deck. I picked up a squid and threw it overboard to clear the deck — at which point my Japanese princess stopped me. After collecting the fish and squid, she prepared them for lunch. There is a surprisingly large

amount of meat on flying fish. We ate ours as sashimi and fried in butter, and found them to be quite tasty both ways. Seishu stir-fried the squid with fresh ginger. If you want to eat squid, the trick is to find and cook them before they dry up.

We've had pretty good luck fishing. We caught something that looked like a sierra the second day out, and yesterday we tried again and caught a nice mahi. Since we only fish in order to eat, we've been doing well in this department.

We always maintain a watch while underway. During our crossing in this remote part of the Pacific, we've seen one fishing boat, two ships, and two nights ago we were passed by the cruising boat motoring in the direction of the Marquesas. One of the ships had been on a collision course with us at night. We hailed the ship on 16 by name — remember the AIS — but received no response. We were in the process of entering the ship's MMSI identification code in the radio to send them a position report using Digital





We don't know why the chicken crossed the road, but we know why cruisers such as Donald and Seishu of the Nevada-based 'Quetzalcoatl' crossed the Pacific — to see spectacular views of tropical paradises such as Bora Bora, as seen from Raiatea.

Selective Calling (DSC) channel 70 when they finally replied. They had not seen us. In fact, it was necessary for us to turn on our remaining deck light before they could see us. Once that was done, we made arrangements for passing. Later, the ship called back and wanted to chat. They were curious as to who we were and where we were going. They told us that they'd never seen a sailboat at sea before. We wonder how many they had passed unseen.

It seems that we've had at least one close encounter with another vessel during every passage. Fishing boats drive us nuts. We always want to give way, but they often don't maintain a steady course and speed, and often weave back and forth in our track. One of the fishing boats sighted on this passage did that. It took us two hours to pass it, as it alternately headed toward us and then away from us. It was impossible to know if they

even knew we were there. This reminded me of an incident on the Pacific Coast of Baja several years ago. We were southbound at night, and suddenly there were many lights — like a small city — a mile in front of us. We guessed that it was a group of small fishing vessels, and they'd all turned on their lights when they saw us approaching. Once we turned to avoid them, they turned all their lights out. As a result, we couldn't see them, and had no way to know when we could safely resume our course.

In another issue of *Latitude*, there was a discussion about using a GPS rather than a magnetic compass to indicate the direction a boat was going. On this passage we've had a lot of time to evaluate the GPS in that

regard. In choppy seas, the GPS track indicator rapidly jumps around 20 degrees or more. As such, I don't know how anyone could use one for steering. The GPS speed readout is also erratic. I think the problem is that the GPS antenna is moving around too much. To calculate actual speed, I compute it from two odometer log readings, or from two plots on the chart. The course indicator on the radar is fairly steady and could probably be used for steering. Meanwhile, my magnetic compass shows a steady direction regardless of what the rest of the boat is doing. I'll stay with it.

Postscript: We finally got wind on our 23rd day out, and started knocking off some good — but less comfortable — runs. In the end, we made our crossing in 28 days, 27 of them spent under sail alone. Our average speed was 4.5 knots, and our average day's run was 108 nautical miles. Now for a couple of those \$20 cheeseburgers we have been hearing about!

— donald 06/05/08

Kiapa — M&M 52 Cat Pete and Susan Wolcott Battery Charging Solutions (Cat Harbor, Catalina)

The whole battery charging dilemma is *huge* for cruisers! We did a 30,000-mile lap of the Pacific aboard our lovely SC 52 *Kiapa*. While we had a great time despite system hassles, charging the house bat-

A proud Pete Wolcott at the helm of the new 'Kiapa', which doesn't need the engines to charge the batteries or run the systems.



LATITUDE/RICHARD

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teries was always a nuisance. Our poor Yanmar diesel, which unfortunately was turbo'd, was run 70% of the time for the sole purpose of charging the batteries. It was not a happy camper for this use/abuse. We did carry one medium-sized portable solar panel in the v-berth, but it was just not enough to consistently make a difference.

In '03, we made one big effort to get around using the main engine for battery charging by adding an Air-X wind generator. While it might have looked a little 'agricultural' for an SC52, we liked the fact that it was a lightweight solution. The little generator mounted on a carbon fiber pole — all do-it-yourself kinda work — and weighed in at under 20 pounds. Wind generators are noisy little bug-gers, but they do generate power when there is more than 12 knots of apparent wind. We even saw sustained output of approximately 40 amps during periods of heavily reinforced trades. The system comes with nifty features. For example, the regulation is great, and you can 'short it out' to stop it.

The wind generator was pretty useless when sailing downwind. On the other hand, during our upwind trip from New Zealand back to the States — via Tonga, Samoa, Fanning and Hawaii — the Air-X virtually ran all our boat's systems, including the fridge and autopilot. We didn't even have to run it all the time to keep the batteries up, which meant we could take an occasional break from the noise.

However, we found that the best solution is to go over to the dark side and buy a catamaran. Trying to build on our earlier cruising experience, we equipped our Morrelli & Melvin-designed 52-footer built by Schooner Creek with a very simple but effective diesel genset, the Genie from Ample Power. In addition, we mounted four big solar panels to be managed by a pair of Solar Boost

Although the Air-X wind generator on the Wolcott's SC52 was noisy, it produced a lot of juice when sailing upwind.

2512iX controllers from Blue Sky Energy. Equipped as such, we don't have to use our engines to charge our batteries any more! There is simply nothing like four 130-watt solar panels.

In mid-latitudes, our experience is that our four panels will run everything — fridge, watermaker, stereo, lighting, and electronics — March thru October. We have not yet seen how they'll work during the winter in the tropics, but quick math says they'll be great!

The solar controllers we purchased from Blue Sky are phenomenal. They have a technology — probably best left for a Max Ebb article to explain — that wastes none of the panel's energy. Watts in equals watts out. Thus if your panel is outputting a voltage higher than that which your batteries need to see, then your batteries see a current higher than the panels are outputting. And Blue Sky's monitor is so slick that we chose it to be the 'master' for all the charge, discharge, and battery condition functions.

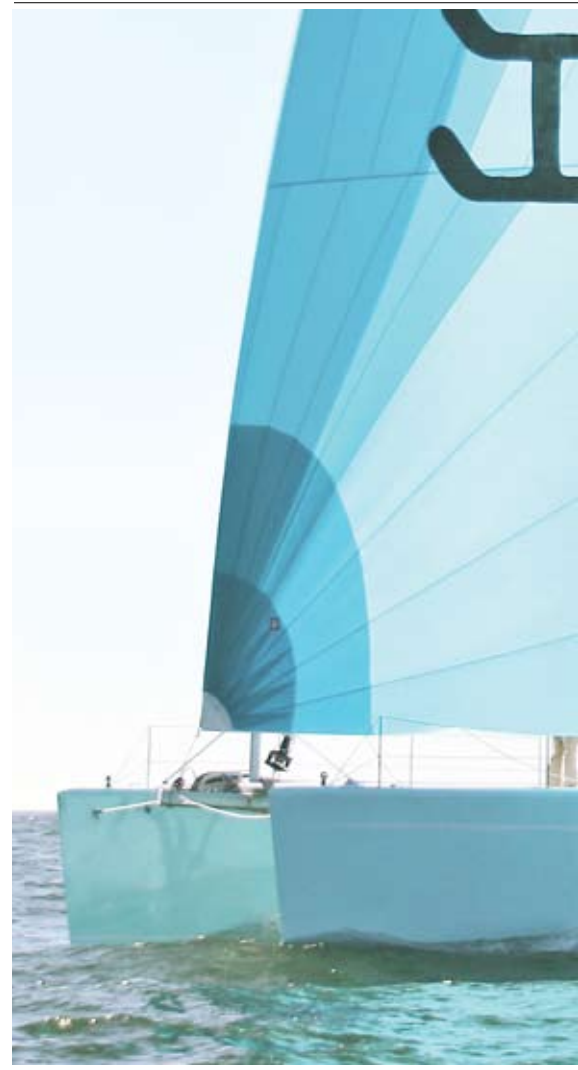
The picture of the monitor tells the story. After 13 months of liveaboard use, our batteries have output 33,365 amp-hours, or a daily average of 86 amp-hours per day. This understates our average actual use a little, as we've left the boat here and there for a few days at a time. The panels seem capable of delivering on the order of 120 amp-hours per day. We've even seen a net positive charge from the batteries while our Glacier Bay fridge system was running.

On the flip side, our poor Genie diesel generator has had only 45 hours of use — 20 hours of which were during installation and the first month of debugging. We are very pleased with it, though, and see it as an important tool for charging on passages when the autopilot and nav lights add significantly to the load on the batteries. Or when Susan wants to use her blow dryer.

