

Latitude 38

Latitude 38

VOLUME 378 December 2008

WE GO WHERE THE WIND BLOWS

DECEMBER 2008

VOLUME 378



Happy Holidays from Grand Marina!



Grand Marina has everything you need in one spot: a full service boatyard, sail loft, canvas shop, machine shop, consignment chandlery for your old (or new to you) boat supplies, wood shops, cabinet makers, three yacht brokers, blacksmith, fused glass artist, ceramicist, electricians, surveyors, riggers and even a scientist or two.

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- Monthly informative newsletter

DIRECTORY of GRAND MARINA TENANTS

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Sails That Last Come in First

★
Happy
Holidays
from all of us
at Pineapple Sails.
We'll be closed from
Sat., Dec. 20, through
Sun., Jan. 4.

Jack Bieda bought *Trial Run*, a Passport 40, back in the late 1980s, to see if he'd like sailing. To "give it a trial run" so to speak. He decided he did!

This year Jack took on two new partners, husband and wife team Kathy Pickup and Chuck Johnson. And together they decided to take on the Yacht Racing Association's Ocean Series, winning their division, handicapped division PHRO2.

As Kathy so eloquently put it, "The highly spirited yacht persevered through bad weather, good weather and no weather to complete every race (12 in all) and be blown to victory by her Pineapple Sails."

The sails are not new (built in the mid '90s), and the Passport may be a "cruising boat," but with a 10-year-old Kevlar 135%, a Dacron furling jib and a few spinnakers with dousing socks, *Trial Run* was able to enjoy a season of Ocean Racing, and come out on top.

Trial Run's versatile Pineapple sails were built to last and perform. And they have!

Give us a call. This is a good time to buy things that last.



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Trial Run*

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Sails in need of repair may be dropped off at:
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*Powered by Pineapples



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Your Window of Opportunity Is Now Open!

What a year! The election, financial markets, international upsets! A tumultuous time for everyone.

As with every downturn, there is a silver lining. Some extraordinary opportunities can be found in the market today – especially in new sailboats!

For some of you, a new sailboat has been on the list for some time. Considering all the incentives sellers and manufacturers are offering, **this is one of the best times in history to buy.**

Here's why:

1. Our manufacturers are extending their **boat show specials**; boats have never been better equipped for the price.
2. There is **no credit crunch** in sailboat loans. Interest is tax-deductible, rates are low, terms are favorable, and loans are readily available.
3. Passage Yachts' **"Yes You Can" Lease Back Program**: We're overstocked and have extra incentives to reduce inventory. This means that we can offer you the best price you will see on a new yacht this century. Enjoy monthly income, full concierge services, and a great deal in exchange for dockside showing rights. Spend relaxing weekends getting away from it all.
4. There are huge tax benefits for placing a boat in charter: accelerated depreciation, huge investment tax credit (ends December 31 – don't wait), sales tax exemption, monthly income.
5. Generous trade-in program: used boats are selling well, so we're happy to take your trade.

When these boats are gone, so are the deals. Don't miss your opportunity for the boat of your dreams at a once-in-a-lifetime price.

NEW 2009 MODELS AT OUR DOCKS!



BENETEAU 34



ALERION EXPRESS 28

Check out our newest models from Beneteau and Alerion Express

"Yes You Can" Leaseback Program Boats



BENETEAU 49



BENETEAU 46



BENETEAU 37



BENETEAU 43



ISLAND PACKET 465



SP CRUISER 41

DECEMBER EVENTS

Saturday, December 6

Charter Yacht Placement & Fractional Yachting Open House with Tradesinds Sailing Club in Marina Bay. Call for details.

December 13-14

Largest New and Used Boat Show in Northern California.
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Year-End Blockbuster Deals



WAUQUIEZ 41 PS



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BENETEAU FIRST 47.7, '01...\$228,000



BENETEAU 370, '91...\$79,500



ISLAND PACKET 320, '91...88,000



TARTAN 44, '75...\$79,000



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TAYANA VANCOUVER 42, '79 . 79,500

SUNNFJORD 42, '81 129,000

TARTAN 4100, '01 275,000

CASCADE 41, '71 59,500

J/41, '85 66,000

CARROLL MARINE 1200, '95.. 85,000

C&C LANDFALL 39 CC, '85 75,000

CS 36, '84 64,900

HALLBERG RASSY 35, '74 50,000

SEA RAY 340, '06..... 174,500

TIARA 29, '98 94,500

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Charles Tobias

Charles Tobias, Chairman

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Cover: Livin' the dream – the Conger family heads south with the Ha-Ha.

Photo: Latitude 38/Andy

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all 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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Catalina 350	2004	\$145,900
Catalina 350	2003	\$124,900
Catalina 34	1989	\$57,500
Catalina 34	1986	\$47,000
Catalina 320	2000	\$88,000
Catalina 320	2005	\$119,900
Catalina 320	1997	\$74,500
Catalina 320	1998	\$74,000
Catalina 320	1996	\$78,000
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Valiant 40	1977	\$85,000
Morgan 38	1979	\$57,500
Hunter 36	2004	\$130,000
Islander 36	1979	\$46,000
Islander 36	1974	\$30,000
Sabre 36	1988	\$79,000
Hunter 35.5	1993	\$61,000

Preowned Power Yachts

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Mediterranean 38	1998	\$165,000
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*base price

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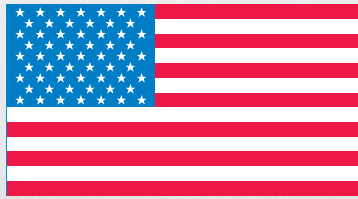
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33' NEWPORT, 1984 \$34,900
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40' CATALINA 400, 1996 \$137,500
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43' GULFSTAR SLOOP, 1979 \$84,900
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44' PETERSON CC, 1978 \$100,000
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46' BALTIC RACER/CRUISER, 1976 \$149,000
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Passport 40, 1985
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Bayliner 3218, 1987
\$34,500



32' Grand Banks Sedan,
1980, \$119,000



37' Sea Ray Sundancer
370, 1990, \$49,500



27' Farallon, 1982,
enclosed helm, \$35,000



37' Beneteau Oceanis 370,
1991, \$69,800



35' Niagara, 1980
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46' Moody, 2000
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CALENDAR

Non-Race

Dec. 3-31 — 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.

Dec. 6 — 32nd Annual Lighted Yacht Parade on the Oakland/Alameda Estuary, 5:30 p.m. Find out more and enter your boat at www.lightedyachtparade.com.

Dec. 6 — South Beach YC Lighted Boat Parade from McCovey Cove to the Ferry Bldg. Info, www.southbeachyachtclub.org.

Dec. 6 — Santa Cruz YC Lighted Boat Parade in the south harbor, 5:30 p.m. Info, www.scyc.org/lbp.

Dec. 6 — Petaluma YC Lighted Boat Parade, 5:30 p.m. Info, (707) 753-1590 or www.petalumayachtclub.com.

Dec. 6 — Vallejo YC Harbor Lighted Boat Parade. Info, www.vyc.org or (707) 643-1254.

Dec. 6 — Delta Lighted Boat Parade, starting in Stockton at 5 p.m. Info, www.deltaboating.com/mwyc.html.

Dec. 7-28 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Dec. 12 — Howl at the full moon on a Friday night.

Dec. 13 — Holiday celebration at Hyde St. Pier with live music, activities, and a visit from the Big Guy himself, 3-4:45 p.m. Tour historic vessels from 6-9 p.m. RSVP for tour required. Kids 15 & under free, adults \$5. Info, (415) 447-5000.

Dec. 13 — 20th Annual Sausalito Lighted Boat Parade along the waterfront, 6-11 p.m. Info, www.syconline.org.

Dec. 13 — 21st Annual Holiday Boat Lighting Contest at Pillar Point, starting at 6 p.m., with a party following at Half Moon Bay YC. Info, www.hmbyc.org or (650) 725-2120.

Dec. 13 — 1st Annual Marina Bay Yacht Harbor Lighted Boat Parade, 6 p.m. Info, www.marinabayyachtclub.com.

Dec. 18 — Free Basics on Fiberglass seminar by Larry Kaplan at San Carlos West Marine, 6 p.m. Info, (650) 593-2070.

Dec. 19 — St. Francis YC Lighted Boat Parade, along the Cityfront from Pier 39 to Ft. Mason. Info, www.stfyc.com.

Dec. 20 — San Rafael Canal Holiday Parade of Lights. Info, www.sanrafaelyachtclub.org or (415) 300-4510.

Dec. 25 — Give your favorite sailor a subscription to *Latitude 38* for Christmas! See page 8 for the form.

Jan. 1 — Cure that hangover with a head-clearing sail.

Jan. 3-11 — 49th Annual Portland Boat Show at the Expo Center. Info, www.otshows.com.

Jan. 13-29 — BoatSmart course by Marin Power & Sail Squadron in Novato on Tuesdays and Thursdays, 7-9 p.m. Materials \$50. Info, (415) 924-2712.

Jan. 17 — About Boating Safely course by USCGA Flotilla 17 on Yerba Buena Island, 8 a.m.-5:30 p.m. \$50 fee includes materials and lunch. Info, fso-pe@flotilla17.org.

Jan. 21-Feb. 25 — Basic Navigation: Weekend Navigator class (part 1) by USCGA Flotilla 12-2 at Oakland YC, 6:30-8:30 on Wednesdays. \$45 fee. Info, (510) 601-6239 or nancy@windwave.com.

Jan. 20-Mar. 10 — Boating Skills & Seamanship course by USCGA Flotilla 17 on Yerba Buena, Tues. & Thurs., 7:30-9:30 p.m. \$70 fee includes books. Info, fso-pe@flotilla17.org.

Jan. 27-Feb. 24 — Boat Smart Class by Santa Clara Power Squadron at Wilcox High School in Santa Clara. Tuesdays, 7-9 p.m. \$35 fee includes materials. Info, (408) 225-6097.

Racing

Dec. 2 — Fall Series #4. SSC, www.stocktonsc.org.

Dec. 6 — Perry Cup for Mercuries. MPYC, www.merc583.



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addr.com/sail/index.html.

Dec. 9-12 — Superyacht Cup Antigua, a beautiful venue to watch beautiful boats. Info, www.thesuperyachtcup.com.

December, 1978 — It Was Twenty Years Ago from the article *Give Me a Finn* by Shimon Van Collie:

You're sitting at the yacht club bar soaking up a brew and you ask the guy next to you what kind of boat he sails. "A Finn," he replies.

"Oh yeah, that's a Performance Sailcraft production boat that Bruce Kirby modeled after the Laser, right?"

He smiles and shakes his head. "Not exactly. A Swede by the name of Richard Saarby designed it and the Olympic Committee selected it for use in the 1952 games. It's been the singlehanded class ever since. It's about the same size as a Laser, but it weighs over 300 lbs rigged and carries almost 30 square feet more sail. In fact, Bruce Kirby used to sail a Finn before he designed the Laser!"

Finns first appeared on the Bay in the late '50s when a freighter pilot brought a wooden boat from England for his daughter to sail after she'd outgrown El Toros. Several news photographers caught her out on a blustery day and the good publicity got the class off to a fast start.

Aside from the early years, Finns have never drawn large numbers on the Bay. In a blow, Finn sailing requires considerable stamina, strength and self-discipline. Like long distance running, it generates devoted disciples. "I keep trying to tell my wife that sailing a Finn in 18 knots is a religious experience," bubbled Ed Bennett.

Conversely, others call the Finn the most uncomfortable boat to sail in the world: "A torture rack designed to test the sailor's endurance for pain to the ultimate limits." Bob Sutton, well-known raconteur and Laser sailor, recalls hiking out in a Finn and looking at his knees, "just waiting for them to explode!"

Jan. 1 — Master Mariners New Year's Day Race and Chili Potluck at Pt. San Pablo YC in Pt. Richmond. Info, (415) 364-1656 or www.mastermariners.org.

Jan. 18 — Richmond YC Little Daddy Regatta. Big Daddy isn't until March 14-15. Info, www.richmondyc.org.

Jan. 19-23 — Acura Key West Race Week, the best regatta in the country. Info, www.premiere-racing.com.

Jan. 31 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, and the first SSS event of the season. Info, www.sfbaysss.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 12/13-14, 1/10-11, 2/14-15, 3/1. Bobbi, (925) 939-9885.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above. Tom Nemeth, tom.nemeth@there.net.

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

CORINTHIAN YC — Midwinters: 1/17-18 & 2/21-22. Andre Klein, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 1/24, 2/28, 3/28. Tom Wondolleck, rearcommadore@encinal.org.

GOLDEN GATE YC — Seaweed Soup Series: 12/6, 1/3, 2/7, 3/7. Gary Salvo, (916) 363-4566.

ISLAND YC — Estuary Midwinters: 12/14, 1/11, 2/8, 3/15. Info, www.iyc.org.

LAKE MERRITT SC — Dinghy Midwinters: 12/13, 1/11, 2/14, 3/8. Beth, (510) 444-5292.

OAKLAND YC — Sunday Brunch Series: 1/4, 1/18, 2/1,

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48' Kristen, '01, <i>Trinity</i> **\$629,000
45' Hunter 450, '00, <i>Fall Asea</i>	\$199,000
44' J/44, '90, <i>Phoenix</i>	\$219,000
41' Passport, '90, 360**\$249,900
41' Bianca 414, '80, <i>Avion</i>	Reduced! \$49,500
40' J/120, '98, <i>Simply Red</i> *\$199,000
40' J/120, '95, <i>Attitude</i> **\$189,000
40' J/120, '01, <i>OUI B5</i>	\$229,000
40' Sabre 402, '98, <i>Blow'n Away</i>	\$239,000
40' Tripp, '92, <i>Snake Oil</i> **\$85,900
40' Catalina 400 Mk II, '07**\$279,900
39' Dehler 39, '03, <i>Wild Redhead</i> **\$329,500
38' X-Yachts 382, '99, <i>XTC</i>	\$189,000

37' J/37, '88, Hull #30**\$105,000
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36' J/109, '03, <i>Queen Bee</i>	\$215,500
36' J/36, '83**\$57,900
36' Sydney, '06, <i>Encore</i>	\$325,000
35' J/105, '01, Hull #382, <i>Anna Laura</i>	Reduced! \$105,000
35' J/105, '99, Hull #255, <i>Foadster</i> **\$105,000
35' J/105, '99, Hull #235, <i>Life Is Good</i> **\$92,000
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35' J/105, '97, <i>J Hawk</i> *\$109,000
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35' J/105, '04, Hull #617, formerly <i>Chilli Pepper</i> **\$127,500
35' J/105, '04, Hull #634, <i>Brick House</i>	\$124,900
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35' One Design, '98, <i>Double Trouble</i>	Sale Pending \$125,000

34' J/34, '85, <i>The Zoo</i> **\$29,900
34' MJM 34z, '05\$399,000
34' Express 34, '87Reduced! \$54,900
34' Classic Hans Pederson Power Yacht, '63**\$79,000
33' J/100, Hull #5, '05, <i>Reddie Freddie</i>	\$125,000
30' J/92, '93, <i>Zippy</i> , Waukesha, WI.....	\$54,500
30' J/30, '84**\$34,000
30' Sabre, '86, <i>Buena Vida</i>	\$49,500
29' J/29, '85, <i>Masthead</i> **\$28,000
29' Back Cove, '05, <i>Diamond Lil</i>	Reduced! \$179,000
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CALENDAR

- 2/15, 3/1. Sheldon, sheldon.haynie@gmail.com.
REGATTAPRO — Winter One Design: 12/13, 1/10, 2/14. Jeff, (415) 595-8364 or jzarwell@regattapro.com.
RICHMOND YC — Small Boat Midwinters: 12/7, 1/4, 2/1, 3/1. Tony, (925) 426-0686 or www.richmondyc.org.
SANTA CRUZ YC — Midwinters: 12/20, 1/17, 2/21, 3/21. Info, (831) 425-0690.
SAUSALITO YC — Sunday Midwinters: 12/7, 1/4, 2/8, 3/1. Paul, (415) 269-1973 or race@syconline.org.
SEQUOIA YC — Winter Series: 12/6, 1/31, 2/28, 3/14. Redwood Cup: 12/14, 1/4, 2/15, 3/1. Jim Peterson, (650) 793-3437 or jpeterson2008@comcast.net.
SOUTH BAY YRA — Midwinters: 12/6, 1/3, 2/7, 3/7. Jocelyn Reed, regatta@cpyc.com.
SOUTH BEACH YC — Island Fever Midwinters: 12/20, 1/24, 2/21, 3/21. Info, www.southbeachyc.org.
TIBURON YC — Midwinters: 1/10, 2/7, 3/7. Info, (415) 789-9294 or pando@sonic.net.
VALLEJO YC — Tiny Robbins Midwinters: 12/6, 1/3, 2/7. Info, (707) 643-1254.

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

December Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
12/06Sat	0600/5.3	1220/2.0	1755/3.9	2336/1.4
12/07Sun	0635/5.6	1313/1.2	1923/3.9	
12/13Sat	0035/4.9	0447/3.0	1056/7.2	1758/-1.9
12/14Sun	0124/5.0	0542/3.0	1148/7.0	1847/-1.7
12/20Sat	0606/5.9	1244/1.1	1853/3.9	2357/1.9
12/21Sun	0648/6.0	1343/0.6	2022/3.9	
12/27Sat	0035/4.7	0445/3.3	1035/6.1	1738/-0.7
12/28Sun	0108/4.7	0523/3.3	1112/6.0	1810/-0.6

December Weekend Currents

date/day	slack	max	slack	max
12/06Sat	0111 1424	0423/2.8F 1659/2.0F	0742 1953	1028/3.0E 2238/2.7E
12/07Sun	0159 1517	0509/2.8F 1801/2.4F	0819 2107	1118/3.6E 2336/2.5E
12/13Sat	0207 1245	0411/2.2E 1620/6.0E	0703 2019	1002/3.0F 2327/4.5F
12/14Sun	0259 1339	0504/2.2E 1712/5.8E	0759 2111	1056/2.9F
12/20Sat	0132 1444	0439/2.9F 1741/2.5F	0740 2028	1046/3.4E 2259/2.1E
12/21Sun	0226 1540	0530/2.6F 1846/2.7F	0823 2139	1141/3.7E
12/24Wed		0204/1.5E 1357/4.3E	0458 1803	0749/2.2F 2116/3.4F
12/25Thu	1030 0027 1110	0244/1.5E 1437/4.4E	0542 1844	0829/2.2F 2157/3.4F
12/27Sat	0152 1228	0354/1.6E 1555/4.6E	0659 2002	0946/2.2F 2309/3.4F
12/28Sun	0231 1305	0431/1.6E 1634/4.6E	0735 2038	1024/2.2F 2342/3.3F
12/31Wed		0049/3.2F 1232/1.9F	0420 1507	0633/2.1E 1837/3.9E

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LETTERS

↑↓ SHE'S THE LIFEBOAT OF MY BODY, MIND AND SPIRIT

As I watch the value of my investments wither, lament my diminishing net worth, and listen to news of worse to come, I am gladdened to remind myself that, among my many



LATITUDE / NICK

A sailor out enjoying his one "truly recession-proof investment."

ventures, I deigned to own a little boat. Though her value tallies poorly on my accountant's balance sheet, whenever I cast off from the dock under a press of sail, the dividends come tumbling in. The follies of greed, avarice and envy vanish in her wake. I am lifted free of all petty concerns. She is the lifeboat for my body, mind and spirit. As for the accountants, financial advisors and other bean counters, I say damn their eyes! She is my one truly recession-proof investment.

Marc Hersch
Songline, J/42
Santa Cruz / Ventura

Marc — We know what you mean.

↑↓ THE CARIBBEAN GOES BIG FOR OBAMA

We just beat to Antigua from the Virgin Islands aboard *Woodwind*, our 34-ft Gig Harbor, Washington-based gaff cutter. A couple of observations:

First, we were a bit surprised to find so many U.S. Virgin Islanders sporting Obama shirts, buttons, and what have you, because although they are citizens of the United States, and



JANET HEIN

Antigua, and much of the Caribbean, has been hit by Obamania.

the Virgins are an "organized, unincorporated territory," they can't vote in presidential elections. Oddly enough, they are allowed to vote in the presidential primary elections.

Our surprise grew in the British Virgins, where we saw even more people sporting

Obama stuff. For example, everyone on Jost van Dyke — meaning all 200 of them — has an Obama shirt.

But perhaps nowhere is Obama loved more than in Antigua, for the Prime Minister of that country declared that the island's highest peak is now to be known as Mt. Obama!

Needless to say, if any *Latitude* readers are planning to come to the Caribbean, they might want to pack some Obama shirts and campaign gear. They would make great tips — and even better bribes!

As for us, we'll be headed back to Jost van Dyke soon, where my husband will be working on our boat in Foxy's backyard.

Jan & Bruce Hein
Woodwind, 34-ft Gaff Cutter
Gig Harbor / Caribbean

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LETTERS

Jan and Bruce — We wish Obama the very best, and he's going to need it, because not only does he face a mountain of very serious problems, but he will also be burdened by absurdly unrealistic expectations. After all, it seems that many of his most ardent supporters expect him, within 90 days of taking office, to have instituted world peace, revived the global economy, cured AIDS, eliminated all credit card debt, and provided everyone with easy jobs and fat pensions. Even if Obama becomes the best president the United States has ever had, many of his biggest supporters are sure to be disappointed.

↑↓ I'M SADDENED BY THE LOSS OF GEORGE OLSON

It saddens me to hear of George Olson's passing. The first time I met George was sailing on Pete Sutter's boat *Spirit* that was built by the Kiskaddon family. It was about 1969 and I was working as a sailmaker's apprentice at the Sutter sail loft. Our crew were Pete Sutter, George Olson, Laurie DeWeese and me. The race was the Glen Waterhouse around the Farallones to Monterey and then back to San Francisco via the Lightbucket. We affectionately named it the Water Closet Race.

At times George and I were hot bunking in his North Face sleeping bag until we finally ended up on the same watch. That's when my education began. To this day, I haven't had a better lesson on night steering than I did that night, and for all the miles I've done since then, I attribute them to his expertise.

For navigation we used an RDF to home in on local radio stations and get an approximate triangulated location. Navigation was dicey at best and most of it was by dead reckoning — speed and heading estimated during your watch and entered into the written log at the termination of your watch. Sketchy at best.

He was a great person, parent, innovator and sailor . . . that was George Olson.

John Amen
HFGB's *Getaway*, Cal 20
Richmond

John — George Olson was a real hero of ours. We not only bought the factory Olson 30 Collage — made up of leftover parts — after Chuck Hawley sailed her to Hawaii, but later bought a second one and cruised it in Mexico. What's more, way back in the early '60s, we bought a George Olson surfboard. The funny thing is that it weighed a ton.

Read more about George Olson's life in Sightings.

↑↓ SCATTERING ASHES

A high school friend of mine recently called and asked where he could charter a boat to scatter his brother's ashes at sea. I thought that would be kind of an impersonal way for a family to do their final memorial of a loved one, so I said it would be my pleasure to take the family out on our Grand Banks 42.

He and his family were delighted, and it turned out to be a very nice family gathering. As I was motoring out of the harbor, my friend asked me if I needed a permit or anything to do a burial at sea, or if we needed to go into international waters. I'd never thought of that.

Whom would you ask for permission? Is there any penalty if you don't have permission? I figured if anyone would know the answer to these questions, it would be *Latitude*.

Captain Tom
Grand Banks 42
Shelter Island, San Diego

Captain Tom — You don't need a permit or permission to

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spread ashes at sea, but there are rules. For ashes not in an urn, you have to be at least 500 yards from shore — although you cannot spread ashes in rivers or lakes. If you're going to put the ashes into the sea in an urn, you have to be at least three miles from shore. If, on the other hand, you want to commit the entire body to sea in a casket, you must be in international waters and there must be a minimum depth of 600 feet.

Experts say there are two common disappointments with burials at sea, and both of them have to do with the wind. As anybody who has seen The Big Lewbowski knows, it's always going to be disturbing if the deceased's ashes blow into the face of one or more mourners. We're told such remains are more similar in consistency to coarse sand than powder, so it doesn't happen that often. Secondly, it's always distressing to loved ones if the ashes are dumped into the water and then are blown up against to and stick on the hull of the boat. It's just not dignified. So please, remember to spread all ashes directly to leeward of the boat.

Before anyone offers the use of their boat to spread ashes, they should read the following letter, which will probably cause you to rescind any such offers. For in stupidly litigious California, judges make sure that no good deeds go unpunished, and that no stupidity or irresponsibility goes unrewarded.

↑↓ NO GOOD DEED GOES UNPUNISHED

I thought *Latitude* readers might be interested in the recent judgment in the legal case of Kidrich vs. Long Beach Yacht Club. The 13-page opinion, plus a four-page dissent, goes into the technical details on assumption of risk.

The case was over LBYC providing a boat so a member's family could scatter his ashes. Unfortunately, Carl Kindrich III was injured when he jumped off the boat and onto the dock when it returned to port. He jumped voluntarily, even though he knew that Michael, his adult son, had already gotten onto the dock to assist tying off the boat. Although there was no evidence there was any need for Carl to jump off the boat prior to the stairs being put in place for the safe egress of passengers, he, his wife, and his son, sued both the Long Beach YC and Charles Fuller, the yacht club member who skippered the boat. It was alleged that they were responsible for Kindrich breaking his leg.

The trial court found in favor of Long Beach YC, but then the Appellate Court reversed that decision.

In a dissenting opinion, one judge — perhaps a sailor — wrote, "Today, by allowing suit against a yacht club that tried to help one of the sons of its members in his time of grief, only to be sued when he hurt himself intruding into their conduct of the good deed, my colleagues give this sad commentary on modern society the force of law. I respectfully dissent from that." He further wrote, "My colleagues have expanded civil liability beyond previous decisional law and beyond my ability to sign on. This ship will have to sail without me.

"The trial court granted summary judgment to the defendants, and had I been a judge, I would have affirmed it. I believe the trial court was correct in concluding that Kindrich's specific act of 'jumping onto the dock,' rather than the more generic and sedate 'boating,' was the relevant activity for purposes of assessing his assumption of risk. In my view, jumping or stepping some two and one-half or three feet off the side of a boat onto a dock — merely because portable steps had not yet been put into place — is no more an integral part of 'boating' than diving out a window — because no one has yet opened the door — is an integral part of leaving a house."

Dennis B. Kavanagh, Esq.
Sausalito



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Dennis — Right at the top of our list of the "Top Ten Things Wrong with the United States" is that the government and society assure people that somebody else — preferably somebody with deep pockets — is always financially responsible for anything bad that might happen to them, no matter how foolishly or irresponsibly they might have behaved. Jump out the window of a bus driving down a freeway and break a leg? Obviously it was the fault of: A) The builder of the bus for making it possible to open the windows; B) The bus driver for not intuiting a that a passenger would jump out the window; C) The companies that designed and built the freeway for not making the surface soft enough to keep people who jump out of bus windows from getting hurt; and D) The person sitting next to the jumper for having not stopped him from jumping.

Fortunately, not everyone is irresponsible. A few years ago, one of the people on Profligate, without being asked, and to the complete shock of the rest of the crew, jumped down to the dock with a dockline. Since Profligate has about seven feet of freeboard, it wasn't surprising that the man broke his heel. But, being a true man, he blamed nobody but himself for jumping, and has remained a good friend.

Right at the top of our list of the "Top Ten Things That Should Be Taught In Schools But Aren't" is that blaming others for your screw-ups is one of the worst things that you can do to yourself and society.

↑↓ **WHATEVER HAPPENED TO THAT TRI IN ALVISO?**

In '67, John Hawes, an employee of my father's, sold his house in Palo Alto and all his luxury stuff, and moved into a dump in the little town of Alviso in the very south reaches of San Francisco Bay. His goal was to build a 60-something-foot Horstman trimaran. I was about 16 when the project started, and watched Hawes and a partner build the tri between two houses they had rented. I temporarily lost track of the tri, which was launched in '87. But I returned to see her one last time in '88, the day before she left Alviso for good.

I have never seen or heard of the tri again, and wonder if anybody knows what happened to her, and where she is today.

As for myself, back in 2000, I sold a German-made 48-footer that had been built for Herman Goring. Nonetheless, at age 57 I'm still going to fulfill my cruising dreams, only with a 28- to 30-ft boat. I've been living in the Arizona desert, and have had enough heat to last me for awhile.

Bob Young
Arizona

Bob — Little Alviso was something of a hotbed of homebuilt boatbuilding back in the '60s. We don't have any idea what happened to the tri in question, but perhaps some of our readers do. Email richard@latitude38.com if you know anything about it.

↑↓ **OH YEAH, THAT'S GREAT MILEAGE**

We want to weigh in on October's *Powerboats Aren't Necessarily Eco-villains* letter. On our recent trip from San Francisco to Hilo, Hawaii, we consumed a total of seven gallons of diesel, from anchor up in Richardson Bay to anchor down in Radio Bay. The trip took us 20.5 days — not bad for a boat with a 22-ft waterline.

By the way, the skipper of a Nordhavn 40 powerboat with a single diesel engine has been going around the Ala Wai bragging that he only burned 800 gallons of diesel for the same trip!

Even though we didn't use it much, our 28-year-old Yan-



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Ken & Katie Stuber
Sand Dollar, Bristol 32
San Francisco / New Smyrna Beach, Florida

Ken and Katie — Even though the guy with the Nordhavn burned almost 100 times more fuel than you did for the same trip, 800 gallons is a small amount compared to what most other powerboats would have used. Of course, that was going with the wind and seas. It would be interesting to learn how much fuel the Nordhavn would use to return to the mainland.

There's one other consideration. How would you like to be 1,000 miles from land knowing that you were relying entirely on one engine for propulsion? We know there are lots of single-engine fishing boats — and big ships — that cross the Pacific with just a single engine, but it would give us the creeps.

↑↓ CAN YOU GIVE ME RACE RECOMMENDATIONS?

I'm a San Francisco Bay daysailor and weekend cruiser. I consider myself to be an intermediate sailor, and I have been wanting to get a taste of racing. Although I plan to enter some Estuary races through my yacht club — the Encinal YC, which is a really great club with great people — I want to set my sights on a Bay race.

I was looking into doing the Three Bridge Fiasco on January 31, but the information I found suggested that it was for singlehanders only. I could have sworn they also allowed crewed entries. Can you make any suggestions for any upcoming races that allow for crew, are within the Bay, are relatively long (10-20 miles) — and, oh yeah, are fun?

Come to think of it, maybe *Latitude's* annual *Racing Calendar* would give me some ideas. When does that come out?

Joe Perez
Kabunza, Pearson 36
Walnut Creek

Joe — The Northern California Sailing Calendar and YRA Master Schedule will be distributed on December 30. It lists all the races and courses, and should give you a great idea of where you can start.

We recommend that you ease into racing with beer can races, where the attitudes are extra-relaxed and everybody is out to have fun rather than win. It's a good place to learn the rules and how to get good starts in a supportive environment.

The classic in-the-Bay race for boats such as yours has always been the season-opening Great Vallejo Race, which is usually a spinnaker run up to Vallejo on Saturday and a beat



LATITUDE / LADONNA

The season-opening Vallejo Race is a San Francisco Bay classic.

back on Sunday. In '09 it will be held on May 2-3. The Jazz Cup, held on the Saturday of Labor Day weekend, has a very sailor-pleasing course. Other popular races that might interest you are: the Delta Ditch Run to Stockton, although it's a little longer than you specified; San Francisco YC's Moonlight Madness if you want to get a touch of nighttime racing; and Island YC's Silver Eagle Race, which was shortened from 67 miles to 47 miles this year. The Silver Eagle features lots of reaching, which makes



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it relatively easy despite its length.

As for the *Three Bridge Fiasco*, it's open to single- and doublehanded boats. It's by far the most popular race of the winter.

We think you'll enjoy racing in and of itself, but in short order it will also make you a much more competent and confident sailor.

↑↓ WOULD WE LOSE ANOTHER BOAT TO A HURRICANE?

My husband, Steve Dilbeck, and I live in Santa Cruz where we own the *Express 37 Escape*. We also have the Voyage 440 catamaran *Skedaddle* in the British Virgins.

We were in the British Virgins with our boat in October, getting ready for the season, when Hurricane *Omar* headed our way. We feared the worst and were in a state of partial disbelief because only four years before we'd lost our Lagoon 42 cat to Hurricane *Ivan* at Secret Harbor, Grenada. Could it happen to us again? What follows is an overview of our experience with *Omar* and our charter management company:

October 13 — I downloaded the weather while at anchor at White Bay, Jost Van Dyke, in the British Virgins. I noticed forecasts indicating that Tropical Depression 15 — which would become Hurricane *Omar* — might be headed our way. We returned to Soper's Hole ASAP to see if the Voyage Charter folks were making any preparations and to get a safe mooring. When we got to the marina office they told us they didn't know anything about a storm. And they'd checked the weather that morning, too.

Later in the day the forecast was changed from a moderate tropical storm to major tropical storm or even a Category 1 hurricane. At that point we thought we were still all right on the mooring with multiple sets of docklines. We spent that day taking down all the sails. Mind you, we'd had our cat hauled out all summer and had just put her back in the water. In fact, we'd just put up the sails!

October 14 — There was no change in the forecast, as the storm was still tracking toward us. That afternoon we got the bad news. *Omar* was predicted to become a Category 2 or Category 3 hurricane, and was headed directly toward the BVIs! Until that point, Voyage Charters had all their boats on moorings, too. But at exactly 5:18 p.m., when the new forecast was made, they maniacally began moving all their boats

onto land. They hauled out boats so fast we couldn't believe our eyes. We suddenly began to feel all alone with our cat on a mooring. We asked if they would haul us also, but they said they didn't have any room!



Hanging to a mooring is no place for a cat to be with a hurricane on the way.

However, they did tell us that starting at 6 a.m. the next morning, they'd be taking the rest of their boats to a hurricane hole where they had hurricane moorings. But they didn't know if they had enough room for us there either, so they told us to call the base manager at 7 a.m. the next morning.

The night of the 14th was a very long one for us, as we knew we weren't safe where we were, but we didn't have anywhere else to go. We started fearing the worst — that we might

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lose a second cat to a hurricane. I went around the boat and took photos of everything in case we had to file an insurance claim. We also called our friends who were supposed to arrive two days later, and told them it wouldn't be safe for them to come down. Indeed, we didn't even know if we'd have a boat for them to come to!

October 15 — After a sleepless night, we called the Voyage base manager. He said they did have a mooring for us, and that we should see him immediately. Hallelujah!

All the weather services said that boats had to be tied up by noon that day, as the wind was expected to pick up to 40-70 mph. That meant we didn't have much time, as we had to motor most of the length of Tortola to reach Paraquita Bay, the mangrove-surrounded lagoon that is a major hurricane hole for the charter companies.

Paraquita Bay holds hundreds of boats in a very complicated mooring system. But you had to be there to believe it, as hundreds of boats poured into the bay. They seemingly included the entire fleets from The Moorings and Sunsail. In addition, there were all the dive boats, all the work boats, and just about everybody else. One of the things that makes Paraquita Bay a good hurricane hole is that the entrance is very narrow and very shallow. But it's tricky getting in. In fact, while helping to secure another boat near the entrance, we heard boats hitting the reef just outside the narrow entrance to the lagoon.

There was a constant parade of boats coming in, as hundreds — and I do mean hundreds — of boats poured in during the morning. Although it seemed like every boat in the British Virgins was there, too, we felt like the luckiest people to have gotten a spot for our boat. We got secured with a combination of mooring balls and aft lines run into the mangroves.