— pete and susan 07/15/08

Cruise Notes:

As mentioned in this month's *Sightings*, a July 12 article in the *L.A. Times* reporting that gangs had come to **Avalon** made all the news services. There were all kinds of clucking sounds from the mainland, and a lot of knickers got into a twist. It just so happened that the Wanderer and Doña de Mallorca were at Avalon when the story broke. We can report that we didn't see any gangs, unusual graffiti, or drive-by shootings from golf carts. There wasn't as much crack in the bathrooms as sand on the beach,



nor do we recall being either robbed or raped. Avalon seemed like it always did: something a little sleepy out of the '40s — and we mean that in a good way. It didn't have the South Central L.A. vibe at all. So we almost laughed out loud when we saw the *Times* story. In fact, we hadn't laughed like that since the news services reported that Al Qaeda was planning to use Catalina as a staging ground for sneaking Islamic terrorists to the U.S. mainland. No, the only unpleasantness we had at Catalina was because we requested a single ball mooring — as opposed to a bow and stern mooring — off Descanso Bay. This was really stupid on our part, because if the wind goes against the tide just so, your boat will start bouncing off the dang ball. This happened to us about five times during the night, and each time required that we get out of our bunk, turn on the engine, and try to maneuver **Profligate** in such a way that it wouldn't happen again. But it did happen over and over — and sometimes with an interval of no more



COURTESY KLAPPA

IN LATITUDES



SPREAD; COURTESY KIIAPA. INSET; LATITUDE/NICK

Spread; 'Kiapa' screaming along and making lots of energy — all naturally. Inset; Funny, but Avalon doesn't seem like South Central L.A.

than a few minutes. We did not sleep well that night. Why did we ask for a single tail? Because we'd used them a couple of times before without any problem. But take it from us, you're much more likely to suffer single tail mooring ball banging off Descanso than any kind of gang banging at Avalon.

"The South Pacific Convergence Zone went crazy on July 19," report Robby and Lorraine Coleman of the Honolulu-based Anglemann ketch **Southern Cross**. "Eight boats on their way to Suvarrow Atoll in the Northern Cooks from French Polynesia got hammered by 30 to 40-knot winds and even stronger squalls. While they were having strong southeasterly winds, the wind came out of the northwest at Manihiki 200 miles to the north where we were. It left us on a lee shore, with our stern coming perilously close to the reef and breakers. We tried to raise the anchor at dinnertime on the 18th, but it

was severely stuck. Fortunately, we were able to use the line we'd attached to the anchor float to dislodge it. Whew! After motoring southwest for three hours, we hove to. We got underway again the next morning under blue skies in light winds. But that evening the boats nearing Suvarrow reported that the winds were continuing in the 30+ knot range with rain. Since that was only 140 miles south of us, we hove to, not wanting to sail into those conditions.

Singlehander Wayne Meretsky of the Alameda-based S&S 47 **Moon-duster** was one of those sailing in strong winds to Suvarrow. "There has been plenty of wind — 25 to 35 knots — the last three days, and I've had really good daily runs of 203 miles, 196 miles, and should do about another 196 miles today. I'd never had a 200-mile singlehanded day before.

I've had the boat completely shut, with even the washboard in place, another thing I've never done in all my single-handed miles. But with so many waves washing over the boat, I didn't want to risk a wave coming into the nav station and wiping out all the electronics. The reports on the net today were that two Seattle-based boats, Mike Scott and Liz Strash's Seattle-based Cal 40 **Argonaut**, and the Seattle-based Bristol Channel Cutter **Little Wing**, took knockdowns yesterday. They didn't come on the net this morning, but I'm told that *Little Wing* reported by satphone that they would both be in Suvarrow soon. I just spoke to Steve and Wendy Bott of the Seattle-based J/44 **Elusive**, who reported they were just finishing a jibe when a squall hit and caused the boat to jibe back violently. The result was a broken gooseneck, a torn mainsail track, the reef point clews being pulled out, and a busted running backstay. They're already at Suvarrow, which is 400 miles away, but where I'm headed. It's been rough, but my biggest adventure today will be swapping propane bottles. I made some biscuits for lunch yesterday, and when I went to heat some soup last night, there was nothing left in the tank. I'm not complaining, as I'd been using that tank since February 10 in Mexico. By my math, I've only got another seven months of propane on board, so I don't worry too much."

Also caught in the blow were Ron and Mary Ellen Leithiser on their Norseman 447 **Island Time**. "We're currently in the thick of things, although conditions seem to be getting better, with the wind down to 25-35 knots and the seas down to 10-12 feet. But breaking waves continue to hammer our boat and fill the

It's been reported that Mike and Liz's Cal 40 'Argonaut' was one of the boats that took a knockdown during the South Pacific blow.



LATITUDE/ANDY

CHANGES

cockpit. We've already had our engine start switch and some cockpit instrument displays knocked out. But we're relatively unscathed compared to the others. We know that the following boats all left Bora Bora on July 15: **Island Time, Scarlett O'Hara, Elusive, Blue Plains Drifter, Fearless, Little Wing, Argonaut, Windancer, and Tracen J.** There are other boats on the same passage, but we just don't know who they are. How did we all get caught out here? The weather looked fine when we started, but then two days into the passage the GRIBs suddenly showed wind on the way. But the windspeed was underestimated. At the peak, we had 35-40 knots of sustained winds, with seas to 20 feet. By the way, the size of the seas was confirmed by Buoy Weather. The most eye-opening thing to us has been the unpredictable nature of the weather here in the South Pacific Convergence Zone. Because of the conditions at the anchorage in Suwarrow, we'd decided to continue on to Pago Pago without stopping.

We'll have a report next month on



Steve and Wendy Bott's J/44 'Elusive' jibed to enter a pass, was violently jibed back by a squall, and suffered a bit of damage.

how fellow cruisers and members of the marine industry back here in the States rallied to help those boats that suffered damage.

While the folks in the South Pacific

LATITUDE/ANDY

Convergence Zone had some unexpected bad weather, Jim Milski and the crew on his homebuilt San Francisco-based Schionning 48 **Sea Level** had unexpectedly pleasant weather for what they had to assume was going to be a rough trip from San Francisco to Victoria, British Columbia. "We left on June 28 and caught a five-day weather window that was as great as our crew, which happened to be Kent Milski, Chuck Hooper, trip historian B.B. Sellers, and myself. The weather was chilly, with light winds and flat seas. We understand that such conditions for such a long period of time are almost unheard of along the coasts of Northern California, Oregon, and Washington during the summer. But the nights were foggy, with the visibility down to a quarter mile or less. How did the old-timers do it without chart plotters and radar overlays? We spent the 4th of July in Port Angeles, which turned out to be one fireworks-happy place. We cleared into Canada by phone from the dock in front of the historic Empress Hotel in Victoria. Our dock neighbors

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were Meg and Lena, two lady sailors aboard the boat **Flower**. They'd tried to sail from San Francisco to Victoria twice, but had been turned back both times. So they eventually had to sail to Victoria by way of Hawaii. This made us realize how lucky we'd been coming north. Downtown Victoria was busy with buskers, vendors, and big crowds. The Gay Pride Parade on Sunday was very interesting, with some participants who were really beautiful — and some who weren't quite that beautiful. My favorite marching contingent was the 'Survivors of Catholic Girls Schools', all of whom dressed in facsimiles of their school uniforms."

"We're not sure how," Milski continued, "but *Sea Level* then got invited to participate in the Tall Ships Festival in Port Alberni on July 11 and 12. We planned the jump to the outside of Vancouver Island for Port Alberni, but misread the tide and current tables. We paid the price as we tried to pass Race Rocks. The wind piped to 25 knots on the nose with gusts to 35 knots, and we had a foul

current. The seas were eight feet with chop on top. It wasn't pleasant. We struggled into a safe anchorage at Campbell Cove in Becher Bay, and were glad to get in. It was our lesson about reading tide and current tables with care. The Tall Ships Festival featured the **Bounty**, a fully-rigged ship; the **Blarney Pilgrim**, a topsail schooner; the **Grail Dancer**, a schooner; the **HMCS Oriole**, a marconi-rigged ketch; the **Kaisei**, a brigantine; the **Hawaiian Chieftain**, a square-rigged topsail ketch; the **Niña**, a replica of the 15th century caravel **Rebando**; the **Lady Washington**, a brig; the **Lynx**, a topsail schooner; and our **Sea Level**, a performance cruising catamaran. We were berthed next to the **Niña**, a replica of the ship that Colum-



Organizers of the Port Alberni Tall Ships Festival stretched the definition of a 'tall ship' to allow Jim Milski's performance cat to take part.

bus sailed to find the edge of the world. I stood in awe of the past and the present. As great as the nautical history and vessels were, the people and characters at the festival were the real treat. Harrison Layton, the pilot on the **Bounty**, has spent 40 years as a pilot in British Columbia, and he can spin a yarn with

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the best of them. But our great cruising adventure has started!"

"Those who did last year's Ha-Ha — and particularly those who anchored in the outer harbor at Cabo San Lucas — will remember that **Adam Sandler** was shooting a film there at the time the fleet pulled in," reports Stuart Kaplan of the Scottsdale-based Norseman 43 catamaran **Duetto**. "After all, half the Ha-Ha boats in the anchorage got kicked out from 10 a.m. to 3 p.m. each day because the *artistes* needed Cabo to look like Israel's Dead Sea, and there are no big yachts in the Dead Sea. Well, I went to see *Don't Mess With The Zohan*, and right at the beginning there were several shots of the anchorage at Cabo — and you can even see some of the Ha-Ha boats. Although it may be a case of wishful thinking, I think we saw our catamaran. Has anybody been able to make a positive identification of their boat?"

Nick Spindler, a recognized expert on Magritte and esoteric reggae, and who is also an amateur movie critic, gave *Don't Mess With The Zohan* the following review: "This is a classic Sandler movie:



LATTITUDE/RICHARD

There was no messing with the hair dryer — armed Adam Sandler when it came to clearing the outer harbor of Cabo San Lucas.

crude, impolitic, and riddled with jokes, swearing, and offhand nudity. Don't miss it. *Get Smart* should have been this funny, but it wasn't."

"We're spending the hurricane sea-

son in Puerto La Cruz, Venezuela," report Gary and Linda Lott of the Corpus Christi, Texas-based Lagoon 410 catamaran **Rainbowrider**. "We're just back in the marina after two months of cruising Venezuela's offshore islands — Blanquilla, Los Roques, and Los Aves. The water was clear as gin, the beaches were white sand, a high percentage of the reefs are still alive, and the trades blew steadily. It was like being in the South Pacific without having to make the 20-day crossing."

While some things are changing in **Venezuela**, others are staying the same. Among the changes, Bolivarian Socialist President Hugo Chavez, who loves to poke the big, bad U.S. in the eye, has seen his political fortunes plummet as a result of an election defeat, a terrible economy that's getting worse despite oil riches, and the rescue of Ingrid Betancourt in neighboring Colombia. Once a sworn enemy of Colombia's President Alvaro Uribe, Chavez is now backpedaling and buddying-up as fast as he can to Uribe, explaining that "even brothers fight sometimes, but that's in the

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past." The most stunning turnabout is that Chavez has joined Fidel Castro in imploring the left-wing FARC guerillas in Colombia to release the hundreds of kidnap victims they hold captive and forswear such actions in the future. Indeed, more than a million people in major cities around the world marched to express their disapproval of kidnappings for political purpose. All that's good. What's bad, however, is that pirates continue to attack cruising boats in the eastern districts of Venezuela, and do it with impunity.

For example, last month Brits Peter Lee, 61, and Betty Lee, 57, of the Stockport, England-based 41-ft sloop **Raven Eye** were attacked and robbed by five armed pirates while sailing from Isla Margarita, Venezuela, to Trinidad. While they were about two miles offshore, a battered fishing boat with five armed men sped toward *Raven Eye*. One of the pirates fired a shot at the couple. When one of the men was about to jump onto the sloop, Lee decided to ram the fishing boat. But when a second bullet whizzed past his skull, he gave up. Five armed

men, most of whom were in their 20s, boarded the yacht and tied Lee up face down on the deck. His wife was then taken below with a gun pressed to her skull. At that point Kankuntu, the two-year-old hunting dog the couple had picked up in Gambia not long before, attacked the attackers. In the course of taking on three pirates at once, the dog was shot once and stabbed several times. As the dog hid under the salon table, the pirates returned their attention to Betty. When they finally realized that the couple only had a small amount of money, they ripped her wedding ring off with such violence it caused considerable bleeding. The ring hadn't been off her hand in 35 years. Seeing nothing else of

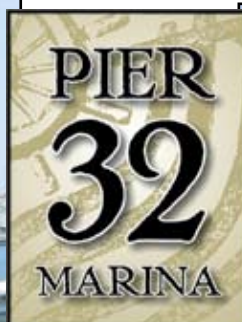


Venezuela has some spectacular attractions, such as the offshore islands and Lower Angel Falls. But getting shot at is not one of them.

value, the pirates took off.

In another discouraging case from eastern Venezuela, Peter and Jeanne Pockle of the Boston-based Jeanneau Sun Fizz 41 **Watermelon** — who went cruising for a "few years" but are still out there after 16 years — were attacked by pirates on March 28. They'd left Trinidad

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and had covered 25 miles toward Venezuela when, out by the oil platforms, they were shot at and attacked by six "young and clean-cut pirates" in a triple outboard-powered *pirogue*. As soon as Peter came on deck with a flare gun to resist, one of the pirates fired two shots at him. Both shots missed, perhaps because of the rough seas. When Peter fired back with the flare gun, the driver of the *pirogue* took off, knocking the pirate shooter off his feet. They never returned. But neither did the Venezuelan Coast Guard come out to search for the attackers. The Pockles told the Seven Seas Cruising Association Discussion Board that, while they once loved Venezuela, their attitude has been changed by the incident. They believe that President Hugo Chavez has "poisoned the minds" of many Venezuelans. Frankly, we're not sure that's the problem, as cruisers were frequently attacked in eastern Venezuela since before Chavez took power the first time, and that was in the early '90s. Historically, it's been a dangerous area to cruise.

Before anybody gets worked up over



LATITUDE/RICHARD

If we could choose a place to be attacked by pirates, it would be at Buccaneer Day at Two Harbors. This year it's October 4.

'pirates', they should be aware that attacks only take place regularly in a few well-known places in the world — eastern Venezuela, the Gulf of Aden, and less often in the Straits of Malacca and

certain places on the coast of Colombia. And the majority of cruisers who transit these areas — for what reasons we're not sure — don't have a problem. Indeed, the real dangers always tend to be ashore.

It's now **hurricane season** in both the Eastern Pacific and Atlantic/Caribbean hurricane zones. The season in the Eastern Pacific — meaning off the Pacific Coast of Mexico — officially started in June, and has been pretty active with three tropical storms and three hurricanes. The good news is that none of the hurricanes were very strong, and all the storms were well-behaved in that they started offshore and proceeded even further offshore to their deaths in cooler waters. Let's hope that the rest of the season is as benign.

The **Atlantic/Caribbean hurricane season** is July through November, which means it starts a month later and ends a month later than in the Eastern Pacific. So far, there have been three inconsequential tropical storms and hurricane *Bertha*. While the latter stayed offshore the whole time, she was nonetheless the

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longest lasting early season hurricane in history. According to Professor William Gray at Colorado State University, who has been making Atlantic/Caribbean hurricane forecasts/predictions for 25 years, his team is expecting a "very active hurricane season this year, although not as active as '04 or '05." This means 15 named storms, eight of which are expected to become hurricanes, and four of which are expected to have sustained winds in excess of 111 mph. The long-term annual average for the Atlantic/Caribbean is 9.6 named storms, 5.9 hurricanes, and 2.3 intense hurricanes. Hurricane forecasting is such an imprecise science that some might even call it guessing. We wish everybody with a boat in a hurricane zone — which would include us — the best of luck this season. Prepare for the worst, but hope for the best.

"While many folks who were in Mexico have reported suffering from swarming bees — honey and Africanized alike — we were visited by other stinging things — wasps!" reports Heather Cosaro, who

cruised Mexico last winter with David Addleman aboard his Monterey-based Cal 36 **Eupsychia**. "The wasps started nesting on our boat, and we hastily had to escape. Fortunately, after some moving around inside, they left us. But there were at least three different kinds of wasps that liked our boat. The one in the accompanying photo is of the type that would nest and pester us most frequently. We finally did get some bees, but not until up at Ensenada Grande in Baja. They were all over the cockpit, but remained calm."

David and Heather have returned to California, but can't wait to get back — bees and wasps or no bees and wasps



While many cruisers in Mexico had trouble with bees, David and Heather were visited by three kinds of wasps. None of them were a problem.

— to Mexico. As such, they've already signed up for this fall's Ha-Ha.

"Bula! We are still here in Savusavu, Fiji," report Charles and Catherine McWilliam, along with their children Chay, Katie, and Jamie, of the San Diego-based Kelly-Peterson 46 **Esprit**, vets of the



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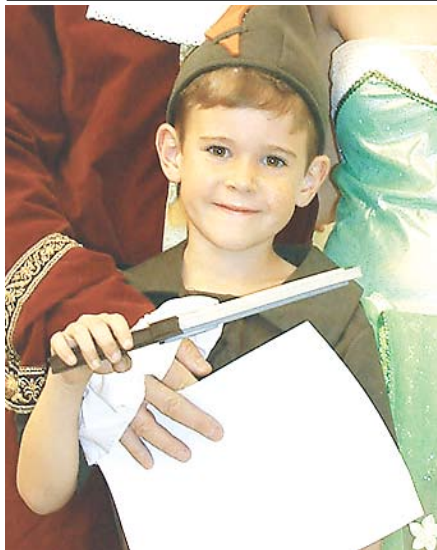
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'03 Ha-Ha. "But we took a four-week trip back to the States to see family and for Jamie to compete in the World Karate Championship. He placed sixth and fourth in the world last year, and this year started out second and third. We're so proud of him! We arrived back in Fiji on July 7, and have been busy with getting *Esprit* ready to go sailing again. We hope to leave tomorrow for the islands and anchorages on our way west toward Musket Cove via Astrolabe Reef. There are several dive sites along the way that we're looking forward to exploring. We attended the English Mass today at St. Andrews — which has the same name as our Boulder City Parish. The church is a very old but beautiful Spanish-looking church set on the shore of Savusavu Bay. The priest who said mass was barefoot, and the children — mostly high school students — sat on the floor because there weren't enough pews. The acapella singing, with typical polynesian harmonization, was magnificent."