Once we'd done everything we could, we rode back to our hotel on the bus carrying all the charter company workers and crews. It was hysterical. Having worked so hard, these guys were ready to unwind a little before the storm hit. As

a result, we had to stop two or three times for beer as we returned to the bases. Everybody was in great spirits — partly because they didn't think they were going to have to work the next day, which meant they could get hammered.

We got into our hotel room at Soper's Hole and couldn't do anything but hope that *Omar* would pass to the east of us, which would leave us in

Having been missed by Omar, both happiness and exhaustion were written on Carolyn and Steve's faces.

the least windy quadrant. Some of the computer models began to show an easterly drift to *Omar*, but two others still had him coming right over us. We couldn't get too hopeful.

Exhausted, we went to bed early with the height of the hurricane expected in the middle of the night. We could hear the wind building and things slamming around. Steve got up a couple times to look out the door to see what was happening. While the noise of the wind was loud, it didn't get as loud as I feared it would. In fact, we woke up in the morning to the sound of roosters and their cock-a-doodle-doo calls. We assumed that *Omar's* eye was passing over.

Then I booted up my laptop to discover that *Omar* had passed, and best of all, had passed to the east of us in the

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Anegada Passage between Virgin Gorda and St. Martin. Since we'd been on the back side of the hurricane, we'd only gotten an estimated 50-60 mph winds. It blew 130 knots on the other side of *Omar*! Even though Tortola didn't get hit hard, the power was out and we didn't have water, but as we looked around, things were pretty much in order. There was no drama in Soper's Hole. At about noon, we rode across the island back to Paraquita Bay. We saw very little storm damage: a few downed trees and a few mud slides, but nothing catastrophic. And when we got back to our boat, she and all the others in the bay were fine!

So now we're back on the boat and trying to get all the sails back up and everything else ready for use. Having gotten so much practice, we're getting good at it. We're over in White Bay again. We like it because the water is so shallow you can retrieve anything you drop overboard. But we did see something we've never seen before — the Soggy Dollar Bar was closed!

Carolyn DeBoer & Steve Dilbeck
Escape, Express 37, Santa Cruz
Skedaddle, Voyage 440, British Virgins

Carolyn — As our catamaran 'ti Profligate is based out of B.V.I. Yacht Charters in Road Harbor just a few miles from your base at Soper's Hole, we monitored the approach of Omar with the same gloomy fascination. We soon received a report that our cat had also been taken to Paraquita Bay. Unfamiliar with this spot, back in California we got onto Google Earth to check it out. It wasn't a real time photo, but there was a mysterious line across the bay. As we zoomed in, we realized that it was about 100 boats rafted up beam to beam in one long line. We can only imagine what that place looked like when there were hundreds more boats packed in.

↑↓ THANKS FOR NOT FORGETTING ABOUT ST. CROIX

Yes, St. Croix is a U.S. Virgin Island, and yes, Hurricane *Omar* claimed several boats in Christiansted Harbor and at the St. Croix YC, and the east end of the island took quite a beating.

I didn't send any information earlier because it was on the news and because I thought you didn't care much about St. Croix. But as I write this, many people are still without power and operating restaurants are having to run off generators.

My sister lives in St. Croix, as I once did, and I talk with her almost daily. I also send down *Latitudes* when I can, and over the years have mailed some copies down to friends. I'm a great fan of *Latitude*, but somehow St. Croix 'just don't get no respect'.

My sister built a bunker of a house in the middle of the island, but still lost most of her trees. I didn't know *Omar* was hitting her because I was sailing the *Niña* — a replica of the caravelle sailed by Columbus — from Redwood City down to Half Moon Bay. Any wind we'd hoped for seemed to end up in the Caribbean!

But thanks for finally mentioning 'the forgotten island', which is the only island completely surrounded by the Caribbean Sea.

Inge Lorentzen
St. Croix / Pacific Grove

Inge — We have to agree with you that St. Croix seems to be about as visible to the rest of the world as does South America. We have no idea why this would be the case, as with 50,000 residents it's the most populous of the U.S. Virgin Islands, and its Hovensa oil refinery is among the 10 largest in the world.



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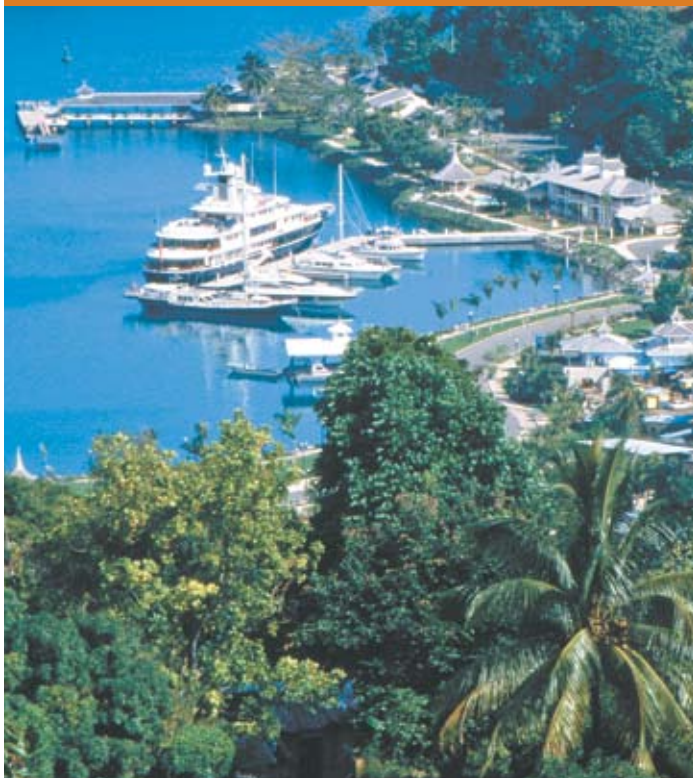


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LETTERS

As for our being tardy in reporting the hurricane damage to St. Croix, we followed all the post-Omar reports, but there wasn't much good or timely information out there. For example, on October 15, the Associated Press issued the following report:

"Hurricane Omar had maximum sustained winds of 125 mph, but a last-minute shift to the east meant that St. Croix experienced the weaker side of the system. Winds there reached just 48 mph, officials said."

We don't know what officials said that, but other officials later updated the maximum winds to 125 mph.

EMANATING BADNESS

"Everything in the water in Mexico is relatively harmless," stated David Addleman, my captain, as we and some friends went snorkeling at Bahia de Los Muertos after the Ha-Ha. The subject of dangers had been raised when discussing pufferfish, which you can touch, but you'd better not eat.

After a nice snorkeling session in the warm water, we decided to have some beers ashore. Not wanting to drag the dinghies up the beach, David decided he'd anchor our dinghy out. So after wading the dinghy into shallow water so I could have a 'princess landing', he took the dinghy outside the surfline, anchored it, then made his way ashore.

When he got to the beach, we noticed that his foot was bleeding. Giving it a close examination, I discovered a puncture wound with a slight laceration and a bruise.

"Maybe you kicked a rock," a friend speculated.

David shook his head. "Nah, something bit me or got me somehow."

"Did you do the stingray shuffle?" I asked. You do this shuffle in sandy beaches in Mexico and California to avoid stepping on stingrays, which reflexively lash you with their stinger. It's very painful.

"No, I was only in six inches of water," replied David.

Well, apparently six inches is all that a stingray needs, for once ashore, the waiters at the bar — surely medical specialists in their off hours — confirmed that it was a stingray sting.

Even though I know it's just an urban legend that pee helps ease the pain of stingray wounds, I offered David



HEATHER CORSARO

It's taking time for David's heel to heal.

my services. In truth, it was just to get him back for giving me the 'cure' last season when I was still naïve and had been nailed by a jellyfish. But he politely declined, and asked for the true antidote, which is very hot water applied directly to the wound. The awesome waiter jumped into action, and came up with not only water, but a bit of vinegar, too.

Later on, David would say the hot water worked like a charm. He appeared not to have taken a barb in the wound, which is very lucky, as they can be a source of a serious infection.

Although David would have preferred the incident to just die away, we insisted he give us a blow-by-blow account of his post-sting symptoms. They were the classics: 1) Pain and bleeding in the region of sting; 2) Slight nausea; 3) The throbbing.

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bing of some poison inhabiting his leg; 4) The ache moving all the way up his leg and through his body — before subsiding about an hour later.

The following morning I asked, for the millionth time, what



DAVID ADDLEMAN

It's possible that David was stung in retaliation for Heather's having landed this wahoo during the Ha-Ha.

the pain had been like. David finally came up with "emanating badness".

David feels fortunate, because he thinks he didn't get stung as badly as he could have. Luckily, he only got tagged on the back of his heel and not the bottom of his foot,

as it meant he could still walk. But you can be sure that he'll be shuffling in shallow sandy water from now on.

Hopefully other cruisers won't need this reminder, but if they or a crewmember get stung, the thing to do is soak the wound in water that is as hot as they can tolerate for 30-90 minutes. But do be careful not to burn yourself if the area goes numb. Also try to remove the barb — or better yet, get a doctor to do it — if it's still in the wound. Infections must be prevented.

Heather Corsaro
Eupsychia, Cal 36
Monterey

Readers — Think reef-walker style shoes will keep you from getting stung? In most cases they won't, as the stinger will either go through the shoe or the victim will be lashed on the top of his/her foot or on the ankle. Shuffle, shuffle, shuffle!

Recently while in Australia, where more people get nailed by nasty creatures of the sea than anywhere else in the world, we found most beaches are equipped with bottles of vinegar. We're not sure why, but apparently vinegar plays an important role in the treatment.

As with all the people who are around saltwater in Mexico, guarding against infection is critical. Usually it takes keeping the wound absolutely dry. We recently suffered a minor surfing injury on our thigh in Bahia Santa Maria and neglected to treat it properly. More than two weeks later, it started to look a little worse, no doubt because we irritated it by continuing to surf most days and by swimming several more times a day.

So we belatedly began with 'triple antibiotic ointment'. Since that hasn't done the trick, we've moved on to antibiotics and given up on the surfing. If we don't see quick improvement, we're headed to the doctor, as these infections can get bad quickly. So please, everyone be smart and treat the smallest cuts and scrapes immediately.



LATITUDE / NICK

All popular beaches in Australia have vinegar to treat wounds from marine life.

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LETTERS

↑↓ SILLY ME

The International Sailing Federation (ISAF) should have named Francis Joyon — who not only set a brilliant new singlehanded around the world record with his 97-ft trimaran *IDEC* — Sailor of the Decade, not just Sailor of the Year. What their winner Ben Ainslie accomplished in fleet racing in dinghies was remarkable, but in no way could be compared to what Joyon did. It seems to me that the ISAF rewarded Ainslie for what he's done over the last 12 years, not what he did this year.

I guess my assumption that the award named Sailor of the Year should be awarded for what a sailor accomplished this year is wrong. Silly me.

Dan Blick
Planet Earth

Dan — No matter if it was what Joyon and Ainslie had accomplished over the last 12 years, Joyon would still have deserved the honor — and by a mile. Although it was scarcely covered in the States, back in '00 Joyon stunned the world's top shorthanded sailors by setting a new course record in the OSTAR/Transat with Eure & Loire. What made it remarkable is the Eure & Loire was a heavy GRP trimaran with amas from one boat, a mast from another, and rudders from another. Despite having no sponsorship and the slowest boat in the race — everybody else had the latest carbon rocketships with taller masts — Joyon did what he's always done: punched far above his weight.

Of course, it was in '04 that Joyon started to become internationally famous — and with good reason. Working on his own to prepare Olivier de Kersauson's "ancient" 90-ft tri Sport Electric, which was designed to be sailed by a full crew, he sailed her around the world in an astonishing 72 days. In so doing, he knocked an unbelievable 20 days off the old record — despite using 10-year-old sails and not having the services of a weather router! Joyon's time was just one day longer than a full crew had taken to sail the then-Sport Electric to Jules Verne victory. If this achievement of Joyon's wasn't among the greatest in racing history, kindly tell us what would be.

Of course, Joyon didn't stop there. The next year he broke the 11-year old transatlantic record with IDEC, in the process-

ing setting a new 24-hour singlehanded record of 543 nautical miles. Refusing help to sail across the English Channel when returning to France after the finish, Joyon fell asleep, and IDEC was destroyed on the rocks.

And in '08, sailing the 97-ft IDEC II, Joyon singlehanded around the world in just 57 days, knocking two weeks off the record then held by Ellen MacArthur, and coming within just a few days of the crewed around the world record. Not only was the speed brilliant, but he was the first



JEAN MARIE LIOT / DPPI / IDEC

A quiet and simple man, Joyon is not just the Sailor of the Year, he's one for all of time.

sailor to have made the trip 100% green! Mind you, because Joyon is the man he is, IDEC II is the most simple and inexpensive tri that could be made, nothing like the fancy-schmancy 105-ft tri of his greatest current competitor, Thomas Colville. You've seen all those jazzy Recaro seats in all the around the world boats? Joyon used a plastic beach chair, such as those

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LETTERS

found at palapa bars in Mexico. Despite having to sail for so long in the freezing conditions of the Southern Ocean, Joyon wore a couple of extra layers of fleece rather than take a heater that would have required diesel to run.

↑↓JOYON WAS ROBBED

I agree with *Latitude* Racing Editor Rob Grant's rant in November 12's *Lectronic Latitude* about Francis Joyon's being snubbed. Singlehanded around the world trumps buoy racing every time. And I say that thinking that buoy racing is cool, too. But in the minds of the many, long distance solo attempts in any sport are not worthy of the attention lauded on those of the shorter and more spectator-friendly events. After all, who would get chosen as Swimmer of the Year, Olympian Michael Phelps or Benoit Lecomte, who, a few years ago, swam across the Atlantic?

Tony Bourque
Now & Zen, Newport 30 II
Richmond

Tony — We're not sure we agree with your last point. When it comes to sailors, we think that many more sailors could tell you what Joyon did than what Ainslie did.

As for Lecomte's 73-day so-called swim across the Atlantic in '98, we always felt that was more a stunt than an achievement. After all, he spent up to 75% of each day aboard his support boat, stopped for a week in the Azores, and for at least some of the time was aided by the current. Heck, a number of people have drifted across the Atlantic in dinghies faster than Lecomte swam across.

↑↓WHY SECOND GUESS THE JUDGES?

It was Joyon's one achievement versus Ainslie's multiple achievements. Man against the clock versus boat-to-boat combat. It was a tough decision, but I think all but a few competitive sailors can relate to winning on the course much better than a 'Mount Everest' undertaking. So why second guess the judges?

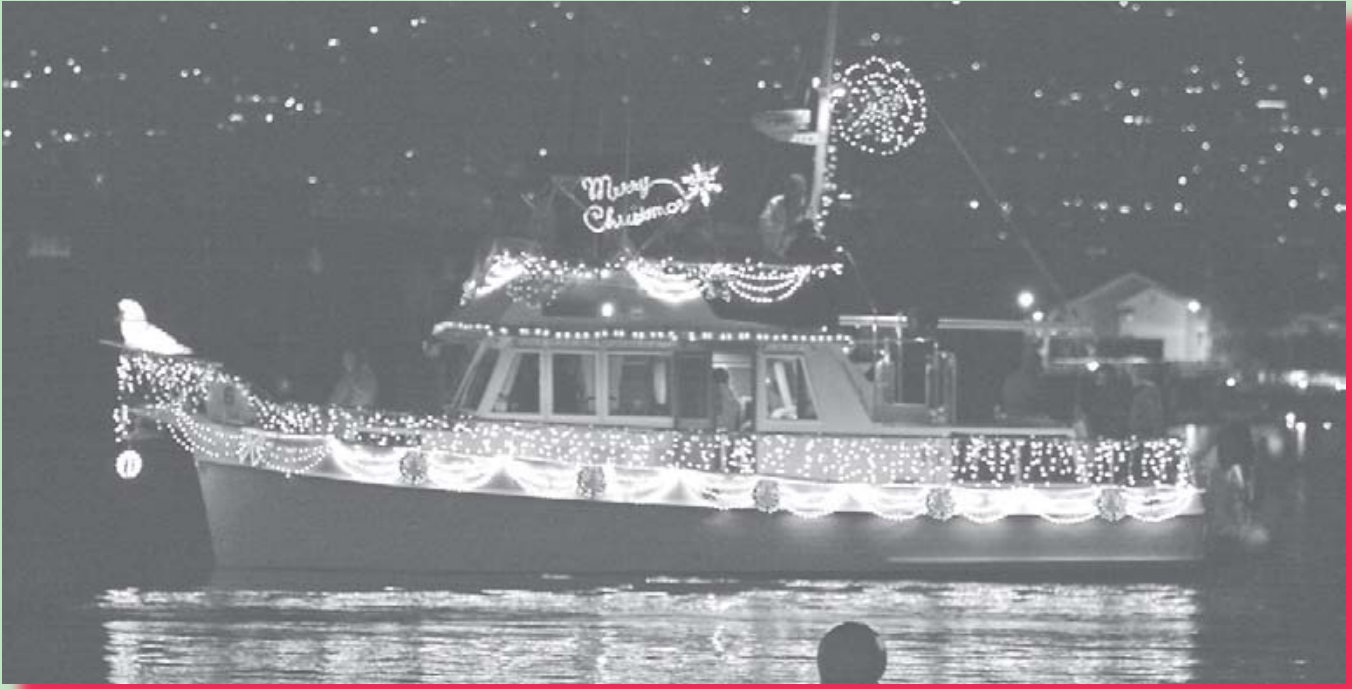
Bruce Conn
CTS, 42-ft sloop
Alamitos Bay

Bruce — It truly is an apples vs. oranges situation, but to our thinking Joyon's was a 100-lb apple to a couple of extra large oranges on Ainslie's part.