How those cruising kids grow! We remember Jaime as a frail boy who broke his arm during the '03 Ha-Ha, and now



When the McWilliams did the Ha-Ha back in '03, Jaime seemed to be a frail young boy. He's since developed into the karate kid.

he's close to the top karate expert in his class in the world. It reminds us of Tristan and Jack, the sons of Tom and Lynn Petty of the San Francisco-based Wylie 65 **Roxanne**, who were in Mexico

in the early '00s. They and their family have been out cruising ever since, sailing everywhere from the Marshall Islands to New Zealand, where the kids are now in school and Lynn is working. "The boys are avid kite-surfers," writes Tom. "Jack now stands 6'5", weighs 185, and is ripped. And his kite-surfing just took off. One day I was teaching him the basics, and the next day he was doing stunts that I'll never try. Then Tristan picked it up faster than either of us."

Because of import duty restrictions, Tom and Marina Village Harbormaster Alan Weaver will be taking **Roxanne** to New Caledonia in October. "We've been to New Caledonia three times," Tom wrote in an email. "I could easily live there. It has a beautiful lagoon and island, and even the French seem happy there."

We recently had some correspondence with the 'Coco-Nuts' — Jennifer and daughter Coco Sanders, and Greg King — aboard the Long Beach-based 65-ft schooner **Coco Kai**, during which time they mentioned they were going to Hawaii and would be back in California in

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September. It almost sounded as though they were wrapping up their cruise, so we emailed them for a confirmation. This was their reply:

"It's fine with us if you affectionately nickname us the 'Coco-Nuts', but the only way we're going to see California anytime soon is if we fly there. As of now — and plans could change by tomorrow — we'll sail to Hawaii this fall; New Zealand next fall; the Marshall Islands the fall after that; Australia the fall after that, and after all those falls, head to Micronesia. Our plan is to avoid sailing to weather, but reach back and forth in the vast Pacific to see as much as we can. Then we'll move on to another ocean."

So no, we don't think *Coco Kai* will be back to California anytime soon.

While reading the published version of last month's *Latitude* interview with boatbuilders and circumnavigators Marc and Doreen Gounard, we were flabbergasted to read that we'd written they'd "sailed west to Cooks and **Beverage Reef**". Beverage Reef?! What, there's a reef out in the Pacific with big fruit juice,

soda pop, and coffee distribution centers? Marc and Doreen were, of course, referring to Beveridge Reef, named after the brig **Beveridge**, whose captain discovered it. We just screwed it up. But it turns out that we're not the only ones. If you Google Beverage Reef, Wikipedia says that such a place exists.

"The new hailing name for what used to be known as Singlar in Puerto Escondido, Baja, is now **Fonaport**', according to the Hidden Harbor YC website. The Singlar name is reportedly no longer to be used at Puerto Escondido or any of the other former Singlar facilities. It's unclear to us whether this means the 11 Singlar facilities, from Puerto Penasco to



Beveridge — not Beverage — Reef is in the middle of a triangle formed by Tonga, American Samoa, and the Cooks.

San Blas, have been bought — they were for sale — or have just been renamed. And in an activity that has nothing to do with any name change or possible change of ownership, the website also reports that Fonatur has started major ground leveling on the land next to the short road leading from the Transpen-




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CHANGES

insular Highway to Puerto Escondido. All old infrastructure has been removed except for the hilariously named 'modern day ruins'. The land is to be divided into lots and sold. The leveling is moving rather quickly, but no completion date has been set.

We always get a laugh out of any attempts at progress at **Puerto Escondido**. While down there in '78 we attended, along with others including Pat Rains who years later would co-author and publish the *Mexico Boating Guide*, a Fonatur presentation about the great and wonderful development that would soon be completed at that site. That was a huge flop, and there have been several others at Puerto Escondido since then, so we're not believing anything until it's finished.

Lastly, it's been announced that the **Fonaport moorings fees** at Puerto Escondido will not be raised before '09. That's a good thing, because they are way too high as they are.

Robert and Ginny Gleser of the Alameda-based Islander Freeport 41 **Harmony** completed their trip from Ecuador back



COURTESY HARMONY

That's Ginny, not a ghost, in the arms of Robert as the couple made their way from Ecuador to San Carlos, Mexico.


to San Carlos, Mexico, a few months ago, where they again put their boat on the hard for the summer. We hope to publish the review of their season in the next issue when we have more room, but we

were caught by Observation #7, titled *A Ghost Tale*:

"Late one night during a rough passage, Robert was nodding between the miles, checking each 10 minutes for signs of other boats. We'd been out for days, during which time we'd rarely seen any other vessels. Then he began to hear a crabby old sea dog yelling at him. The sea dog complained that he wasn't appreciated on the boat, and that he had to keep watches through the Papagayos and the Gulf of T-Peck because everyone else was sleeping or drunk. After continual grousing, the sea dog gave Robert a royal bawling out. Didn't Joshua Slocum have the same old sea dog pilot standing watches for him, too?"

Hallucinations and apparitions are not uncommon on the ocean, particularly on single or doublehanded boats. Has anybody else out there was to share unusual companionship during an offshore voyage?

Here's to hoping that your summer and winter cruising dreams aren't mere apparitions, but become reality.

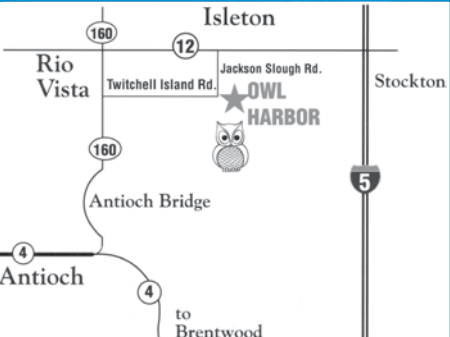


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NEVER USED, LIKE NEW, 6-year-old safety gear for sale. Winslow 4-person canopied coastal liferaft, \$1,500/obo. ACR Satellite2 EPIRB, \$300/obo. (707) 829-6447.



BRAND NEW ROWBOAT. \$5,200/obo. Moved here from Seattle, WA. No room at the new house. Hand-crafted wood rowboat. Call Scott (310) 924-5925.

SABOT, FIBERGLASS HULL, aluminum tapered mast, leeboard model, \$500. Three Banshees, 2 with trailers, 1 without, from \$250-\$700. Call Dave (916) 933-2346.

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24 FEET & UNDER

23-FT DEHLER SPRINTA SPORT. Near-new carbon/Kevlar race sails, Ballenger mast and boom, great for singlehanded, 3-hp Mercury outboard, transferable Berkeley Marina slip. \$2,200. More info: <www.flickr.com/photos/branliw/sets/72157605660242505/> Call (925) 980-1727 or branliw@hotmail.com.

2006 CAPE COD 15'8" Herreshoff Bull's Eye keel boat. Trailer and complete sail inventory. Like new. Dry sailed 6 times. \$18,000. (530) 842-3453.

FLICKA 20, \$7,500. Assembly project. Factory gaff rig, simple boat with all the special Flicka sailing characteristics. New shrouds, rig and woodwork in San Jose. Boat in Redwood City. No trailer or outboard. Steve (408) 386-3915 or sfisher896@aol.com.

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SANTANA 22. Ready to sail. Moored in Oakland Estuary. Main and jib. Two-year-old 4-stroke outboard. \$2,500. (510) 339-0498.

J/24, 1978 with dual-axle trailer. At Vallejo Yacht Club. Asking \$4,000. David Britt email: rdbritt@ucdavis.edu or (530) 400-9142.



GLADIATOR 24. Full keel sloop rigged for singlehanded cruising. Dodger, Navik windvane, 85w solar panel, mast steps, 2 anchors, GPS, Raymarine wind, depth, speed, tiller/pilot. 8 sails including cruising spinnaker with ATN snuffer. Outboard bracket, no motor. \$7,950. Call (916) 481-3199.

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25 TO 28 FEET

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CAL 27T2, RIGGED FOR RACING. Built 1974, repowered 2002, Yanmar 8-hp diesel, 200 hours. Main, 2 jibs, spinnaker. Newly-cleaned bottom, new fuel tank, folding prop, double lifelines, boat cover, new battery, enclosed head, galley, sleeps 5. Recent survey. \$7,000. (707) 318-6677.

PEARSON 26, 1976. Sturdy boat in great shape with beautiful interior. 9.9-hp Honda 4-stroke outboard, low hours. VHF, Loran, knotmeter, depth, autopilot. Bottom painted 3/08, 2 coats. Alameda Marina. \$6,500. Please call (408) 227-9184.

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CATALINA 27, 1981. Universal Atomic diesel, Harken furling, new headsail. Good condition and clean. Rio Vista. \$6,500. Call (916) 448-2644 or email: John@Fredenburg.com.

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CATALINA 27, 1973. Very nice sailing boat. Settee model, sleeps 6, 6'2" double bed, all newly recovered cushions. Sails are in good condition. Newer Johnson 9.9 outboard, electric start with alternator, runs perfect. Alameda. \$5,500/obo. (408) 378-3700.

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SABRE 28, SERIES III, 1985. One of the last built, #584. Freshwater-sailed only prior to 2002. Excellent condition. Sitting on like-new Triad custom-built double-axle trailer with electric brakes, never dipped in water, 2002 (cost \$7,000). Westerbeke FWC 2-cyl 13-hp diesel, 1,400 hours. Autohelm 3000, wheel steering. Standard VHF, AM/FM cassette, North furler, Origo 4000 alcohol stove (non-pressurized). 5 sails including cruising and symmetrical spinnakers. New double lifelines and stanchion posts 2006, new bimini. Good Avon dinghy, no motor, includes oars and pump. 2 anchors (Bruce and Danforth), 2 group 29HM batteries 2007, whisker and spinnaker poles, fenders and docklines, cockpit cushions (old). Tucson, AZ. \$27,500. rode7runner@yahoo.com for info and pictures.

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CATALINA 25, 1983. Nice boat. In Rio Vista, berthed in fresh water since new. Roller reef jib, self-tailing winches, ground tackle, many extras. 9.9 Honda 4-stroke outboard. Hauled and painted in 2004. \$3,000. Email Jim: Liberty-Maritime@msn.com.

INTERNATIONAL FOLKBOAT. 1971 Marieholm. Great pocket cruiser, built to last. OB, safety gear, radio, ground tackle, stove, sink, etc. See youtube: 'saving mr kitty'. Sitting in Newport Beach, will deliver. \$4,200. Tom (415) 722-1407 or email: tommytwang@hotmail.com for pictures.



CATALINA 25, 1986. Pop-top, 9.9-hp Johnson outboard with electric start. Clean and ready to go. \$8,500/obo. In the Delta. More pictures at: <www.deltadrifter.com> (916) 777-5510.

ALERION EXPRESS 28, 2007. Dark blue hull, Hoyt jib boom with light air extender, interior and exterior custom varnish, Pineapple jib, full-batten main with Frederickson cars, cruising jib with luff tape. 14-hp Yanmar saildrive, self-tailing cabin-top winches, Windex, Simrad IS12 instrument system with mast pod, Tacktick Race Master System, handheld VHF. Mainsail and tiller cover, full custom boat cover, cockpit cushions. All necessary equipment included. Sausalito berth for inspection. Priced to sell for \$123,000 or will consider fractional purchase. Call (415) 710-3910.

CONTEST 28, 1976. Rarely found on west coast, known throughout Europe as a great, strong boat. Currently equivalent of \$24,000 in England, asking \$14,000. More info at: <www.rlarson.com/contest28> including review Feb. 2008 *Sailing Today*. Call Robert (415) 637-2008 or email: robert@rlarson.com.

CATALINA 250, 2001. Honda 8-hp outboard, less than 50 hours. Wing keel, trailerable. Would trade for a larger boat. Sad but hardly used except for an occasional sleep over by me. Boat alone listed at \$16,140. Take \$15,000. Call (415) 388-4181 or watsuyou@yahoo.com.

29 TO 31 FEET

TARTAN 30, 1978. Great Sparkman & Stephens design with skeg-mounted rudder and mast stepped to keel. Dodger, furler, 6 sails, spinnaker pole, 2 anchors, recently replaced standing and running rigging. Turnkey condition. Atomic 4 engine runs great. New stainless fuel tank, Adler-Barbour refrigeration, new Kenyon stove, many extras. Located at Marina Village Yacht Harbor. \$19,500. Call (510) 864-9880 or ejwoollett@aol.com.



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LANCER 30, 1985. C&C HULL. Das Boot. Yanmar engine, Isomate rigging, wheel steering. Decent condition, needs some light mechanical and cosmetic work. Original owner. Located in Alameda, CA. \$13,500/obo. (925) 389-1418 or email: tsmeier@sbcglobal.net.

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NEWPORT 30 Mk III, 1982. Diesel, wheel, Autohelm4000, st winches, Harken furler, Norcold, Garmin GPS, North main, 150, 90, \$6k new dodger/canvas, Bristol. \$15k recent upgrades. Purchased larger boat. Marina del Rey. \$24,900 or offer. (530) 314-1010 photos and details at: <www.tahoemap.com/newport.htm>

OLSON 30, HULL #44. Double-spreader Ballenger mast and boom, Harken and Lewmar deck hardware, nice Lewmar forehatch, complete set of sails, some newer. Santa Cruz dryslip sublet available. Divorce forces sale. BO over \$10,000 by Sept 1. Frank (831) 475-5256 (msg).

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GREAT CAPRI 30 PRICED FOR QUICK sale. 1984 Catalina Capri 30, *Buzz Light-year*. Full sail inventory and a smart list of accessories included. Boat and sails are in great shape. Boat had a stellar racing record, winning well over half of the races she ever entered in the Oakland Estuary Beer Can racing. This boat is an incredible value. Priced for quick sale since we now have infant children. Call for more information and photos. \$7,500/obo. Rob (510) 469-7766.

30-FT WOODEN ONE-DESIGN BIRD. Outstanding condition. Good race record. Nothing sails like a Bird. \$15,000. (415) 302-7490.

32 TO 35 FEET

1986 HANS CHRISTIAN 33 CUTTER. Original owner, good to excellent condition, new bottom 10/07, 80-gal fuel, 90-gal water, Kenyon tapered spars, Navtec backstay adjuster, all rigging and winches oversized, Sea Tiger windlass, 1 Bruce and 1 CQR with 75' chain/rode. Seaward stove/oven/heater LPG, Cool Mate refrigerator, microwave, Yanmar 3QM30 freshwater cooling, Icom IC-725 SSB, weather fax, Icom IC-M55 VHF, Autohelm 7000, Raytheon R20 radar, Raynav-570 Loran, Si-Tex A310 satellite navigator, Harken Mk III jib furling, new Sutter sails 2003, 3/4-oz. reacher drifter, 1/2-oz. spinnaker with 4" pole and rigging, 130 genoa, 75-amp alternator, True Charge battery charger, 2 battery banks, Sony stereo/CD player, 2-man raft, more. \$100,000. Located Lake Tahoe, CA. (775) 287-9360 (days) or (775) 852-0321 (eves) or kathi.kunze@gmail.com.



J/105, 2002, SAIL #497. Stars & Stripes Blue hull, B&G instruments, 20/20s, autopilot, Furuno GPS, GoriProp, Standard VHF with ram at helm, Sony stereo. Shorthanded set-up. Antal cars on trac with lazyjacks. All can be removed for one-design racing. Good sail inventory. Very light use. \$124,000/obo. John (415) 332-6395.

OFFSHORE ONE DESIGN 34, 1980. Doug Peterson design, Jeremy Rodgers construction. Excellent condition. Carefully maintained and improved with many recent upgrades. Exceptional value at \$39,000. Call (415) 388-2582 or (415) 552-0860 for more info. Photos and details at: <<http://yacht.milagro.googlepages.com/home>>

EVERYONE TELLS ME IT'S a beautiful boat. Cheoy Lee 33 Clipper ketch, 1975. 2001 Volvo MD2010 diesel, very low hours. New rigging 2004, dripless shaft seal, self-tacking jib, genoa, recently refinished with Honey Teak long-lasting finish, propane stove, plumbing for LectraSan waste system, pressure water, icebox, new cabin sole. \$35,000. Breaks my heart to sell her. (707) 315-1884 or pelican.freedom@yahoo.com.

WE HAVE A VERY CLEAN EXAMPLE of the Cheoy Lee Lion for sale. We are seeking her new sailing companion due to a larger boat purchase. Asking \$35,000/obo. Please email or call for a complete equipment list: (707) 688-2314 or webmaster@deltamarina.com.

BENETEAU 10R, 2007. Yanmar 20 hp, Harken furler, main, 3 jibs, 2 spinnakers, dodger, canvas, performance and comfort pacs, liferaft storage, multiple NKE electronics and repeaters, loaded, ready to go. \$150,000. Long Beach, CA. Pictures: <www.quivercharters.com> Call (310) 809-2263 or ddavies@usc.edu.



RAFIKI 35, 1979. Full keel bluewater sloop, cruise ready. Full electronics, TV, watermaker, new sails and rigging. Yanmar, wind generator, solar, full cover. Harken furler. You will not be disappointed. \$49,000. See: <www.rafi35.com> Call (802) 552-4549 or mark@rosanne.info.