But no worries for Joyon, who avoids the press as assiduously as he pursues sailing records, who validates his own achievements, and who would be politely indifferent to the ISAF's recognition. Indeed, we can't help wondering if the latter is why the ISAF didn't name him Sailor of the Year. Besides, the much-loved Joyon knows full well that his achievements are held in the absolute highest regard by his peers, the only ones who can fully appreciate what he's done. The following is the editorial written by Seahorse, the most prestigious yacht racing magazine in the world:

"What better antidote could there be to the current America's Cup silliness than Francis Joyon's successful completion of another breathtaking singlehanded lap of the planet? There is no one in sailing more stylish than Joyon, nor is there anyone out there who better encapsulates all that is good about the sport itself. We are lucky to be around to enjoy Joyon's accomplishments, luckier still to be in a position to absorb the manner in which he goes about his business. At a time when sailing is becoming ever more complex and expensive, and by implication more challenging in terms of the resources required

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LETTERS

to take part, Joyon demonstrates what can still be achieved if you try hard enough.

"Joyon and Ellen MacArthur make fine rivals; both got where they are today through hard work, an aggressive hunger for knowledge and self-improvement and a steely determination. While MacArthur has now turned her hand to event management, and the promotion of new talent, Joyon has kept it all

JEAN MARIE LIOT / DPPI / IDEC



Joyon crushed the singlehanded around the world record with 'IDEC II', a simple, green and relatively low-tech 97-ft tri.

simple, forging a productive friendship with his sponsor and close friend Patrice Lafargue of IDEC, and focusing 100% on delivering value and success in return for the support he receives. And Joyon is very good at what he does, understanding the ocean itself better than any performance sailor since Tabarly or Blake. While Joyon and the talented and likable Thomas Coville set off on similar voyages, at a similar time and in similar craft, few were surprised that somehow it was Joyon who got around a fraught racetrack intact while Coville ended his speedy but brief sprint in Cape Town with hull damage. There have been similar parallels in previous crewed attempts on the round the world record — some get through while others find the rocks.

"Nigel Irens sums up Joyon, this quiet giant of ocean sailing when he gently says, 'Francis is not like anyone you encounter in normal life.' Quite so; be grateful for everything that is implied in those few words."

None of the above is in any way meant to diminish the achievements of Ben Ainslie, but come on!

⇓ **MAYBE THEY HAVE CRUISER'S REMORSE**

By the time I finished reading Gary Barnett and Marianne Smith's letter in the November *Latitude*, in which they classified various cruising styles into rather negative categories, the phrase 'cruiser's remorse' kept popping into my head. *Latitude's* lengthy response was right on the mark — by the way, I always enjoy your long responses because I find them the most illuminating — and I got the same impression that your "psychiatrist cruiser" friend had regarding their possible insecurity. I've long felt that you'll only hear generally disparaging comparisons or remarks from those who need to make them.

In the case of Barnett and Smith, I wondered if they might be experiencing some disillusionment with the cruising dream in general, and since they did chuck everything before casting off, might feel a sense of being stuck with their decision. Of course, this is all just an impression since I don't know them. They did, however, remind me of a couple from my club a few years ago.

This couple and I were outfitting our newly acquired boats for cruising south — which, sadly, I've had to put off for awhile though I'm still living aboard — and I encountered similar behavior from them. Though they were not unfriendly people, they had no tolerance for any ideas that they were not implementing themselves, no matter if it was with regard to boat equipment or general cruise plans. Any description of ideas that I had decided to pursue which were in any way different from theirs was met with a long lecture on why it really wasn't the best way of going about it. I began to avoid them. It was



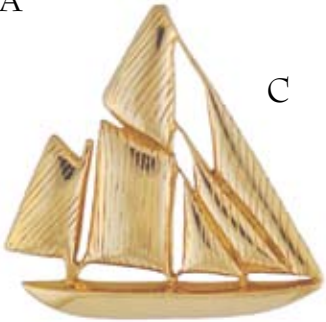
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- F 14kt Sea Turtle Hatchling breaking free from the shell. Turtle is polished and egg shell is sand blasted. Turtle pivots within the shell and there is a hidden bail under the top-most flipper.

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- L A manatee couple embrace in a slide bail pendant.



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LETTERS

only when I learned that they had done almost no offshore sailing — I've done a fair amount — that I understood and had greater sympathy for them. It was all about their insecurity over what they were doing.

What I also feared was that once they headed off and gained more cruising experience, it might give them license to become truly insufferable. But when I saw them at the club a couple of years later, in the middle of their cruise, my fears hadn't been borne out at all. They'd become a happy-go-lucky cruising couple and loved to tell stories of their experiences, no matter if they recounted their joys or their mistakes.

The actual point of my letter was to ask you, who have met countless cruisers, what percentage of cruisers experience cruisers' remorse. And what has been the most common outcome? Obviously, some must have called it quits shortly after they started, but what about the ones who have pressed on? Is there a hump that almost everybody has to get over? Are there ways of dealing with such remorse? And feel free to write as much as you want.

Pat Felten
 Croc Eau, Lacoste 42
 Stockton

Pat — Oh geez, we don't even know where to begin to answer your question. Yes, there are some who quickly feel remorse about their decision and sell their boats. Curiously, sometimes they experience remorse over their remorse, then go out and buy another boat and do it all over again. At the other end of the spectrum, we see people who we figure would be lucky to stick it out through the end of the Ha-Ha — and they end up happily cruising for many years. And there is just no way to predict which people are going to react which way.

The most accurate description we've heard about cruising is that it's never, ever how people expect it's going to be. Not that it's particularly better or worse, but that it's just not like they imagined. Some find that troubling, some are delighted by it.

On the surprisingly positive side, we think most people are surprised at the number of really, really close friendships they develop among cruising friends. Friendships the likes of which they rarely develop 'back home'. We think the most common



LATITUDE / NICK

Sometimes the abruptness of chucking everything to go cruising causes anxiety and even remorse.

disappointments revolve around becoming comfortable on the ocean and being able to deal with the inevitable maintenance and repair issues. Some people just never feel comfortable on the ocean, so cruising can involve a lot of anxiety — and this is true with both men and women.

The repair and maintenance issues can become huge for folks who aren't mechanically inclined and who have complicated boats. We're not the least bit handy, so we compensate by keeping our boat as simple as possible.

There are also many people who don't have remorse, but have to at least temporarily stop cruising for things like lack of money, the desire to be with family, or the need to care for ill parents or to be plugged into the fast life. Many times these

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obstacles are overcome by cruisers who do 'six and six', meaning six months of cruising and six months back home, or some variation of it. One of the more popular variations is the man does eight and four, and the woman, who misses the family and particularly grandkids more, does six and six.

Just as there is an infinite number of ways to cruise, there are an infinite number of reactions to cruising. As for those who are feeling a touch of cruisers' remorse, the cruiser psychiatrist has some recommendations: 1) Take a vacation from cruising. If you start to feel like it's all too much — even after just a couple of months — take a break. Go back home for a week and see if you're not suddenly reminded of why you left in the first place. And see if you don't find yourself getting all excited as you tell friends about the various adventures you've had. When you get back to your boat and your cruising friends, you may start to see how lucky you are. 2) Make sure you've got a reliable way to communicate with family and friends back home. Sending email is good, but sometimes nothing is as satisfying as hearing the other person's voice, so become friends with Skype. 3) Pay some knowledgeable veteran cruiser to go through your boat with you and give you instruction on how to troubleshoot basic electrical and mechanical problems. Your cruising will be all the more enjoyable if you know the basics about your electrics, refrigeration, watermaker, diesel and outboard. And yes, it's a lot. But once you start to pick it up, you'll feel more confident. And 4) remember that what you get out of cruising is, like the rest of life, a function of what you put into it. For the first time in no doubt many years, you'll have lots of time. So rather than just using all your time to sit in the cockpit and read books, get totally involved with things, such as all the interesting places along the coast and inland, the local language, cooking, getting in the best shape ever, doing yoga, playing a musical instrument, learning to dance, and so forth. If you immerse yourself in all the opportunities that you have when cruising, you'll be too busy and happy to feel anything like remorse.

↑↓SUMMER OPTIONS IN THE SEA OF CORTEZ

I don't know what to say about the Costa Baja Harbormaster's assessment of the wind velocity from hurricane 'Norbie' in La Paz in October, except to say that we were aboard Jim and Heather Donnell's Ventura-based 49-ft cat *Meerkat* at the Costa Baja having a hurricane party — Domino's pizza and *cerveza* — and we accurately reported the readings we got from the masthead.

In any event, after spending two summers in Mexico without air conditioning, let me pass on a little advice to the Class of '08-'09. You have three choices for the summer if you're on the mainland or in La Paz:

- 1) Leave your boat and return to the States.
- 2) Head farther north into the Sea of Cortez.
- 3) Sweat it out in the marina.

Each option has its pros and cons. If you leave and have a place to stay for the summer, or can afford to vacation somewhere, that's a good option. But if you're like Kellie and me, who have lived aboard for many years and don't have another home, you need a place to go.

The going north into the Sea for the summer is a blast, and you will build relationships like in no other place in Mexico. But it's hot. Damn hot! The upside of this is that you get to spend tons of time in the water — swimming, noodle parties, snorkeling and such. For months on end we woke up to the sound of whales breathing as we slept in the cockpit. A downside, besides the heat, is the lack of provisioning opportunities and restaurants. As you go north from La Paz, food becomes harder to find and is much more expensive.

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If you decide to stick it out in a marina, it's still going to be damn hot! Be prepared to never see the temperature in your salon drop below 89° for months on end. This is true farther up in the Sea also.

Having stayed in a marina and having gone farther north into the Sea, I think it's a toss up. I also think that the ladies have a harder time with the heat than the guys. But remember, if part of the crew is uncomfortable, none of the crew will be comfortable. So if you're considering cruising the entire year in Mexico, have lots and lots of fans, which are less expensive to buy in the States.

As I write this on November 9, the heat has finally 'broken'. We are able to sleep comfortably in our v-berth. Hurray! And we can get boat projects done without sweating profusely 24/7.

Our plan is to head for Mazatlan for Thanksgiving, and Puerto Vallarta for Christmas. We probably won't get south of Barra this year because we'll be heading for the barn next summer. We wish the best to all our fellow and future cruisers. And for those thinking about cruising, you can check out our website at www.svsweetlorraine.com and see what we crazy cruisers do down here.

P.S. I'm turning 50 this year, so my DaveFest birthday week celebration is going to be more awesome than ever!

David Lewis & Kellie Coyle
Sweet Lorraine, Catalina 36
Ventura / Mexico

↑↓ LIZ IS A PERSISTENT AND SASSY YOUNG LASS

My favorite reading in *Latitude* is the reports from young Liz Clark, who is singlehanded and surfing the in the Pacific. No matter if they are about crossings, sultry lagoons or sleazy boatyards, I've been touched and inspired by this intelligent, persistent and sassy young lass. I just love her writing, and hope she writes a book about her journey soon.

But I just don't understand how she has been able to continue singlehanded with all the lovely young *hombres* out there. Does she just love the bliss of quality time alone? I know some of us are just too eccentric to normal people to be date-able.

I confess, the best part of my cruise last winter was the 2,000 miles I singlehanded from St. Martin to Guatemala. I was so happy to get to know myself a little better, and really tune into the subtler vibrations of the sea, the sky and my cat. It also meant that when I did meet new people, it was really exciting, sort of like meeting movie stars.

For love, for music, and to see it for myself — including the fact that it just got hammered by Hurricane *Paloma's* 145 knots — I am going to Cuba. *Paloma* means that Cuba has been slammed by three 'fatties' this year, and the people have lost so much of what little they had. One-third of all their crops and most of their tobacco drying sheds were shredded. So I plan to bring some supplies — and a surfboard, of course. I'm counting on Obama to open the door to this fabled land on January 20, so if any salty puppies want to join me, I'll donate a third of my charter and guest fees to the cause. I can be contacted at permasc@sasquatch.com.

Say Liz, how about a surfing school in Cuba?

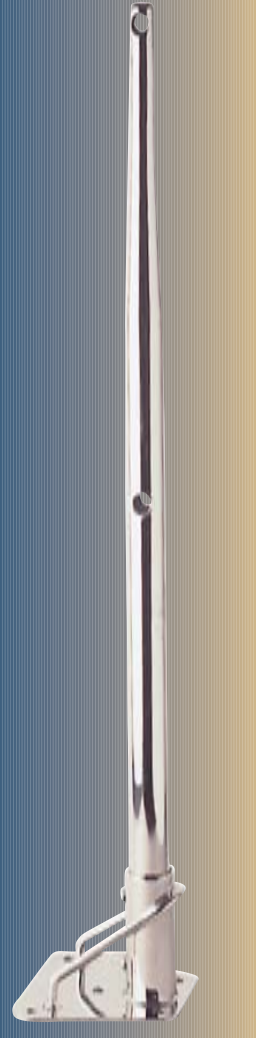
Vincente Pastore
Birdwing, St. Francis 44 Cat
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Vincente — Liz writes from a uniquely personal point of view that we, like you, find to be very interesting and entertaining. As for her writing a book, we think she's far too busy 'living'

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the material to do that now. From time to time Liz has been joined by friends, although recently she's been singlehandedly



COURTESY SWELL

With so much to see and surf in the South Pacific, we don't think Liz will be opening a surf school in Cuba anytime soon.

almost exclusively. As for her 'date-ability' and love life or lack of it, we're not interested in it unless she volunteers it. But with each passing day, we're more impressed with her dedication to completing the mission she set out to accomplish. We knew her when she was a hopeful novice, and it's been exciting to follow her as she's evolved into someone who walks the walk far more than most.

As for Obama being able to make Cuba a viable destination for American cruisers the day he takes office, it will be great if it's as easy as that. As we've said many times before, we think as many Americans as possible should visit. Our two-week sailing trip along the north coast of Cuba back when Clinton was president and didn't have the Treasury Department threatening to prosecute cruisers for, ahem, "trading with the enemy," was a mind-boggling educational experience. Prior to that, we'd had no idea how appalling it is for people to be denied their most basic human rights — such as freedom of speech, assembly, travel and dissent. Indeed, if a visit to Cuba doesn't make you want to support a counter-revolution to free the people, you may have been at sea too long.

LEE HELM GOT IT COMPLETELY WRONG

I read the *Max Ebb* rigging knife article in the November *Latitude*, and for the first time I can remember, think Lee Helm got it completely wrong. Before you start gloating, I'm sorry to say that you did even worse!

In my experience, the best rigging knife has neither a marlinspike nor a shackle key, but is, in fact, a Leatherman. They're stainless, easy to operate with cold hands, and have tons of attachments. Best of all they have a handy pair of pliers for opening things like shackles and tight knots. On many occasions my Leatherman has allowed me to easily take care of a problem that had the rest of the crew scratching their heads or waiting for someone to dig out the toolbox.

The only thing that a Leatherman lacks is a marlinspike, but how many crew need one of those on hand to whip out a splice on the go? Certainly not a first-timer to Mexico. Most boats have a marlinspike or splicing wand on board, and most of us need to break out *Chapman's* just to remember how to do a splice anyway. So I say dump the pricey rigging knives and drop a Leatherman into your pocket.

And thanks again *Latitude* for being such a great magazine. It just goes to show that sometimes you get a lot more than you pay for!

David Kramer
Boatless in Santa Barbara

David — We asked Max for his thoughts on your letter:

"I like the Leatherman tool, but always felt it made too big a lump in my pocket to carry around. Lee says that any heavy item you can legitimately carry as personal gear is that much more movable ballast.

"There's one in my quick-access racing toolbox, though, along



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with a sailor's hammer (vice-grips) and a small screwdriver that fits the luff foil feeder."

↑↓ ENRIQUE WAS WONDERFUL TO US

As part of the Ha-Ha fleet, we pulled into Turtle Bay at sunrise one morning and were delighted to be escorted in by dolphins and pelicans. As we looked for a place to drop the hook, a man in a 16-ft Bayliner Capri motored up behind us and greeted us with a warm welcome. It was Enrique, who has been the subject of numerous, and sometimes negative, letters in *Latitude* lately. He handed us his business card, told us what channel we could reach him on, and advised us that he could take care of our needs for fuel, water, ice and garbage disposal.

Over the next couple of days, we used Enrique for all these services — as well as docking our dinghy at his dinghy dock next to the pier. One evening Enrique personally went out to purchase a pack of cigarettes for a crewmember, charging him half of what it costs for a pack in the States.

Early on Saturday morning, when more than 135 Ha-Ha boats were about to start the second leg, Enrique — exhausted



RICHARD FRANKHUIZEN

The controversial Enrique, with his assistant, was a big help to the Ha-Ha fleet.

from having catered to the fleet for several days — came by to say 'good morning'. We asked if he could get us some potable water. Even though the stores wouldn't be open for nearly 90 minutes, he said he'd see what he could do, and motored off. An hour before the stores officially opened, he

brought us 20 gallons of drinking water, delivered to our cat, for \$8. I thought it was an amazingly good deal.

Unlike in Cabo, at Turtle Bay we were chauffeured by pangas at all hours of the day and night. And unlike in Cabo, nobody at Turtle Bay begged or panhandled. We found the people of Turtle Bay to be warm, friendly, and extremely hard-working. As far as I'm concerned, Enrique, his staff, and all the people of Turtle Bay provided first class service for the participants in the '08 Ha-Ha.

Richard Frankhuizen, Crew
Crystal Blue Persuasion, SR-55/SX
Folsom

Richard — We heard nothing but good reports from Turtle Bay — and that goes for Servicios Annabelle, which is Enrique's main competitor.

↑↓ FOND MEMORIES OF PEOPLE AND PLACES

The recent mentions of Skip Allan in *Latitude* reminded me that we were at anchor in Hanalei Bay in '78 when Skip Allan and the other participants in the first Singlehanded TransPac from San Francisco to Hawaii showed up. I particularly recall Skip Allan because he gave my grandson Scott sailing lessons in our Sabot. Among other things, he taught him to sail backwards!

Another memorable moment was when I recognized the person swimming past *Barones* as Peggy Slater, perhaps the first woman to skipper a boat in the TransPac. "Oh, hi Peggy!" She was on her way to her vacation house on the other side of the bay. As it was a long swim, we offered to ferry her over,

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LETTERS

but she declined, and invited us for breakfast instead. Some of the solo racers were there for breakfast too.

Barones, with Al Mayes and myself, continued on for an extended near-circumnavigation.

Henriette (Rita) Groot
Barones, 35-ft wooden yawl
Morro Bay / Ventura

↑↓ **CAN'T GET NO SATISFACTION**

In June, my family and a group of friends did a charter with a major bareboat company in Belize. I'm a lifelong sailor, having sailed much of the South Pacific on my own boat, and had always wanted to sail the legendary cays of Belize.

We chose the charter company because it had a generally good reputation and a significant presence in Belize. The charter was a nightmare, so we unilaterally terminated it early. I did have what was called 'trip insurance', and therein lies the rub.

When we got to Belize, I inspected the boat and found several faults, the worst of which was an every-five-second drip from the starboard water tank. The staff fixed this, and I asked them to refill the water tank, which by then was almost empty.

Other problems were corrosion on the mainsail track that made it very difficult to raise the main, and a very poor refrigeration system that caused our food to rot in the freezer within 36 hours. Before going to bed one night, I charged the batteries for 1.5 hours as instructed. At about 0100 the low voltage alarm went off. I got up, charged the batteries for an hour, and then went back to bed. When I got up the next morning, one of the engines wouldn't start because of low voltage. The other engine started because it was not connected to the house battery system. I only mention this because the cabin battery was significantly discharged after six hours of three cabin fans operating off of it. That morning I noticed the refrigerator was warm and the freezer temperature had gotten up to 50°.

That day we motorsailed to Laughing Bird Cay, which was very nice! But by midday we ran out of water from the first tank. I tried to switch the pump over to the second tank but couldn't get the water to flow. When I called the base, they recommended that we return to get it fixed. After we spent the morning of the second day at the charter company base, they fixed the problem with the water tank. It turned out to be a design problem that allowed an air bubble to block the flow from the new tank to the pump. The office staff said that I should have known this.

But we were also greeted by a foul smell — that of our food rotting. After discussion with the other members of our party, we elected to terminate the charter early for our safety and comfort.

Although these issues were annoying, we thought they were forgivable. After all, things do happen. And in any system, the likelihood of a failure is proportional to the complexity of that system.

What really infuriates me is that I've now sent two letters by mail, and faxed another one, to the number provided for the charter company's headquarters in an effort to get either a partial refund or credit on another charter. Despite the fact that we spent \$4,500 on the charter, they haven't replied or attempted to contact me in any way.

Chartering is a great concept, as it's a major pain to get your boat to many of the best cruising grounds. I had planned to charter in Tonga next summer, but now I won't because I won't use a charter company, and I have no reasonable way



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LETTERS

to get my boat to Tonga for a three-week sailing vacation.
Thanks for letting me bitch,

Andre England
Planet Earth

Andre — We're sorry that you had a bad experience, but there are two things that seem inexplicable to us. The first is that the charter company, one of the two big ones, didn't get back to you. These companies live on customer feedback. We wonder if it might have something to do with the fact that you tried to contact them via letters and fax, two forms of communication that are rarely used anymore. We suggest that you call the company's reservations number, tell them that you're thinking of doing three weeks in Tonga, but that you first need to talk with a supervisor about problems you had with a charter a few months ago. You'll get someone to talk to.

The second thing that seems inexplicable to us, and we say this with all due respect, is that you thought a five-second drip in a water tank was the most serious problem in a charter you decided to cancel for reasons of "comfort and safety." Travel all that way to Belize and an experienced cruiser gives up on something as minor as that? Rotting food and batteries that won't stay charged — seemingly related — would have been the things we would have insisted the company remedy.

Nonetheless, we still think you should call the reservations number and speak to a supervisor, and the sooner you do it the better.

↑↓ IT'S PARTY TIME, SO THROW ME A BONE!

It seems you regularly have to run a letter from a woman who is disgusted by a photo that's more tawdry or cheesy than usual. Well, I find that sailors — especially San Francisco Bay sailors — are a pretty tawdry bunch, so my expectations aren't so high. As long as everyone concerned is a consenting adult, they can show off whatever the law will allow.

But what does disgust me is the one-sidedness of it all. Given the testosterone-saturated eye-candy I can find on any dock in the Bay, where are the men wearing nothing more than a little equipment and a big smile? Throw me a bone, here. I want to see short shorts scarcely punctuating tanned torsos, too — I just want something different in 'em.

Neat or bearish, lithe or cuddly, let's see some three-day scruff and zestful grins, great legs bracing mighty efforts, backs rippling with working muscles, those perfectly-proportioned sailorly arms — and skin, skin, skin!

I'm no pervier than anyone else around here, it's just that if you're going to sink to such shameless cheesecake, you owe it to your own gleeful tastelessness to serve up some beefcake, too.

And don't tell me that you don't know how to assess male charms. Not given the power of the internet and your occasional success — such as the October *Latitude* cover. Nice! If nothing else, you can solicit input from your readers who do know how to assess male charm. I, for one, would be delighted to help. And I can see several ways women might rate 'em: flat coil vs. stretched out; flakes neatly vs. folds neatly; etc. By the way, there is nothing sexier than a guy washing dishes. Try it sometime.

Women are coming into their own in the sailing world as never before, and *Latitude* doesn't want to be too slow off the mark to catch them.

Hope to see you on the water. With yer shirts off!

Isabel 'Piper Afloat' Tiff
Voyager, Ranger 29
Ballena Isle

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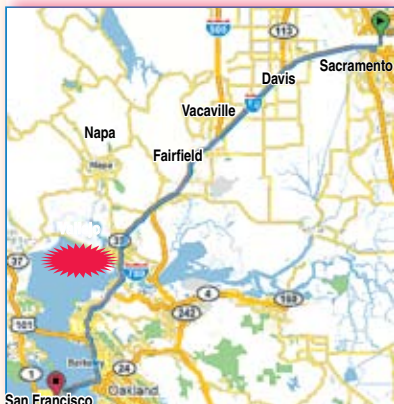
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LETTERS

Readers — While we were off doing the Ha-Ha, Associate Editor LaDonna Bubak had control of *Lectronic Latitude*. For some reason beyond our comprehension, she actually agreed with Isabel's letter — indeed, she's been very vocal about this topic since she started working here a couple years ago — and ran it in the November 5 edition of *Lectronic*.



SALLY SAILOR

This photo of a sailor warming up after some chilly Alaska sailing stirred up a lot of passion.

Her response to Isabel was: "We like to consider ourselves fair and balanced — at least where tastelessness is concerned — so we invite you to share your tawdry photos of more manly models. Just be sure to send them to LaDonna for . . . um . . . evaluation." Then she went and posted a photo of a sailor dude's butt.

The response from readers was impressive. The vast majority — men included — believe that fair's fair but there were a few dissenters. Read on.

↑↓ PANDERING TO PRURIENT DROOL

If you're going to be fair and balanced about the racy photos, why not show some aged, wrinkled butts and boobies that stretch down to the knees?

The women in your photos are beautiful, like the boats. I don't care for men's butts or senior wrinkles. The point of *Latitude 38* is not to pander to prurient drool — there are plenty of internet sites and magazines to serve those interests. But even the classiest of slick magazines and megayacht ads feature beautiful women — not hunky men.

So please don't cater to Isabel's roving eyes. Stick with beautiful boats and women.

Captain Lewis Keizer
Sandpiper, Ericson 27
Moss Landing

↑↓ POLYPHONIC SEX IS THE NEWEST CRAZE

Puh-leeez.

Capt. Keizer wrote "But even the classiest of slick magazines and megayacht ads feature beautiful women — not hunky men."

Dude! That's because men own those magazines and that's the demographic the advertisers are targeting. Slick magazines and megayacht ads are catering — just to a select monied set of roving eyes.

So I say stick with catering to the full monty suite of sailors and *Latitude* readers, male and female! Same sex! Opposite sex! Polyphonic sex! If you're going to celebrate prurient drool, why censor?

Jill Marshall
Berkeley

↑↓ THE PACKAGE MUST ALWAYS BE COVERED

Capt. Lewis needs to loosen up and not be such a stuffed shirt. If he doesn't like it, he doesn't have to look; that is what women have been doing for years!

My wife and I have found that women tend to make better crew and as such hardly ever take guys along anymore. Weather permitting, we always let our lady guests pick out the Captain's attire. The only rule is that Admiral Rosey says



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LETTERS

the package must be covered; that is for her eyes only. The gals love it and so do we.

Capt. Lewis, welcome to the new age of equality. It's all in good fun, and we do have fun, that's for sure.

David Eberhard
Valkyrie, Roberts 44
San Francisco

↑↓ NEKKID SAILING IS WHERE IT'S AT

For a lot of sailors, male and female, sailing *au naturel* is an enjoyable part of the sailing lifestyle. My wife and I believe it's appropriate for *Latitude* to publish photos of fit people enjoying sailing in this manner. Sailing is fun, so let's keep it that way.

R. Dennis Delzeit
Planet Earth

Dennis — *The next reader seems to agree with you.*

↑↓ YOU'LL FIND ME AT THE OFFICE

This picture was taken by my wife off of the Florida coast



SUZIE HATTON

in the Gulf. It was one of those perfect days: gentle winds, calm seas and warm temperatures.

I sent this photo to my friends back home explaining this was my new "office" since I am now retired.

Skip Hatton
Fantasy, Chrysler 26
Sacramento

We're assured by female staffers that this is a very nice photo.

↑↓ MEN'S BUTTS DON'T DRESS UP A SAILING RAG

Captain Lewis has it right: there is no way a man's butt dresses up a sailing magazine.

Robert Lockwood

Robert — *We see it the way you do, but apparently some women think otherwise.*

↑↓ WHAT WOMEN WANT

I'm writing to let you know how much I enjoyed that photo of Mr. Alaska Sailor. I haven't seen anything like that in a while! Please keep up the good work.

Lynn Langdon
Eureka

Lynn — *First you want male booty in Latitude, so what next, the right to vote?*

↑↓ TOO MUCH OF A GOOD THING GETS TIRING

Sometimes I get a little tired of the scantily-clad women that appear in sailing mags. Makes me feel like I shouldn't be reading them myself. But I have to say, I laughed my, uh, ass off when I saw the beefcake picture in *Lectronic Latitude*. It's not quite the shot I was expecting!

Let's not get carried away with the cheesecake and beefcake, but I do feel that everyone is entitled to the picnic. This magazine, as well as this sport, is not just for men!

Pamela K. Jennett
Avalon, Mason 43
Lake Tahoe



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LETTERS

↑↓TIT FOR TAT

Beefcake doesn't do a thing for me, but I believe fair is fair, and can appreciate the hard work that goes into keeping a well-toned bod of any sex. So yeah, stick a few in there!

And besides, I think anything that might encourage more ladies to get into sailing is never a bad thing.

Larry Earl
Ichiban, Fuji 35
Morro Bay

↑↓THIS BEEFCAKE OF A GUY IS GOING SAILING

While I am saving myself for the right gal, because y'all insisted, here's a picture of me. Notice the sexy bottom . . .

paint.

Yes, I do have a boat, and might one day travel. In fact, I'm looking at heading out by spring, so all you eligible gals need to hurry before my mistress, Miss Atlantic, lays claim on this hunky beefcake of a guy.



BILL LEGGETT

Bill's a dirty, dirty boy — after painting his boat's bottom.

Bill Leggett
Pretty Lucky, Coronado 30
Planet Earth

↑↓CAT OVERPOPULATION DOWN UNDER

I write this in response to a letter a few months ago when a reader was looking for his dream cat, even if it cost quite a bit of money. I fully agree with *Latitude* about the positive aspects of having simple systems on boats, and if I had to do it again, I'd buy our family's Outremer 55 Light catamaran.

Our catamaran aside, I would suggest that potential multihull buyers think about visiting Australia and New Zealand before making their next purchase. The modern Aussie and Kiwi catamaran designs are alive and well, and in my opinion, second to none. Their field testing — in the rough waters off their coasts — is often significantly more hardcore than most round-the-world cruisers will ever experience. And most multihull owners in that part of the world actually use their vessels for voyaging. In addition, few, if any, of the Aussie designs are modified charterboats.

Designers I would be following would be Schionning, Grainger, Chamberlin and Bob Oram in Australia, and Malcolm Tennant and Ron Givens in New Zealand. Unfortunately, Tennant died earlier this year, but his design plans are still available. Of course, there is also the grand old master of Aussie multihulls, Lock Crowther, many of whose designs are still going strong and can be picked up relatively cheaply. Other designers include Perry, Simpson, Lavranos and Roger Hill. Many of these designs can be seen moving up and down the New South Wales and Queensland coasts during their cruising season. As a testament to their success, most buyers are local.

As if to confirm Aussie construction — and prices — Thomas Colville's *Sodeb'O*, the 105-ft maxi tri he used to set a new solo transatlantic record, was built and launched in Australia. In fact, we saw her in New Caledonia, where she reached 20 knots of boat speed in just 10 knots of true wind.

While I don't agree that Australia and New Zealand are now on sale — as suggested in *Lectronic Latitude* — the U.S. dollar is slowly regaining lost ground. In fact, the U.S. dollar has been so weak that it actually fell against the Fiji dollar after their fourth coup in 20 years. And Fiji's GNP is just \$5 billion!



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LETTERS

An additional benefit of looking in Australia or New Zealand is that there is a good-sized used market from owners of offshore multihulls who have swallowed the anchor. These are usually well shaken-down vessels that may be picked up inexpensively.

One strategy to find a multihull could be to fly into Sydney and drive north to Cairns, stopping at harbors and yards along the way. An abbreviated version would be to fly into Brisbane and drive north to Airlie Beach. If you don't find a multihull to your liking along this coastline, then at least you will have a great time, see some fantastic scenery and cruising grounds, and be treated to some genuine Aussie hospitality — I can guarantee it!

Chris Bridge
Cheval, Outremer 55 Light
Corona del Mar

Readers — The Bridge family of Corona del Mar bought their Outremer from the factory in '03, did some cruising in the Med, and crossed the Atlantic to the Caribbean where we met them at St. Barth in '04. Since Chris sailed the boat to Panama, the family has been splitting time between the three kids in school in Southern California and cruising in the South Pacific. Chris will fly back to their boat in Australia in December and take off for Hawaii. His wife Carolyn and their three children will, as they have for years, join him about a month later.

The timing of Chris' letter couldn't have been more interesting, as we've just finished making almost the exact trip he recommends. We flew to Australia, spent several days in Sydney, flew up to Brisbane, then drove the 1,000-mile coastal road to Port Douglas, which is as far north as you can go in Australia



LATITUDE / NICK

The Queensland Coast is spectacularly beautiful.

without a four-wheel drive vehicle. The drive was almost always through beautiful, sparsely populated country, and the rental car was surprisingly inexpensive. However, once you get an hour north of Brisbane, it's a two-lane road all the way to Cairns and Port Douglas. And of the 1,000 miles, only a few miles of it are close enough to see the ocean! In fact, we constantly had to make 20- to 50-mile turnoffs from the main road to get to the coast for a look at anchorages and boats.

So what looks on the map as though it might be a 1,000-mile drive for someone on a boat hunt, would in reality be more like 1,500 to 2,000 miles. And such a search still wouldn't even take you within 500 miles of Sydney and the populated southeast coast of Australia. Furthermore, many of Queensland's marinas and boat clubs are relatively small and at the end of long roads in the middle of nowhere. In order to do a relatively thorough search, we'd recommend that the boatbuyer set aside a month for the task, and plan on doing a lot of backtracking. The way to do it would be with a 'vanaroo', which is an inexpensive small campers, and stay in campgrounds, which are clean, fun and located everywhere in Queensland. As Bridge says, you could have a heck of a great time just looking for a boat.

We were surprised by the very large number of offshore catamarans in Australia, particularly those less than 45 feet or so. The Australian-made Seawind 1160s were ubiquitous, and we also saw a number of homegrown Perry 43s. Given

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LETTERS

Australia's long history of boatbuilding, we were somewhat surprised to see a number of French and South African-built production catamarans. Australia is also home to countless custom and homebuilt catamarans, many of them very well crafted.



LATITUDE / NICK

There are countless cats in Australia, many of them custom built, but they are often moored behind homes, in rivers, or at other hard-to-get-to places.

While we certainly didn't see every cat from Brisbane to Cairns, we did see a lot of them, including at Airlie Beach in the Whitsunday Islands. But unlike Bridge — who has much more offshore catamaran experience than we do, and whose opinion we hold in the highest regard — we weren't as impressed as we thought we'd be with the cats or prices. It's not that there was anything particularly wrong with them, it's more that we didn't see any cat that we really lusted over. That somewhat surprised us. On the other hand, Bridge has spent a lot more time in Australia than we have, so he's certainly seen a lot more boats. But except for those who have the time and joy driving, camping and exploring — what fun! — Australia wouldn't be the most convenient place to shop for a cat.

↑↓ SORT OF LIKE A YOUNGER BROOKE BURKE

I'd seen a lot of pictures of the *Maltese Falcon* prior to her arrival in San Francisco, and the photos pale in comparison to actually seeing her in person.

Rich Smith
 Braveheart, CSY 37
 San Francisco



WEBB LOGG

'Falcon', like Brooke Burke, is much more impressive in person.

Thank you for *Latitude's* coverage of the arrival of *Falcon*. I had to miss her arrival because we had a race on Saturday in Santa Cruz, and being foredeck, I couldn't miss it. As it turned out, we were short on crew, so we got a DFL, another DFL, and an almost DFL. Guess where I would have rather been! My two six-year-old boys are already respectable Santa Cruz 27 sailors, so we made plans to drive up to the Bay to see *Falcon*.
 By the way, I've read both *Valley Boy*, which is Perkins autobiography, and *Mine's Bigger*, David A. Kaplan's book about Perkins and the building of *Falcon*, Jim Clark's *Athena*, and Joe Vittoria's *Mirabella V*. When is the publisher of *Latitude* going to write about his life and times? We'd be there for the book signing. Unless, of course, I have a race.