NOR'WEST 33. Classic bluewater racer/cruiser featured in November, 2006 *Cruising World Classic Plastics*. 1978, hull #6. Cruising ready. Full complement of sails, wind generator, solar panel, new bimini and interior upholstery, radar, GPS, Monitor self-steering vane, autopilot, new standing rigging and Harken Mk IV roller furler at headsail. LectroSan waste treatment system, all new head plumbing, bottom paint, new multi-stage battery charger. Most systems replaced in past 10 years. 2006 survey available. Currently berthed in San Diego. Asking \$55,000. Call (510) 301-3431 or email: sailskye@pocketmail.com.



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HUNTER 33, 2004. Excellent condition. Glen Henderson design. Absolutely the most custom, cruise-ready 33 on the planet. All top-quality hardware and installation. Too many options, custom products and systems to list. Handles easily and is very spacious and comfortable. Located in Puerto Escondido, Baja, Mexico (no tax delivery). On private anchor system in harbor at \$30/month rent. Will deliver to US location. Divorce forces sale. \$112,500, reduced to \$98,765. (415) 992-8057 or <www.myspace.com/carlosmango>

SANTANA 35, 1982. Great boat for SF Bay, handles high wind well. Very good shape. Many upgrades to rigging, includes hard rigging and extra sails for racing. Engine runs great, overhauled in 2001. \$25,000. Call Roger (415) 846-3589 or Gooddots@aol.com.

RON HOLLAND DESIGN OMEGA 34 fractional sloop. Great sailing, fast, easily singlehanded, Swedish-built Atlantic veteran. Teak interior, North Sails main, self-tacking jib, 150% genoa. Yanmar 2GM, Lewmar 44ST, windlass, electric head, instruments. Pics: <http://www.print-room.com/ViewGalleryPhoto.asp?userid=limeyda&gallery_id=1162867&tcount=173&scount=120> Lying San Diego. \$35,000. omega34sailing@gmail.com.

CATALINA 34, 1987. Great condition, new dodger, sails good shape, 3 battery banks, upgraded DC power, inverter, never raced, new standing rigging, Universal diesel, Adler-Barbour refrigeration, Faruno GPS, new Raymarine Autohelm and wind instruments, most systems updated. \$47,000. (510) 914-0616 or mike@villa-terrazza.com.

NEWPORT 33, 1983. \$35,000. Seaworthy, comfortable. Amenities of more expensive boats. Large head/shower, hot/cold water, complete galley/salon. Universal diesel rebuilt 2007, many new/replaced items. Moored Poulsbo, WA when not sailing. (541) 895-2993 or pjvigil@hotmail.com.



ERICSON 35 II, 1971. Excellent condition, new Yanmar diesel and windvane. Totally fit out for long-distance cruising and/or racing. Easy to singlehand, stable and fast. Large sail inventory. Can deliver to SF or Seattle areas. Beautiful boat. \$35,000. (541) 754-6320 or sj211509@hotmail.com.

OCEANGOING SEAGOER 35 YAWL. Excellent condition, seven sails, Yanmar diesel, everything stainless. Located San Francisco. \$35,000. Ready to go. See: <www.theseagoer.com> Call (209) 532-5397.

ISLANDER 32, 1978. New rigging and bottom paint 2007, bottom re-fiber-glassed 2005, full canvas, Atomic 4 engine, roller furler. Berthed in San Diego. \$19,200. Call (619) 224-4495 or email: ordereditems@cox.net.

WESTSAIL 32 HULL, DECK, all lead ballast, rudder and steel cradle. Custom Lefeil mast and boom, custom stainless steel bowsprit and boomkin, ABI portlights, two shipmate stoves (one for parts). NIB Aries windvane to fit the boomkin and NIC Sabb model G, 10-hp variable-pitch prop diesel and misc parts. \$22,000. Call (831) 239-2914.

ALBERG 35. Universal diesel with many new components, new shaft, propeller, rudder, standing rigging, fuel filters, heat exchanger. New 7-coat epoxy bottom. Good sails, new electrical system and more. \$22,500. Chris (415) 332-7501.

ERICSON 32, #121, \$12,000/OBO. Well-built, well-maintained older boat. Suitable for cruiser or liveaboard. Atomic 4, autopilot, holding tank, VHF, stereo sound system, microwave, stove and barbecue on propane system. (209) 572-2934 or phillips.fred@sbcglobal.net.

C&C 33, 1976. 1999 refit of rod rigging and roller furling. Autohelm ST4000 autopilot. Atomic 4. VHF, GPS etc. Needs topsides paint, otherwise in good shape. Priced to sell fast at \$15,000. More info: (650) 325-4773 or <www.geocities.com/lfde@pacificbell.net/>



36 TO 39 FEET

CATALINA 36 Mk II, 1996. Universal diesel, 600 hours. New bottom Dec. 2007. New dodger and bimini, stack pack, roller furling, three headsails. Garmin chartplotter, autopilot, wind direction/speed, depth. Meticulously maintained, beautiful interior, like new, must see. No disappointments. \$105,000/obo. (925) 228-2852.

CAPE DORY 36 CUTTER, 1980. Active cruiser now in Mexico. WH autopilot, Monitor windvane, VHF and Ham/SSB radios, SCS Pactor, sun panels, radar, watermaker, Adler Barbour fridge, spinnaker, Aquapro dinghy, 15 hp, much more. Survey 2006 available. See: <www.seaturnsurvey.blogspot.com> \$79,500. svseatern@aol.com.

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.



FAST PASSAGE 39. Legendary cruising yacht. Two-time Hawaii, three-time Mexico vet. New engine, prop, dinghy, dodger, gennaker. Much much more. \$140,000. For details, email: DRJY2K@aol.com.

HUNTER 356, 2003. Excellent condition with many options including refrigerator/freezer and flat-screen TV/DVD player. \$104,900. Low price because there are no brokerage fees. (801) 419-4100. See full details at: <http://web.mac.com/laynegalloway>

CUSTOM 38-FT CUTTER. Built and raced in the 1976 Ostar by legendary sailor Val Howells. Exceptionally strong and well equipped. Rounded Cape Horn twice and well-equipped to circumnavigate again. Berthed in San Francisco, more info at: <www.bermuda40.net> \$65,000. (408) 218-9604 or kabaii@yahoo.com.

FREYA 39. Well-known Australian off-shore design. Originally cutter, easy to change back. One owner, hull #4, 1977. Mast repaired after damage in Chile, fully tested, with new chainplates and rigging. Yanmar 3-cyl, 2,170 hours. A great passagemaker. \$49,500. (925) 522-1353.

ISLANDER FREEPORT 36, 1979. Perry design deck-salon style. Very clean, light and airy. Large head with shower. Tempurpedic mattress, Espar, Adler Barbour, Perkins, radar, GPS/sounder, wheelplot, solar panels, lazyjacks, furler. 80 fuel, 105 water, 4 anchors, 1 chain and 2 nylon rodes, full Sunbrella boat cover, many spares and extras. Excellent cruiser or liveaboard. This boat is in very good condition. Semiahmoo Marina, Blaine, WA. \$79,500. (360) 371-7577.

CATALINA 36, 1986. Radar, below-deck autopilot, electric windlass, 45-lb anchor and all chain, refrigeration, propane oven/stove/BBQ, high-output alternator, inverter, dodger, bimini, more. \$55,000. (510) 219-9116.

BENETEAU 37, 1985. I am the original and only owner. Immaculate condition. 50-hp Perkins diesel. Rerigged. New sails, new dodger, new sail cover, new head. Excellent sailing. This boat must be seen. \$63,000. Sandy (925) 785-2170.

ISLANDER 36, CYGNET. Hull #495, built 1978. An opportunity to own one of the nicest on the Bay. Original owners. Never raced. Beautiful condition, always well maintained. Many extras. A special boat. \$55,000 Please call (415) 596-7271.

KETTENBURGS: K-38. Hull #s 18, 27, 32. Serious renovations accomplished and underway on each. Details, photos, and prices available at <www.sailK38.com> or (916) 847-9064.

CANADIAN SAILCRAFT CS36. Mexico veteran, ready to return. Full instruments, Westerbeke diesel, MaxProp, Profurl, dodger and bimini, 2 spinnakers. Avon liferaft, dinghy, 9.9-hp outboard, st winches, new bottom. Asking \$64,000. (925) 376-1081 or (925) 212-6080 (cell) or zedaker5@hotmail.com.



ISLAND PACKET 380, 2003. 39'7" full keel, fiberglass, well-maintained blue-water cruiser. Spacious master and guest cabins. Large head with full shower. Propane stove. Dodger/bimini. Full electronics. Autopilot, radar, GPS, VHF. Cruising package. Cutter rig, inmast furling, Harken furling staysail and jib, asymmetrical spinnaker, storm trysail, jib pole, multiple Lewmar winches. Boom brake. 9' inflatable, 6-hp Nissan, EPIRB, Yanmar 56 hp with 386 hours, bow thruster, fridge/freezer, windlass, many extras. \$239,000. Lying Richmond, CA. Call Bernard Lemke (707) 621-2626 or bernardlemke@gmail.com.