Richard Smith
 Saffron, Santa Cruz 27
 Santa Cruz

Richard — As for the publisher of this magazine writing about his "life and times," we've been doing that for nearly 32 years, and have to believe that everyone has had more than their fill of it. Besides, the first non-*Latitude* writing we'd like to

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LETTERS

do is some non-fiction about slowly drifting through southeast Asia on a sailboat — and we've never even been there yet. So we expect your boys will have graduated from college before we ever hold a book signing.

↑↓ IS EGO A VALID EXCUSE FOR WASTEFULNESS?

Thank you, *Latitude*, for your frank analysis of the construction and use of megayachts. You guys are dependable that way: direct, informative and respectful.

In the September 26 *Lectronic*, you wrote: "As for how megayachts, even sailing megayachts, fit into today's world of shrinking resources and perhaps climate change, the answer is not very well."

It makes me wonder if anyone — meaning the owners of these yachts — is paying attention. When I listened to Lesley Stahl's interview with Tom Perkins on television, I found that a spend-it-if-you've-got-it attitude drives Perkins, who admittedly likes to impress people. When asked how much *Falcon* cost — then up for sale at \$170 million — Perkins admitted that he was too embarrassed to say. Why? Stahl suggested it might be because "there's the homeless and charity and there's lots of things you could do with that money that would improve the world, right?" When Stahl asked Perkins if he had an ego, he admitted he did. I'd like to know when ego became an honorable excuse for being reckless and wasteful?

I agree with *Latitude* and Ron Holland that 60 feet is long enough for any private boat. And really, is *Falcon* a sailboat or just an amazing new computer toy? My 50-footer is to his 289-footer what a hang-glider is to a 747. Where's the joy?

I will admit that I've written up my share of megayachts — most of my work has more soul — and sensational capitalism always reads vapid to me compared to the optimism of innovative research and purpose. Comparing the pursuits of Paul Allen — who spent over \$200 million for his 414-ft motoryacht *Octopus* — with those of Bill Gates — whose Gates Foundation spent \$170 million to develop vaccines — we can see that there are different options when it comes to ways of impressing people. I hope we'll be seeing a new paradigm in 'personal success'.

That said, I made sure I was on the Golden Gate Bridge when *Maltese Falcon* passed beneath. Yikes, what a show that was! We rode our bikes onto the west side of bridge and had quite a thrill watching *Falcon* sail in and out of the fog toward us. Conspicuous consumption at its best. Stunning! It was a joy to be there.

Nonnie Thompson
San Francisco

Nonnie — As we've mentioned several times before, Maltese Falcon was started almost 10 years ago, when it was a very different world. Indeed, the hull was built many years before that. If someone wanted to build a Falcon-sized yacht today, we'd find it difficult to be very enthusiastic.

*Where's the 'joy'? As we've also written before, Sun Microsystems co-founder Bill Joy's 192-ft Holland-designed, Huisman-built ketch *Ethereal* is about the last megayacht we feel good about, and in large part because he's spent big bucks to make her as 'green' as possible. She was expected to be launched last month.*

We're fully aware that the design and building of megayachts creates many great jobs and advances technology, and we know the operation of these yachts does the same. And while we think it's important to let individuals conceive and create great things, and that competition is the underpinning for almost all significant progress, we nonetheless think there

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LETTERS

is both a context and a limit to things. As such, if someone were to try to outdo Maltese Falcon today, we'd find it to be in poor taste.

As for Perkins himself, you should read his book and — you didn't hear it from us — maybe Kaplan's book, too. These will give you a lot of insight into what makes Perkins tick, what drives him — and others like him. As the French say, to understand all is to forgive all.

Sure he has an ego, but let's be thankful that some people have bigger egos than others. For without outsized egos, there would be no pyramids in Egypt, there would be no Stonehenge, no Eiffel Tower, no Panama Canal, no great clipper ships, no solo around the world sailors . . . nothing but mediocrity. Perkins said he wanted to recapture the glory of the clipper ships, even though he was fully aware his yacht would be over the top. And at least he's honest. The ultra rich who irk us are the hypocrites who claim to really, really care about the poor, but continue to maintain gigantic fortunes and pass them on to their offspring while millions starve each night. Actions speak louder than words.

↑↓IT'S ALWAYS SOMETHING, BUT . . .

Tom Shafer, my boyfriend, and I had only been together for 10 months before we decided to buy a Valiant 40 in Antigua in the West Indies. When we first talked about buying a boat, Tom was thinking about a little 20-something-foot jobber that we could sail around the Bay before committing to a big boat. But I knew that he really wanted a Valiant, so I thought why spend the money on a small boat — let's get what we want now! That's all he had to hear. In fact, he tells the story to friends all the time.

Two months later, we were on our way to Antigua to kick the tires, so to speak, of our potential new yacht. We met with the original owners, took her for a sail, and closed the deal on the spot. *Valiant Lady* was ours! We were so excited, and I was looking forward to putting some new adventure in my hum-drum daily life.

That was December 2006, and since then Tom and I have made two six-week trips to the Caribbean. The first was to explore the Leeward Islands. I hadn't had any sailing lessons at the time and barely knew anything about it. In fact, my

only experience was a few trips on the Oakland Estuary aboard a friend's boat. I was, however, intrigued by the idea of the cruising life and had read some books.

Tom, however, was a longtime sailor. So while I didn't know the first thing about sailing a 40-ft boat, I trusted that he had

the experience to get us where we wanted to go. Heaven forbid that anything happens to him while we were at sea. Yikes!

My first ocean sailing experience was a short one, about one mile from Antigua's English Harbor to Antigua's Falmouth Harbor. It was as rough as it was short, with 20-knot winds and 7- to 12-ft swells. We ended up staying in Falmouth for about 10 days, waiting for parts because of alternator and battery problems. I didn't mind, because at that point I was petrified to leave the harbor.

When we finally got the repairs taken care of, we sailed to



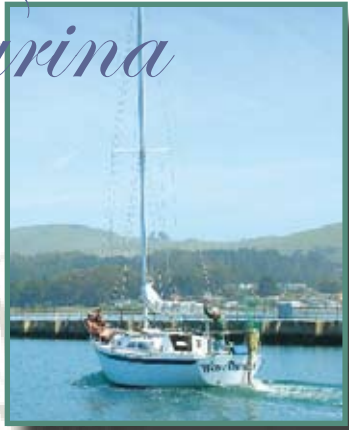
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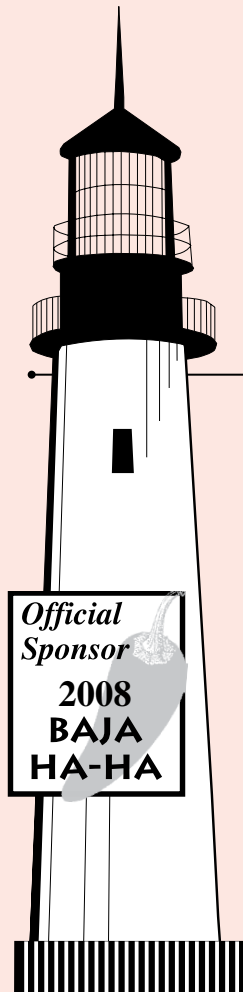
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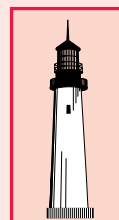
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LETTERS

Barbuda. It was beautiful! Although Tom did all of the sailing, I was able to help navigate by plotting our course using the compass and a cruiser's guide. I did drive a little, but wasn't that good at it. But the thing that I wasn't prepared for was constantly worrying that something would need to be repaired before we could continue on with our trip. It seemed that every time we were about to shove off to the next island, we'd be delayed because of a dead battery, a bad alternator, or the wind generator's not working up to snuff. The wind generator was crucial, because it powered the refrigeration system that kept our drinks cold!

These delays left me — a Type A individual — feeling anxious and stuck. Tom always brought things into perspective by saying, "Well, what a beautiful place to be stuck." And he was right. That's when we came up with our cruising motto: "It's always something, but when you're in the Caribbean, every night is Friday night, and every day is Saturday."

During our first six-week trip, we sailed from Barbuda to St. Barth, St. Martin, Saba, Statia, St. Kitts, Nevis and back to Antigua. By the end of our trip I felt like a seasoned sailor — and an expert at anchoring.

Before our six-week trip the next year, I took basic keelboat sailing lessons. This gave me more confidence, and I'm sure it made Tom feel better that I could actually help in an emergency. Then last April, we sailed from Antigua to Montserrat, Guadeloupe, The Saints, Dominica and back. But as the first half of our saying goes, "It's always something." In this case, the outboard wouldn't work on the day we were to set sail from Antigua,

It's never easy to fix things when you don't have the right



COURTESY VALIANT LADY

'Tommy the Tool Man' is the king of jury rigging his Valiant 40.

parts or tools, but Tom is as inventive as they come. And to him, every breakdown is a challenge. So I started to call him 'Tommy the Tool Man'. There wasn't anything he couldn't jury rig to get us on our way until we could find the right part or mechanic. In the case of the outboard, he had to jury rig part of the throttle system because there were no replacement parts immediately available. But Tommy's 'The Man', and soon we were off to Montserrat.

In addition to Tom's repair skills, I love his positive attitude and enthusiasm when we get stuck. At the end of every sail, we'd swim, shower — and then it was cocktail hour. Rum punches all around! Life is good!

In March of next year we plan to take another six-week cruise, perhaps down to Trinidad and Bonaire.

Admiral Tammy Mercado
Valiant Lady, Valiant 40
Antigua / Oakland

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

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

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

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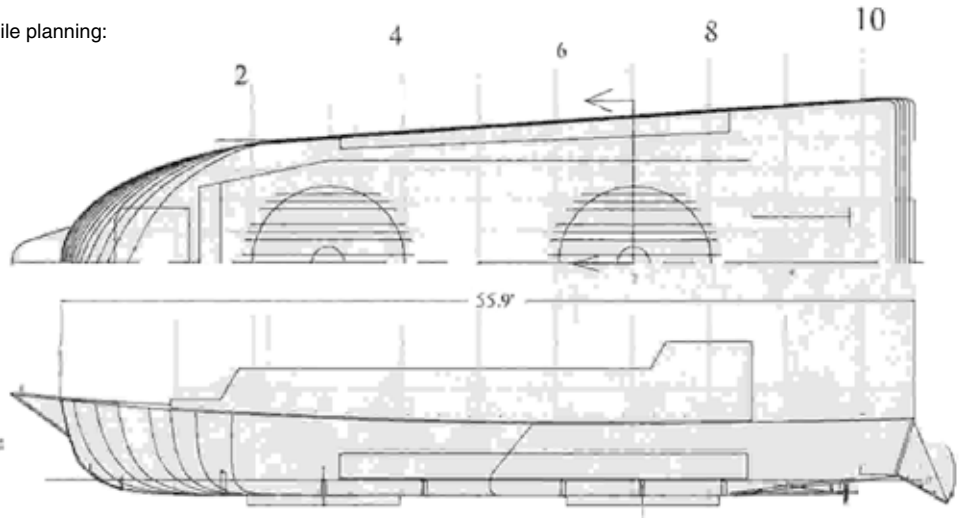
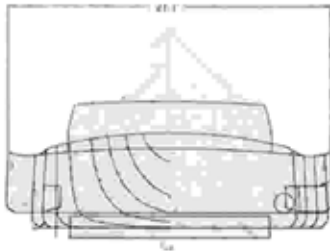
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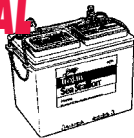


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LOOSE LIPS

Flight of the *Pterodactyl*.

Dr. Curtis Ebbesmeyer and Dr. Jim Graham are drift analysis experts. Although they're based in Seattle, they work on — and are interested in — all sorts of things that go adrift at sea, from lost buoys and abandoned ships all the way down to sneakers and rubber duckies. Some of their early work — remember the tens of thousands of Nike running shoes that broke out of overboard shipping containers about 15 years ago? — generated so much interest among scientifically-challenged folks (in other words, most of us) that Curt started the newsletter *Beachcombers' Alert!* about a decade ago. Published six times a year, the *Alert!* intersperses serious drift analyses alongside more lighthearted fare, from the obligatory messages-in-bottles to all the other weird and wonderful stuff that people find on beaches.

Occasionally our paths intersect, and Dr. Curt has been a great help when we have questions about yachts that have gone adrift. One of them is going to be the subject of an upcoming *Alert!* article: the Olson 40 *Pterodactyl*. By now you probably know the story by heart: a broach during last spring's rough and tumble Doublehanded Farallones Race washed her two crew overboard. Luckily, they were recovered quickly by another boat, but the conditions were too rough to reboard the unmanned *Pterodactyl*, which had to be abandoned.

The boat has been spotted in mid-ocean twice since then, once by a Navy ship and once by a commercial ship. All known coordinates were forwarded to Ebbesmeyer and Graham. Here are a few 'sneak peeks' from the upcoming article:

- In the 45 days she drifted before the commercial ship found her, *Pterodactyl* covered 726 nautical miles, a speed of 16.1 nm a day.

- Comparing *Pterodactyl*'s track to the long-distance drifts of five other unmanned vessels across the North Pacific — four of which were sailboats — hers looked most similar to the track of the yacht *Southbound*, which started drifting in July, 2003, after singlehanded skipper Stephen Brown apparently fell overboard near Point Conception. Like that boat, *Pterodactyl* appears to be headed for the Pacific Gyre, or as Ebbesmeyer terms it, the Great Pacific Garbage Patch. "The Patch is the great dust bunny of the Northern Hemisphere, where winds collect flotsam beneath the Pacific Subtropical Pressure cell," he writes. "It's at least several times the size of Texas."

Things that end up there can stay there a very long time. The list of lost or abandoned vessels that ended up the gyre goes back centuries — literally to the days of native canoes and Spanish galleons. Even today, Ebbesmeyer thinks there may be dozens of yachts still endlessly 'sailing' The Patch.

For more on the *Beachcombers' Alert!*, check out <http://beachcombersalert.org/>

Christmas At Sea.

It's true — *Latitude* hardly ever publishes poetry. But at this time of year, it's something of a personal tradition to reread one of our all-time favorite pieces of seagoing verse, Robert Louis Stevenson's *Christmas at Sea*. It's too long to reprise here, but if you want to really invoke the spirit of the season, Google the title and Stevenson's name and see what we mean.

Eight bells.

We're saddened to report that Joanne McFee of Island YC passed away on November 12. She was 62.

In addition to bringing a friendly presence to any room or situation, Joanne was the ultimate 'go-to gal' when it came to getting things done at Island YC. She was the club's race chair almost from the time she joined in 1990, and we've often wished she could have given classes to other yacht club race chairs — she

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LOOSE LIPS

was always there (or quick to return calls), always helpful, and always quick with results and details. In short, a racing editor's dream contact. And when the going got rough, Joanne never flinched. She gained an additional measure of respect during last spring's tragic loss of the Cheoy Lee 31 *Daisy* and the two sailors aboard during IYC's Doublehanded Lightship Race. Joanne did IYC and the entire local sailing community proud, fielding most reporters and every tough question like a pro.



Joanne McFee.

Joanne was introduced to sailing by her second husband. Sailing first out of Encinal YC and later moving to IYC, she became an accomplished sailor in her own right. And she sailed the smart way, never owning a boat, but sailing on a variety of other people's yachts over the years.

She will be missed.

Piracy on the rise.

The goings-on in the ocean off the Horn of Africa last month sound more like an episode of *24* than reality. Somalian pirates, ever bolder and more efficient, hijacked eight ships, including the fully-laden Saudi supertanker *Sirius Star* — which was taken an unprecedentedly far 450 miles off the Kenyan port of Mombasa. As is the norm, they are not interested in cargos — the two million barrels of oil on board the *Star* is worth about \$100 million — but generally hold the ships and crews for ransom. Once it's paid (most often by shipowners), the crew are usually allowed to leave unharmed. The ransom for the *Sirius Star* and her 25 crew is \$25 million.

The Saudi government refused to even talk to the pirates. But others are talking. The rash of piracy in this area — almost all of which originates in Somalia, which has lacked a functioning government since 1991 — is hurting business. Things have gotten so bad that insurance is going up, and several ship management companies have announced they may order their vessels to avoid the area altogether, instead routing them south around the Cape of Good Hope to their destinations. This would extend the trip by about 40%. One can only assume the added costs will soon find their ways to consumers.

Piracy is also — apparently — hurting Islam. At least in the eyes of *al-Shabbab*, a known Somalian terrorist group which has vowed to fight the pirates because, as one member put it, ships belonging to Muslim countries should not be seized.

Bet even Jack Bauer wouldn't have seen that one coming.

Most attacks — which have included sailboats — occur from small boats in the Gulf of Aden, which links the Indian Ocean with Suez and the Mediterranean. About 20,000 vessels pass through there each year. Between January and September, pirates hijacked 84 ships, almost double the number from the same period in 2007. Various pirate cells have reportedly 'earned' as much as \$150 million over the past year.

Deep thinking.

If you think Google Earth is cool, imagine the same clarity applied to sonar. That's the promise of the new StarFish seabed imaging system from UK-based TriTech International: imaging so clear you can see the bottom with almost photographic clarity. Although marketed primarily at fishermen, divers and commercial interests, we can imagine plenty of applications for sailors. The drawback is that the system uses a towed 'fish'; the good news is, the 'fish' is small. The system is plug-and-play in any computer. At \$3,000, it's pricey, but not prohibitively so. For a look at what it can do, go to www.starfishsonar.com.

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SIGHTINGS

eight bells — george olson

We're sorry to report that George Olson lost a long battle with cancer on November 12. He died in Santa Cruz, surrounded by wife Lyn Neale, his two grown children Adrian and Kristina, and other family. George was 68.

Olson was a true renaissance man. Amazingly intuitive, he had a DaVinci-like ability to 'see' innovative ways of doing things that others could not — and the added gift of a hands-on ability to make them happen. Antique car restoration, model railroading, surfboard design and production, boatbuilding, land-sailing and amusement park design were just a few of the passions during his life. We don't know what sort of a mark he left on most of those pursuits, but the one he left on sailing is huge and indelible: George was a key ingredient in the primordial soup that gave the world ultralight sailboats.