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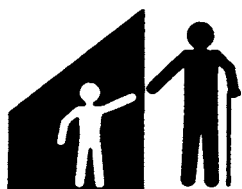
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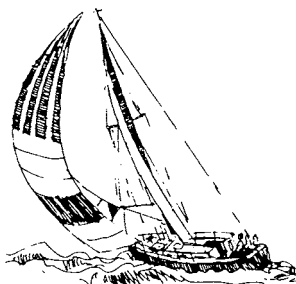


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CATALINA 36, 1985. Universal diesel, custom-built aluminum gas tank. Great condition. Very clean interior with plenty of comfort. Refrigerator, shower, GPS, radio, lots of extras. Comes with new paint. Must see. Pics at: <<http://www.flickr.com/photos/48403161@N00/sets/72157606203417726/>> \$50,000. (510) 812-2032.



CATALINA 38, 1981 CLASSIC S&S- designed racer/cruiser. 3-cylinder diesel, low hours. Fuel efficient, 1.2 gph. 3-speed winches, furling genoa, CNG oven, double sink. Like-new main salon, nav station, photos, survey. Reduced to \$44,500. Newport Beach. Delivery possible. (949) 533-5317 or jdr4adr@earthlink.net.



GULFSTAR 37, 1977. Aft cockpit. Recently rebuilt Perkins 4-108. Radar, GPS, VHF, Autohelm, electric windlass, Harken roller furling, speed/depth, dodger/bimini, dinghy and motor. Lots more. Good condition. Great island boat. \$49,000. Call Don in Ventura: (805) 672-0007 or email: ddrobertson@adelphia.net for specs and pics.

CASCADE 36 CUTTER. Aft cabin, Volvo diesel, 50 gal. New: Mast paint, steps, tricolor, antenna, spreaders, lites, knot, fath, windlass, standing/running rig. 35-lb CQR/kedge, 5 sails, nav station, galley, fridge/coldbox, hot/cold water, shower, liveaboard. Tahiti vet. Minor TLC. Clean and capable. \$28,000/obo. (916) 248-6413.



ISLANDER 36, 1977. All original docs and manuals, Perkins 4-108 pulled 2002, never raced. PUR watermaker, pressure hot/cold water, inverter, auto charger, radar, Raymarine wind, GPS, chartplotter, Autohelm, diesel heater, new Force 10 oven/stove, BBQ, 5-year rigging, 35# CQR, 150-ft 3/8" chain. Horizontal windlass in anchor locker, lightly used full-batten main, Harken Mk III furler, cruising spinnaker, Barlow st winches, new main windows, new electric panels, davits, full covers, extras. \$44,000. Call John (760) 819-1592 or jtsut@aol.com.

SABRE 362, 1998. Well maintained. Bottom and topsides paint December 2006, new standing rigging February 2007, updated Autohelm May 2007, new spinnaker 2007, new mainsail July 2008, etc. Wing keel, 4'6" draft. Beautiful boat in Berkeley. \$175,000. (925) 766-2205 or dan@deltaexcavating.net.



POLYCON 37, 1976. Molded fiberglass, sandwich with foam and Balsa core. Surveyed and appraised 11/07 at \$55,000. 2 Kubota (Nannie) diesel engines. Max-feathering props. Datamarine instruments. Sleeps 7. Vallejo Marina, K Dock. \$49,000. Call (707) 644-5504 or email: Winterhawk73@aol.com.

40 TO 50 FEET



BALTIC 43, 1987. A truly beautiful and well-cared-for vessel, one of only 47 in the world. Fast, responsive, fun to sail and is well suited for daysailing or extended ocean passage. Berthed in Sausalito. \$210,000. <www.sfdolphindance.com> (831) 684-2457.

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47-FT OLYMPIC OFFSHORE cruising ketch. Ted Brewer design, hand-laid fiberglass to Lloyd's specs, 3 staterooms, spacious accommodations, 75-hp diesel, LPG oven/stove, refrigerator/freezer, hot water, radar, VHF, GPS/chartplotter. See more at: <www.rebeccasailboat.com> \$147,500. (360) 452-5050 or (360) 928-3058.

HARDIN 44. CLASSIC BILL HARDIN sloop-rigged ocean cruiser back from cruise to Panama, Caribbean and east coast. Waiting for her next adventure. All sails roller furled. Fiberglass, Isuzu C240, 200 gals fuel/water. Long Beach. \$69,500. (480) 215-8224 or pilot435@hotmail.com.

LONE STAR RAFFLE. Doug Peterson's Serendipity 43, 1980. Refit 1995-97. An elegant, high-performance cruiser. Pictures and description: <www.geocities.com/svlonestar/Lone_Star.html> For information and an official entry email: svlonestar@yahoo.com.



BILL TRIPP COLUMBIA 43. Achilles inflatable with 9.9 Evinrude. 2 Garmin plotters, 2 sounders, refrigeration, Ray autopilot. Good condition in northeastern Panamanian Islands. \$45,000/obo. (928) 910-2288 or rockndammer@yahoo.com.

ALASKA 43, 1998. Ted Brewer-designed 43-ft steel cutter. 60-hp Isuzu diesel, dual steering stations, in-mast mainsail furling, headsail furler. All-new mahogany/cedar interior. New systems throughout. Electric windlass, refer, electrics. The perfect Pacific NW cruising vessel. \$79,000. Call Bill (360) 518-8881.



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45-FT GARDEN YAWL, 1956. One off. Provenance and blueprints. Very fast. Double-ender. Strip planked. Lots of sails. \$28,500. Details at: <www.sailwhirlwind.com> or (916) 847-9064.



48-FT S&S DESIGN ALUMINUM sloop with wood interior. Built by Huisman in 1972. Admiral's Cup, Transpac veteran. Ventura, CA. \$25,000. (805) 798-0699.



NAUTOR'S SWAN 43 CRUISING center cockpit, 1977. First time on the market since new. All manuals and literature available. Newly refurbished teak decks, Perkins 4-236 85-hp diesel, ss fuel tanks (2) 299 gal. SS water tank (3) 285 gal. B&G instruments, Northstar GPS, 24 radar, ICOM Ham and SSB. Harken furling, autopilot, 3-Blade MaxProp, Espar diesel heater, Keefe windlass, 4-kw generator, custom ss davit with Achilles dinghy and 15-hp ob. Too much to list in this ad. New dodger and bottom paint 5/08. No brokers. Asking \$195,000. For info call Mike (949) 374-4184 or nautorswan43@msn.com.



W.D. SCHOCK GRAND PRIX 41 IOR. Designer William Cook, 1984. New tall mast 2007 with standing rigging. New running rigging. 65-hp Pathfinder engine 2006. 120-amp alternator, 40+ Truecharge battery charger, Navtec hydraulic backstay, boom vang and outhaul. Harken Mk III roller furling, Autohelm, 24-mile radar, charterplotter. Carbon fiber mainsail, #1 medium jib (one season), carbon fiber #1 light jib, #3 Dacron jib 8.5 oz, 100% jib, 125% jib, spinnakers .5-oz Starcut, .75 oz, .5 oz, .oz reacher, 1.5 oz, windseeker, 14 self-tailing Lewmar winches. Headroom 6'0". PHRF of 66. Docked Alameda, CA. \$58,900. (707) 246-4863.



VAGABOND 47, 1982. Full keel, 5.6' draft, 13.6' beam. Fiberglass. Many custom features and upgrades highlight this cruise-ready, center cockpit, cutter-rigged ketch. They include: Aluminum pilothouse, 1-1/2" stainless tubing handrails and bow pulpit, aluminum dinghy landing platform/ladder, electric windlass, 88-lb Delta with chain and rode, 85-hp John Deere, 4.2kw Entec genset, Webasto diesel heating system. Watermaker, Splendide washer/dryer, large aft cabin, 2 heads/shower, fridge and freezer, liferaft, electronics, stainless water tanks 350, aluminum fuel tanks 210. Sails are all roller furled, aluminum masts and much more. Located at City Docks along Hwy 101 northbound, Coos Bay, OR. \$229,000. Email: skboehm.1@juno.com for more information and photos. Call Tim (928) 920-1767.



2003 JEANNEAU 43DS. Well maintained, air/heat, two cabins, two heads, SSB, EPIRB, watermaker, solar panels, three jibs, roller furling main, asymmetric spinnaker, three anchors, liferaft, dodger, full bimini, radar, GPS, chartplotter. Swallowing the anchor. Offers over \$180,000, (619) 490-8465.