George Olson back in the day.

George Olson was born in San Diego to a Navy family. He moved around quite a bit during his childhood, living variously in San Pedro, San Francisco, Hawaii and Japan — where he learned to sail at the Navy base yacht club at age 14. His father finally retired in the mid-'50s and the family settled in Santa Cruz. George got involved in sailing right from the start. By age 19 he had built his first boat, a trimaran. A decade later, he was working by day as a hod carrier — the guy who carries bricks up the ladder to the mason — while spending weekends doing crazy things like 'turboing' Cal 20s with bowsprits and outsized rigs. One day, low on money as usual, he and some buddies got the idea of building the longest-waterline hull possible to which they could attach a Cal 20 keel, rudder and rig. The 1969 result was a crazy-fast 24-footer named *Grendel*. Two young boatbuilders named Ron and John Moore took notice, and a few years later, the design was tweaked to become the Moore 24.

Shortly thereafter, George went from building houses for a living to building boats. He learned the craft under Bill Lee, who at that time was on his own ultralight quest with boats like *Panache* and *Chutzpah*. When Bill opened up his own shop in the fabled chicken coop in Soquel a few years later, George went with him, giving a hand in the design, tooling and building of Santa Cruz Yachts' first production boat, the SC 27. Lee would later go on to build *Merlin*, the seminal sled which catalyzed the ultralight movement and cemented his place as godfather of the 'fast is fun' movement.

Olson's star was still ascending. While delivering *Merlin* back from the '77 TransPac, George, Don Snyder and Dennis Bassano put their heads together and birthed yet another Santa Cruz ULDB stalwart. They called the design the SOB 30 (for their initials) and named the resultant boat *Pacific High* — forerunner to the Olson 30. In 1978, George formed Pacific Boats with partners Lyn Neale and Alan Wirntanen and went into production. The O-30 was followed in the next few years by the Olson 25, 29, 34 and 40. After the business faltered in the mid-'80s (it was sold to Terry Alsberg who kept it going for a while longer), George seemed to lose interest in sailboats. Apropos of his unique skill set, among his later career moves were designing and building roller coasters, as well as amusement park sets for Disney and Universal.

Through it all, George never finished his formal education and never got a naval architecture diploma. He had a natural feel for how wind and wave interacted — with an artist's eye for drawing beauti-

continued on outside column of next sightings page

puddle jump

Among the hundreds of cruisers arriving in Mexico, Central America and the Caribbean this season, many are considering making the 3,000-mile passage to the South Pacific this spring — the so-called Pacific Puddle Jump.

As in years past, *Latitude 38* will devote lots of editorial coverage to that annual migration, and will hold special events in both Mexico and Tahiti for 'Class of '09'



events slated

Puddle Jumpers.

Our Zihua Puddle Jump Kickoff Party is slated for February 9 (the day after the Zihua Fest, location TBA), and our Banderas Bay event will be February 12, 2-5 p.m. at the Vallarta YC, at Paradise Village Marina in Nuevo Vallarta. We anticipate that both events will be co-sponsored by Tahiti Tourism, whose representatives will present an

continued in middle column of next sightings page

olson — cont'd

ful boats. In a *Latitude* interview way back in 1979, in response to a question about what calculations he used before changing the size and shape of the Olson 30 keel from that of *Pacific High*, he said, "I just look. Everybody asked me what the NACA numbers are for the foil sections — that's a book of aircraft section foils where you can get all these drag ratios and laminar flows out of it. Well, I can't understand any of it. I tried, but it's way over my head."

Gentle, humble, brilliant, funny, shy — George Olson was one of a kind. He will be missed.

— jr



SIGHTINGS

biggest drug bust in irish history

The biggest drug bust in Irish history occurred on the high seas on November 6, when armed teams boarded the MacGregor 65 *Dances With Waves* about 150 miles southwest of County Cork. The bust was all the more dramatic for occurring in gale-force winds which had battered the yacht in the latter half of its trip from the Caribbean. In addition to three crew — two Brits and an Irishman — officials found 75 bundles of cocaine worth an estimated \$630 million.

In recent years, Ireland has become a favored drop-off point in international drug smuggling routes from South and Central America

continued on outside column of next sightings page

puddle jump

enticing and informative slide show. Each crew will be interviewed and photographed for inclusion in *Latitude*. Plus, we'll have guest speakers, party games, free drinks and snacks, and more.

In celebration of the arrival of this year's fleet, *Latitude 38* will assist Tahiti Tourism in hosting the Tahiti-Moorea Sailing Rendezvous, June 19-21. This free event is focused on cross-cultural ap-



— cont'd

preciation and includes a cocktail party, a rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. It's great, so if you're heading west this spring we urge you to time your arrival at Papeete to coincide with the Sailing Rendezvous.

— andy

The days are shorter, the temps are cooler — but somehow the smiles always seem a bit brighter in the fall. Get out there and see for yourself.



drug bust — cont'd

and West Africa. Indeed, on her three-week crossing, *Dances With Waves* rendezvoused at sea with another yacht sailing out of Africa to transfer at least part of her cargo.

The drops are usually made in inlets along the rugged and sparsely-populated southern coast. From there the cargo moves on to Britain and mainland Europe.

But interdiction methods are getting better. The *Dances With Waves* bust was part of Operation Seabright, in which law enforcement agencies in several countries liaise and exploit military-like technology against drug smugglers. *Dances* had been under surveillance by the DEA since being purchased in Trinidad several months ago, and by the time she took off for the Emerald Isle, Irish authorities had been alerted and were ready.

Exactly who owned the yacht is currently under investigation. It's now thought that the three crew, aged 42 to 55, were probably mules, taking part in the scheme only for a quick payoff. *Dances With Waves* herself is a pilothouse version of the MacGregor 65, about 100 of which were built at the Costa Mesa facility between the late '80s and early '90s. According to the builder, *Dances* was built for an overseas owner who cruised her for many years in the South Pacific. She was sold after he passed away a few years ago.



'Dances With Waves' arrives in Castletownbere after officials found two tons of cocaine aboard during an offshore boarding

COURTESY MAOC-N

— jr

the axis of record-breaking

The singlehanded-record-smashing battle between Francis Joyon and Thomas Coville continues. Together the pair constitute an axis of record-breaking that's been keeping the World Sailing Speed Record Council busy for nearly a half-decade now.

When Joyon sailed his big, red *IDEC 2* into San Salvador November 6, he reclaimed his singlehanded Route of Discovery record from Coville. Sailing at an average speed of 16.4 knots, Joyon covered the 3,885-mile course from Cadiz to the Bahamas via the Canary Islands in 9d, 20h, 35m. Despite being nearly becalmed in his approach to the finish, Joyon took 15 hours off the previous record — nearly the same margin by which Coville, in 2005, bettered the time set by Joyon in 2004. Beyond being another feather in the 52-year-old Joyon's watch cap, his Route of Discovery record was significant because it was the last held by one of these two in their "old" boats — Coville's ORMA 60 *Sodeb'O*, and Joyon's 90-ft tri *IDEC*.

In 2004, Joyon and his original *IDEC* followed up their earlier 72d, 22h, 54m conquering of the singlehanded 'round the world record with a Route of Discovery passage and breaking of the west-east singlehanded transatlantic record on the return trip to France with a time of 6d, 4h, 1m. Less than 24 hours after breaking that 11-year-old record, *IDEC's* autopilot failed while Joyon was delivering her home, and she ran aground and broke up on the Brittany coast.

With the continued backing of his sponsor, Joyon approached the design partnership of Nigel Irens and Benoit Cabaret for a new purpose-built singlehander capable of retaking his 'round the world record from Ellen MacArthur, who had surpassed his 2004 'round

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SIGHTINGS

record-breaking — cont'd

the world mark in 2005 by a little over a day with her 75-ft *B&Q Castorama* — also designed by Irens and Cabaret.

While *IDEC 2* was being built in 2006 at Marsaudon Composites in France, Coville also embarked on a new build — a new 105-ft *Sodeb'O* from the same design team was taking shape at the Boatspeed yard north of Sydney.



Coville has high hopes this time.

Two years later, Joyon's 97-ft *IDEC 2* holds the singlehanded 'round the world mark at 57d, 13h and 34m and Coville's new *Sodeb'O* holds the singlehanded west-east transatlantic record.

While Joyon's phenomenal lap of the globe earlier this year captivated both sailors and non-sailors alike, it looked for awhile as if it might actually end up belonging to Coville as the latter gave chase, leaving Brest some three weeks after Joyon. But just moments after setting a new

singlehanded 24-hour mark of 619 miles to beat the 616 set by Joyon almost three weeks earlier, *Sodeb'O* collided with an unidentified object in the Southern Ocean and it was all over. After sailing the stricken boat some 1,300 miles upwind to Capetown, Coville shipped his steed home for repairs before making a successful attempt on the solo west-east transatlantic record in July, finishing the 2,980-mile course from New York's Ambrose Light to the Lizard in a time of 5d, 19h, 29m, averaging over 21 knots.

The 40-year-old Coville is back for another shot at the 'round the world mark. He set off November 18. As of presstime he's rolling down the coast of Africa. Although he had maintained an advance of up to 20 miles over Joyon's blistering pace of a year ago, an unsettled area near the Cape Verde Islands disrupted the tradewinds and slowed his progress, which was 250 miles behind Joyon's as of this writing. Coville must finish by January 15 at 3:27:20 a.m. UTC in order to wrest the record from Joyon.

The pair's weapons of record destruction have both proven capable of reeling off 600-plus-mile days. Although fairly similar on paper and in appearance, *IDEC 2* and *Sodeb'O* are different in approach, with the latter being of a higher-tech construction and featuring such go-fast features as a canting rig that relieves downward pressure on the leeward ama when canted to weather. The canting rig and an additional 2% more beam allow *Sodeb'O* to make use of her additional 8% maximum upwind and 2% maximum downwind sail area. Because of this, coupled with eight feet of additional length in her main hull, her designers posit that *Sodeb'O* is theoretically 2 or 3 percent faster than *IDEC 2* on paper, despite the fact that even in an unloaded state she displaces a ton more water.

Although he hasn't formally announced it that we're aware of, we're betting that Joyon will, in the meantime, be gearing up for an attempt to recover the transatlantic record in the next six months. The weather in the latter half of Coville's transatlantic record run was not as favorable as it could have been, leaving plenty of room for improvement. For the same reason, we expect at some point for

continued on outside column of next sightings page

ua noa

The Coast Guard and family of Robert Arvin are asking for help finding the 49-year-old sailor, who left Honolulu on July 14 bound for San Diego aboard his Cape Dory 30 *Ua Noa*. Arvin told a friend he was taking the "southerly route" with an ETA of September 1.

Ua Noa carries only about 25 gallons of diesel so Arvin wouldn't have been able to motor through all the calms he would have experienced by heading south. There



overdue

is also concern about *Ua Noa's* water capacity.

On September 10, the Coast Guard put out a notice to mariners regarding the overdue status of *Ua Noa*. That same day a China-bound shipping freighter spotted *Ua Noa* about 1,000 miles from Honolulu in a dead calm. The sails were down so the crew tried raising the skipper on the radio — they were unsuccessful. When

continued in middle column of next sightings page

record-breaking — cont'd

Coville to try and take back the Route of Discovery record. This sets the stage for even more mind-blowing passages from these two, who incidentally are neighbors in the French village of Locmariaquer in Brittany.

Perhaps most exciting for us, though, is the prospect that one, or both, of these sailors will grow weary of making quick little jaunts across the Atlantic and decide that the Route of Gold (NY-SF) and some of the other traditional Pacific records involving the Bay are of interest — something Joyon's already hinted at. We'd like to go on record as saying they're welcome here anytime!

— rob

Those magnificent men in their red sailing machines — Thomas Coville's 'Sodeb'O', inset, and Francis Joyon's lithe and simple 'IDEC 2', spread.



SIGHTINGS

guppy love

November 8 was a very special day for nearly a dozen local kids. It was the culmination of seven months of hard work, discipline and patience — traits not generally associated with 10- to 16-year-olds. On that misty fall morning, the youngsters and their families gathered at Spaulding Wooden Boat Center in Sausalito to launch *Guppy*, the 12-ft Norwegian sailing pram the kids had built by hand.

Spaulding's boatyard has long been associated with wooden boats — from building them to repairing them to completely restoring them — but two years ago, they transformed themselves into “a living museum” where the public is invited to tour, sail on the Center's fleet of wooden boats and take part in its educational programs. (Learn more

continued on outside column of next sightings page

ua noa

they eased up close to the little boat, Arvin popped up on deck and appeared to be in good condition. “He didn't wave for assistance or otherwise seem to need any help,” Coast Guard Ensign Sam Hill said, so the ship continued on its way. Five hours later, the crew heard the notice to mariners and reported *Ua Noa's* coordinates: 24°41.2' N, 139°21.9' W — 1,258 miles from his destination.

“The ship didn't want to turn around so we sent another boat to that location

A job well-done — The Kids, from left: Michael Magner, Alex Schneider, Miles Lundgren, Michel Staake, Freddie Genazzi, Jackson Lundgren, Tyler Daniels, Alex Becker (behind mast), Anne Cooke, Destiny Smith, Jenna Magner. The Grown-Ups: Duncan Sutherland, John Hoffman, Jerry de Rham, Craig Southard, Jim Munson.



— cont'd

to see if Arvin needed help," Ensign Hill said, "but they couldn't find him." The Coast Guard estimated Arvin was traveling about one knot but even at that speed, he's overdue for arrival in San Diego. Everyone hopes Arvin's southerly course sent him to Mexico and he just hasn't been able to get in touch yet.

If you have any information on Bob Arvin or *Ua Noa*, please contact Search and Rescue at (510) 437-3701.

— *ladonna*

*guppy* — cont'd

about what Spaulding has to offer at www.spauldingcenter.org.)

One such program was conceived about a year ago when 4-H leader Dr. Richard Ponzio approached Spaulding's Executive Director, Mark Welther, about developing an opportunity for kids to build their own boat. The Spaulding Center and 4-H eventually teamed with Big Brothers/Big Sisters and recruited veteran wooden boat builder Craig Southard to lead the program. Thanks to contributions from Leonard Kaprielian the Sausalito Arts Festival, Belvedere Cove Foundation, Linda Swanson and Richard Ponzio (who provided the "pizza grant"), as well as a sail donated by Robin and Vicki Sodaro from Hood Sails, the project soon got the green light.



'Guppy's girls' — Jenna Magner, Destiny Smith and Anne Cook enjoyed building the pram just as much as the boys.

Kids recruited through 4-H and BBBS started the first stage of the project — learning basic woodworking skills and safety — in April. The main event began in June: building a wooden boat from scratch. Using plans by Simon Watts — a woodworking guru who teaches at the Maritime Museums in San Francisco and Nova Scotia, and at the Arques School of Traditional Boatbuilding (housed at Spaulding) — Southard led 18 kids through the process. "These are the real heroes of this project," Southard said of the young people he mentored.

The boatbuilding stage of the project officially ended on August 23, but they'd only just finished planking the hull. There was still a lot left to do, so Southard and a group of volunteers pledged to finish the little vessel. "We met every Saturday from 11 to 5," he said, "and anywhere from two to eight kids would show up to help. That's how dedicated they were."

At the launching of the pram they named *Guppy*, it was clear that the kids were tremendously proud of their accomplishment. Some pointed out their individual contributions to family while others strutted the docks like the salty old boatwrights they've become.

"Riveting was my favorite part," said Jackson Lundgren, 14. "It mattered where they went so you had to be precise. It was challenging. But working with Dolphinite was really fun."

"But it tastes bad," chimed in Freddie Genazzi, 11.

"Ew! You ate it?!" laughed Alex Schneider, 12

But it wasn't just the boys who enjoyed building *Guppy*. "It was really fun because you had something to do that was productive," said 11-year-old Anne Cooke. "You actually saw it grow into a real boat." Her twin brother Patrick agreed, but was a little more pragmatic: "I liked learning how to use tools like a Japanese saw."

Whatever their reasons for signing up for the project, they all took with them the pride of accomplishment. And lifetime rights to sail *Guppy* off Spaulding's docks whenever they want.

The launching was attended by more than 100 well-wishers. Sparkling cider was passed out and every glass was raised when Southard christened the little boat: "To the sea! To the sailors before us! To *Guppy*!"

— *ladonna*



Miles Lundgren tests out 'Guppy's stability.