HANS CHRISTIAN 48 CUTTER, commissioned 1990. One of only two aft-cockpit 48s ever built. Dependable Lugger diesel, 8kw Panda, new electronics, radar and autopilot. Huge fuel and water capacity. Spectacular teak joinery. This boat was built for one of the owners of Hans Christian as a showboat for the company and is arguably the finest boat built by that respected firm. A floating palace and a powerful sailer. \$289,000. Tom (510) 525-6168.

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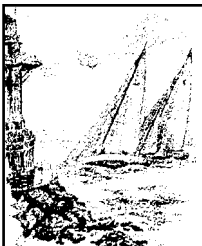
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MARIN POWER & SAIL SQUADRON offers members free classes ranging from Seamanship to Celestial Navigation plus cruises and social events. Next Squadron Boating Course in Novato September 9, 11, 16, 18, 23, 25, 2008, all from 7 to 9 pm. Textbook \$50. For details and registration call (415) 924-2712.

SAILING SKILLS AND SEAMANSHIP class. 10 weeks, Tuesday evenings, starting Sept. 9, 6:30-8:30 pm at the Oakland Yacht Club. Call Nancy (510) 601-6239 to reserve seat. Enrollment limited. \$55. Flotilla 12-2, US Coast Guard Auxiliary.

THE AGATE PASS SAIL & POWER Squadron's 'Introduction To Boating' course starts Wednesday, September 3 in Poulsbo, WA. For more information visit: <www.usps.org/localusps/agatepass/> or contact Marty Schwartz at (360) 697-5008 or apsnps@yahoo.com.

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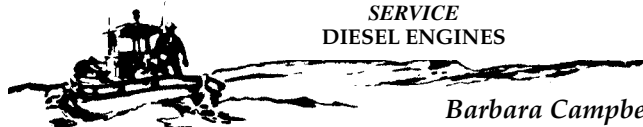
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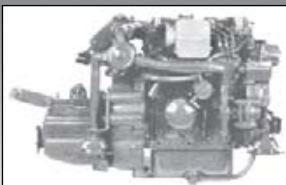


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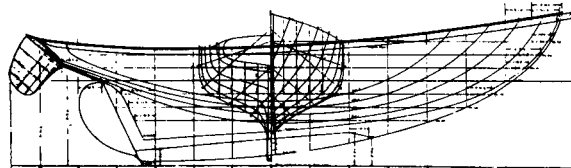
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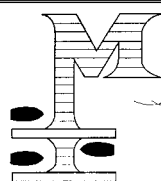


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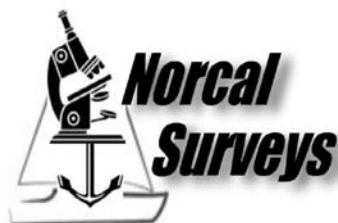
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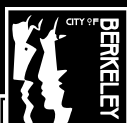
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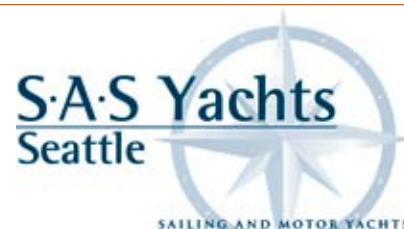


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39' GRAND SOLEIL, 1986

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39' COLUMBIA CENTER COCKPIT, 1979

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34' SUNSET SLOOP, 1967

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32' BENETEAU OCEANIS 321, 1995

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40'	Challenger	73 65,000	41'	Hatteras, nice	65 149,000
40'	Catalina 400 Mk II	04 205,000	40'	Sea Ray Sundancer, dsl	97 Inquire
39'	Mota Huta, steel	80 29,000	40'	Kha Shing	81 98,000
38'	Morgan	78 44,000	39'	Mainship	89 79,000
38'	Ingrid	'76 & '84 from 61,900	38'	Holiday Mansion	89 38,500
38'	Hans Christian	80 99,000	38'	Chris Craft	65 66,000
37'	Alberg, equipped	72 70,000	35'	Cooper Prowler	86 78,000
37'	Rafiki, new engine '07	77 57,000	34'	Atlantic SF	89 79,000
37'	'Stroma of Mey'	36 100,000	34'	Mainship	81 48,000
36'	Catalina	84 & '93 from 52,500	34'	Sea Ray Sundancer, dsl	01 155,000
36'	Palmer Johnson	74 46,000	34'	Kevlacat	97 160,000
36'	Swain Steel	97 98,000	34'	Tolly Craft (2)	'72 & '87 from 29,000
36'	Union Polaris	78 79,000	32'	Bayliner 3288	89 54,900
36'	Islander (2)	'76 & '77 from 46,000	32'	Uniflite, v/d	77 37,500
36'	Lyle Hess Cutter (steel)	88 41,500	32'	Silverton FB, 370 hrs	98 55,500
35'	Hanse	08 Inquire	30'	Sea Ray	88 29,500
35'	Hunter 35.5	93 54,750	29'	Boston Whaler	99 99,000
35'	Baba (2)	'79 & '85 from 69,500	29'	Monterey	95 29,000
35'	Fantasia Mk II	79 50,000	28'	Boston Whaler, twin Merc	99 59,000
34'	C&C, nice	80 37,500	28'	Mako CC	96 32,500
34'	Sabre	83 46,000	28'	Cruiser, nice	86 28,000
34'	J/105	01 125,000	27'	Seaport w/trailer	96 90,000
33'	Hans Christian	86 112,000	26'	Osprey long cabin	03 85,000
32'	Targa, center cockpit	78 34,500	26'	Osprey	02 98,000
32'	Westsail	'77 & '79 from 52,500	24'	Chaparral, trailer	94 19,000
32'	Odyssey, nice	67 75,000	24'	Orca, inboard	99 39,995
31'	Pacific Seacraft Mariah	79 69,000	24'	Osprey	96 69,500
31'	Cape George Cutter	00 142,500	22'	Grady White 222 w/trlr	02 59,000
30'	Carabella cutter	66 14,900	22'	Boston Whaler w/trailer	04 40,000
30'	Catalina (two)	'75 & '81 from 16,500	19'	Chris Craft Replica	07 29,000
30'	Islander	'74 & '75 from 15,000	17'	Marlin, '91 w/OB, '02 w/trlr	29,500



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40' CHALLENGER Ketch. Gorgeous, Sparkling Performance Cruiser in excellent condition. Dsl, furling, spinn., full galley, enclosed head & shower, hardwood interior, wheel, pedestal, full lifelines & pulpits, inverter, Avon & a/b. MUCH MORE! Shows pride of ownership. **Asking \$64,000**



58' ALDEN BOOTHBAY MOTORSAILER center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/cruise gear, AP, radar ++. Great comfortable bluewater cruising w/excellent layout & more!! **\$268,950 Ask**



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44' Wm. GARDEN TRADITIONAL OFFSHORE TRAWLER YACHT. Flybridge and Pilothouse. V6 Cummins dsl, 1965 launch, enclosed head & shower, genset, full galley, new RADAR, "get home" sailing rig/steading sail & MORE! A fine vessel. **Ask 149,000**



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40' CHEOY LEE GULF 40 PH Sloop 56hp Yanmar dsl, varnished teak hull, copper rivet fastened. Good sail inventory incl, 2 spinnakers, AP, radar, chart/GPS, more! Fresh haulout & ready to go! Washer/dryer ++. **Asking \$39,950**



36' S2 11 Meter Sloop An excellent vessel from a fine builder. 35hp inboard diesel Saildrive, galley, enclosed head with shower, pulpits and lifelines, well maintained, more! VERY NICE BOAT. **Asking \$47,950**



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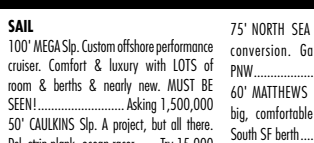


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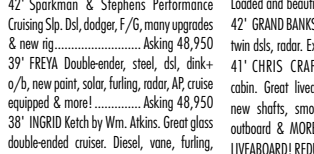


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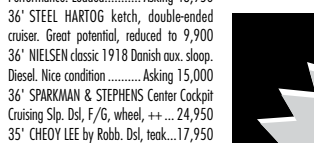
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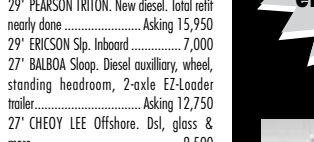
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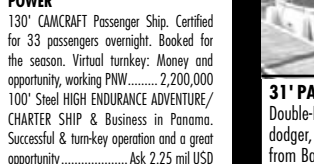
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41' CHRIS CRAFT CONSTELLATION. Aft cabin. Great liveboard, full Delta canvas, new shafts, smooth running, dinghy w/outboard & MORE! Great potential! GREAT LIVEBOARD! REDUCED! Asking 12,950/obo
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36' NIELSEN classic 1918 Danish aux. sloop. Diesel. Nice condition..... Asking 15,000
36' SPARKMAN & STEPHENS Center Cockpit Cruising Slop. Dsl, F/G, wheel, ++..... 24,950
35' CHEOY LEE by Robb. Dsl, teak..... 17,950
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