KKMI KH



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"Buoy Toy", "Bustin Loose", "C Squared", "Cal 29", "Cal 39", "California Dawn", "Cameo", "Cape Farewell", "Caprice", "Carioca", "Caroline", "Carpe Diem", "Carpe Ventum", "Carver Marquis", "Casablanca", "Cat's Meow", "Celtica", "Centaur", "Cento Miglia", "Chardonay", "Charette", "Charisma", "Chasing the Horizon", "Checked Past", "Cheers", "Cheryl Anne", "Cheval", "Cheyenne", "Child's Play", "Chinook", "Chips N Salsa", "Chiquita", "Christabel", "Christina", "Chuggie", "Chuggy", "Cindy", "Cinta", "Cirrus", "Close Quarters", "Coach Boat", "Comfortably Mumm", "Compass Rose", "Condesa del Mar", "Confetti", "Connie Marie Top Secret", "Consort", "Constellation", "Contessa", "Cool Change", "Crackers", "Cradles", "Creole", "Crescendo", "Critical Mast", "Crown Royale", "Cygnus", "D7 Squared", "Daffodil", "Dakota", "Dancer", "Dancing With Tides", "Dark Water", "Dazzler", "Decision II", "Defiance", "Delphinus", "Dena", "Desiderata", "Destiny", "Diana", "Dire Wolf", "Discovery", "Ditz", "Diva", "Don Miguel", "Don Quixote", "Dorey", "Dorie R", "Downwind II", "Dragonfly", "Dragon's Toy", "Dream", "Dream Chaser", "Dream Girl", "Dream Seeker", "Dufour", "Dulcinea", "Dunlin", "Eagle", "Echo", "Edge", "El Buho Blanco", "El Dorado", "Electre", "Elizabeth", "Emma", "Enchantment", "Encore", "Endeavor", "Endless Summer", "EOS", "Equius", "Erin Ann", "Erinn Gale", "Escape", "Eventide", "Excalibur", "Exclamation", "Executive Sweet", "Expeditions", "Explore", "Fair Lady", "Fairwind", "Family Hour", "Fantasia", "Fantastic", "Farina", "Fat Chance", "Felicity II", "Ferry", "Fiesta Forever", "Fiesta Grande", "Finale", "Fire Truck", "Fireboat Tiburon", "First Light", "Fish Hooks", "Flatbush Flyer", "Flibbertigibbet", "Flight Risk", "Flip Flop 'n Fly", "Flourish and Prosper", "Fluke", "Flying Dutchman", "Flying Fish", "Fogdog", "Foghorn", "Follow You Follow Me", "Fortune Hunter", "Forty Love", "Freestyle", "French Twist", "Frequent Flyer", "Full House", "Furari", "Fuzzy", "Galadriel", "Gale Force", "Gali", "Gamine", "Ganesha", "Gavalan", "Genesis", "Girl on Moon", "Glory", "God Spede", "Golden Moon", "Golley's", "Gone with the Wind", "Good Grief", "Goose Bumps", "Gosling", "Grace", "Grand Impulse", "Grand Molly", "Gratitude", "Great Sensation", "Great White", "Green Buffalo", "Green Flash", "Halcyon", "Hanalee", "Hannah Kai", "Hanseatic", "Hardcore", "Harmattan", "Hasty Heart", "Hattitude", "Helgoland", "Hercules", "Hermana", "Hide-A-Way", "Highlander", "Highliner", "Hinayana", "Hokusai", "Home at Last", "Hotel Petaluma", "Hula Girl", "Huli Cat", "Hyperion", "Impulse", "Inca", "Indigo", "Infidel", "Insanity", "Inspiration", "Intandem", "Intrepid", "Invictus", "Invitation", "Io", "Irish Ayes", "Irish Diplomacy", "Isadora", "Ischia", "Isla Mia", "It's All Good", "Jabulani", "Jack Rabbitt III", "Jamani", "Janice of Wyoming", "Javelin", "Jazzy", "Jera", "Jesse's Girl", "Joaquina", "Jocelyn Leigh", "Johnny L.", "Joleen", "Joli", "Jolie Blonde", "Jolynn", "Journey", "Joy", "Judita Dos", "Julia", "Kachina", "Kaimanu", "Kalalau", "Kallisto", "Kama Hele", "Kapalua", "Kate II", "Katherine II", "Kathleen", "Kauai", "Kayak", "Keel Bulbs", "Kells", "Kelly Shawn", "Kenny K", "Keranna", "Kestrel", "Kind of Blue", "Kiri", "Knots and Bolts", "Kokopelli II", "Kooyah", "Kota", "Krispy", "Kuai", "Kuan Yin", "Kuewa", "La Boucherie", "La Dolce Vita", "La Mour", "La Vida", "La Vie", "Lady K", "Lady Kate", "Lancashire Lass", "Lanikai", "Larry's Other Lady", "Lassie", "Leap of Faith", "Lee Hound", "Left Bank", "Leilani", "Liberty", "Lil Dude", "Lilith", "Linda Catamaran", "Line of Sight", "Lionheart", "Liquidity", "Lisa Marie", "Little Lara", "Little Wing", "Lively", "Livin the Dream", "Lizabeth", "Locura", "Lohengrin", "Lolly Pop", "London Rose", "Loucor", "Love of Liberty", "Lucky", "Luna Sea", "Lyons Imaging", "Maeva II", "Magic", "Magic Carpet", "Magic Cloud", "Magic Lady", "Mainship", "Majestic", "Mara Lynn", "Mariposa", "Mary Reed", "Mattissa", "Maverick II", "Mayhem", "Meditrina", "Meg M", "Megabyte", "Mercy Street", "Meritime", "Merlin", "Mesmerize", "Mi Linda", "Mia Bota", "Mil Besos", "Mimi", "Mine Too", "Mission City", "Mistral", "Misty", "Misty June", "Misty Rose", "Mojo", "Monet", "Mongoo", "Moon Dawgie", "Moondancer", "Moonraker", "Morning Calm III", "Morning Glory", "Morpheus", "Mr Magoog", "Mrs B Havin", "Mucho Gusto", "Murano", "Mussel Point", "My Girl", "Mykonos", "Naiad", "NaNa", "Nas Faus II", "Natasha", "Nausicaa", "NautiGal", "Nefer", "Nehemiah", "Neptune", "Neptune", "Neptune's Daughter", "Nessie", "New Cap't Pete", "New Easy Rider", "New Moon", "New Rules", "Nimbus", "No Ka Oi", "No Strings Attached", "No Worries", "Nokken", "Nomi", "North Star", "Nothing Ventured", "Now and Zen", "Oasis 49/21", "Ocean Therapy", "Oceana", "Ocelot", "Odyssey", "Odyssey MSS", "Ooh Donna", "Opah", "Optimus Prime", "Orion", "Our Destiny", "Outer Limits", "Overtime", "Ozone", "Pacific Dragon II", "Pacific High", "Pacific Puffin", "Pailolo", "Pandeon III", "Papa Bill", "Papa U Mau Mau", "Patience", "Patriot", "Paukukalo", "Paula Marie", "Peaches", "Pearl of Oakland", "Pegasus", "Peggy-O", "Pelorus Jack", "Pema", "Pendragon IV", "Perception", "Petrolero", "Phantom Mist", "Phaze Won", "Phuket", "Pink Slip", "Pixie Trails", "Play'n Hooky", "Pleasure", "Plus Sixteen", "Pooh Bear", "Poppy Too", "Prelude", "Preoccupation", "Present Moment", "Pretty Lady", "Privateer", "Protector", "Proximity", "Puamana", "Punk Dolphin", "Purity", "Q", "Quartet", "Queen Anne", "Queen B", "Quello Bello", "Quest", "Questuary", "Quiet Storm", "Quiver", "Quixote", "Rabian", "Racer X", "Raccoon Ruby", "Radiant", "Rainbow", "Ranger", "Reach Far", "Recidivist", "Red Baron", "Red Dress", "Red Tail", "Reel Fun", "Reel Joy", "Reel Spearit", "Reelization", "Regulus", "Reimbursement", "Reina del Mar", "Resolute", "Respite", "Revelation", "Rip Tide", "Risk Taker", "Robin", "Rochambeau", "Rock N Roll", "Roundup", "Roxanne", "Rum Punch", "Rusalka", "Rush", "Sabrina", "Sachiko", "Safe Haven", "Sailboat", "Sailfish", "Saint Carol", "Salacia", "Sally B", "Sam", "Sanderling", "Sandman", "Sandpiper", "Sandra Marie", "Santana", "Sapphire", "Sarah Jane", "Satin Doll", "Satisfied", "Scorpius", "Scout", "Sea Banshee", "Sea Bisquit", "Sea Browser", "Sea Circus", "Sea Dreamer", "Sea Escape", "Sea Fox", "Sea Ghost", "Sea Lawyer", "Sea Quins", "Sea Ranger", "Sea Story", "Sea Talker", "Sea Wolf", "Seabird", "Seahawk", "Seamount", "Seasaw", "Seaya", "Second Chance", "Second Wind", "Second Wind Sail", "Segue", "Selah", "Sensai", "Serenisea", "Seven Ks", "Shangri La", "Sheeba", "Shelovesit", "Shirley Mae", "Shorebird", "Sierra II", "Sierra Mist", "Sierra Star", "Significant Other", "Silent Sun", "Silver Fox", "Sim Querida", "Simpatico", "Sister Rose", "Skipjack", "Sleeping Dragon", "Slip Away", "Slipaway", "Snow Shoo", "Sojourn", "Sol", "Solare", "Solstice", "Song of the Sea", "Sonnet", "Sorcery", "Sosiego", "Speedboat", "Spellbound", "Spindrift", "Spirit", "Split Water", "Standby", "Star of Stromsey", "Starchaser", "Stardust", "Steadfast", "Stella Blue", "Stephany Jean", "Stow Away", "Stress Management", "Stroma of Mey", "Suisun", "Summer Moon", "Sun Dog II", "Suncruiser", "Sunseeker", "Superfish", "Supplies", "Sweet", "Sweet Okale", "Sweet Thursday", "Swift", "T. T. Landfall", "Talisman", "Tamara", "Tamara Lee Ann", "Tanagra", "Tangaroa", "Tango", "Tapped Out", "Tassi Vento", "Teddie-Lou", "Tehama", "Temblor", "The Full Boat", "The Lovely Martha", "The Megafina", "The Shadow", "The Shadow yellow", "The Spiny Norman", "Three Graces", "Tides Inn", "Time and a Half", "Time Out", "Toba Leah", "Tomboy", "Top Kat", "Toranaga", "Toucan Tango", "Touch of Grey", "Toujours L'audace", "Toyot", "Tristan", "Trixie", "Trophy", "Tropical Storm", "Troubadour", "True", "Tutto Bene", "Two Scoops", "Tystie", "Tzigane", "Veleva", "Venus", "Victoria V", "Vigilant", "Vincitori", "Vitesse", "Vivacia", "Voyager", "W L Stewart III", "Wanderer", "Watercander", "Westwind", "Whaler", "Why I Work", "Wild Cat", "Wild Child", "Wild Dancer", "Wild Irish Rose", "Wildflower", "Willowind", "Wind Dancer", "Wind Spirit", "Wind Symphony", "Windfall", "Windhover", "Windlassie", "Windshadow", "Wingman", "Wisdom", "Wish", "Wuchurhuri", "Yang Fan", "Yankee", "Yare", "Yikes!", "Yumi", "Zambezi", "Zephyra", "Zest", "Zinger".

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HERB CRANE



T' WAS THE NIGHT BEFORE CHRISTMAS and all through the yard...the boats were resting up on the hard. The cranes were all quiet...the tools put away. The crew fast asleep...they put in a full day. A light in the office was all one could see...but its Christmas Eve, who could it be? Ah, it's Ken and Paul as usual working late...it takes hard work to make a business really great. Just when they were ready to call it a day...they spotted a strange boat that looked like a big sleigh. Could it be St. Nick...is it he who had caught their eye...landing in Pt. Richmond, at KKMI. "Come on you guys" shouted the Jolly Old Man... "I need your help, I've got a really cool plan. To make this season the best one yet...certainly one no yachtsman will ever forget. I need you as experts, to help out the elves...to pick out the right stuff from your nautical shelves. To make the sailor happy with marine gifts this year...something for the boat to bring them much cheer. A bow thruster for Jimmy and stabilizers for Jack...how about a new engine for Betty and Mac? Topside paint for Harry and a new bottom for Lee...the windlass for Sally will be something to see. Self-furling systems and hardware galore... if this keeps up we'll clean out the whole store!" With Ken and Paul's help, Santa completed his plan...the only thing left was to work on his tan. The future looked bright from the view of these two...after all, it was a gift for both of them too. You see with each present, some assembly is required... quality craftsmanship sure to be admired. With this knowledge they had strength to finish the day...and with that last sheet stopper they heard the Man say, "Keep up the great job and smiles will abound...you guys run the best boat yard I've ever found! Sleep well tonight and take a day of rest...you need to recharge to stay at your best." And I heard a whisper as he sailed out of sight...Merry Christmas to friends on the waterfront, and to all a Good Night!

SIGHTINGS

zac is halfway, others to follow

We're happy to report that Southern California teenager Zac Sunderland has safely reached the island of Mauritius, in the Indian Ocean, which means he's sailed roughly halfway around the planet in his attempt to become the youngest solo circumnavigator.

As you might imagine, the trip thus far has not been without its chal-

lenges. For example, he just had to replace his boom, headstay and furling system. But Zac has shown admirable resolve, and maturity well beyond his years, in overcoming a variety of hurdles since leaving Marina del Rey last June. Having just turned 17 last month, he has the better part of a year to complete his voyage and enter the record books. We bet he'll do it, too. To date, the youngest to solo circumnavigate, Australian Jesse Martin, was 18 upon completion.

Unfortunately for Zac and his tirelessly supportive family, several other teenagers will soon be vying for the title of 'youngest

around.' We've mentioned previously that Josh Clark, a 16-year-old American living in Panama, also planned to go for the record, beginning this winter, in his customized Cal 29. But the status of Josh's campaign is questionable. Sadly, he is only minimally funded and has had a variety of setbacks. At last report the boat was in Costa Rica and Josh had returned to Panama to replenish his cruising kitty.

However, two other campaigns appear to be very well funded. A British 16-year-old named Mike Perham left England last month aboard a chartered Open 50 racing yacht named *TotallyMoney*, after his sponsor, a dotcom of the same name. The other contender is a 15-year-old Aussie girl named Jessica Watson who plans to set sail shortly after her 16th birthday next May.

Unlike Sunderland, whose track will take him via the Cape of Good Hope and the Panama Canal with stops along the way, both Perham and Watson will spend much of their time in the Southern Ocean, rounding the Great Capes. Their trips will also be nonstop and without assistance, as was Jesse Martin's.

With stops or without, there's a lot of blue water out there. We wish them all the best of luck. Stay tuned for updates.

— andy

bmw oracle tears it up san diego

Although never without a RIB carrying a paramedic and rescue diver close behind, and another RIB out in front to sweep for awash obstructions, BMW Oracle Racing's Deed of Gift trimaran tore up the waters off San Diego in October and November. It's based out of the compound that once housed Dennis Conner's AC team from the 1988 defense and two campaigns in the '90s, next to the Chart House Rowing Club.

The 105-ft monster that measures 90 feet wide and 90 feet long on the waterline — the maximum dimensions allowed for a single-masted America's Cup Deed of Gift vessel — is big, fast and dangerous enough that the battle-tested crew are never without helmets and lifejackets when sailing this beast. In the December issue of *Seahorse* magazine, journalist Tim Jeffery relates some truly eye-popping particulars about what is undoubtedly the most technologically advanced and fastest inshore multihull ever built. Here she is by the numbers:

- 15** — time, in seconds, the boat needs to complete a tack
- 15** — crew needed to make that happen
- 8** — wind speed in knots needed to fly the main hull
- 50** — top speed in knots she's capable of

continued on outside column of next sightings page

pilot found

On October 23, the State Board of Pilot Commissioners found that John Cota, the Bay pilot aboard the *Cosco Busan* last November 7 when it hit the Bay Bridge, made seven serious mistakes that directly caused the 54,000-gallon oil spill that polluted Bay waters, fouled miles of shoreline and killed thousands of animals.

The commission concluded that chief among Cota's errors were that he:

- should not have left in the fog
- couldn't read the ship's electronic charts
- had difficulty communicating with

Black beast or white elephant — Though a technological marvel, there is no guarantee BMW Oracle Racing's giant trimaran will ever race for the America's Cup.



Zac has some competition for the 'youngest around' title.

responsible

the Chinese crew

- didn't resolve a problem with the ship's radar
- was moving too fast.

The finding means little at this point as Cota, 60, voluntarily retired on October 1, and the only action the commission was allowed would have been to revoke his pilot's license.

Federal criminal charges and several lawsuits are pending against Cota and the Hong Kong company that owned the ship.

— *ladonna*

bmw oracle — cont'd

25-29 — degrees of AWA she sails at both upwind and *down.*

2 — number of IACC boat jibs equal to the area of the tri's jib.

6-8 — load on the jibsheet in tons.

28 — headstay load in tons.

250 — number of sensors measuring load data from the rig.

157 — height in feet of the boat's carbon mast (the short one).

10 — number of degrees off centerline the mast cants.

10,000 — pressure in psi of the hydraulics that cant the rig.

80,000 — number of man-hours to build.

65 — people sharing those hours on their timecards.

10 — tons of materials used to build the hulls and beams alone.

375 — layers of carbon fiber in one section of the crossbeams.

49 — miles of unidirectional carbon fiber used in the boat.

5 — thickness of some solid carbon laminate in inches.

continued on outside column of next sightings page



BOB GREISER

SIGHTINGS

bmw oracle — cont'd

In the article, team CEO Russel Coutts speaks to the loads involved in the boat. "If something goes wrong, it will happen so fast that it could easily kill someone."

Does that sound nutty? Not as crazy as the — 12?, 18?, 24? — million dollar question: whether this monster will ever see an America's Cup race. For now, the team is working up its new toy and waiting for the outcome of its appeal of the reversal of Justice Herman Cahn's decision that CNEV is an illegitimate challenger under the rules set forth by George Schuyler's Cup Deed of Gift. Regardless of whether she ever races for the Cup, we find it amusing and remarkable that although the world's most technologically advanced and fastest inshore multihull was designed by a French firm, and sails with a Frenchman at the helm — *Groupama 3* skipper Franck Cammas — she was built on the West Coast of the United States — for an American owner!

— rob

let your love

Maybe it's the tropics, maybe it's having finished a relatively long ocean sail, but there is never a shortage of volunteers for the 'From Here To Eternity Kiss Contest' which, save the awards ceremony, is the last official event in the Ha-Ha. The only letdown in this year's event was the smaller than normal surf, which meant that not quite as much sand got into the various orifices of the contestants. The photographers were disappointed, but not the contestants.

Want something warm and wet to think about over the winter? With a little planning, you could be in this photo feature next year!



PHOTOS LATITUDE / ANDY

light shine!



Contestants in this year's 'From Here to Eternity Kiss Contest' were hampered by flaccid surf — but they still seemed to have a good time.



volvo ocean race update

With a new generation of Volvo 70s racing around the globe in this year's Volvo Ocean Race, the consensus had been that the 24-hour monohull speed record set in the last edition would fall — it was only a question of when. The 'when' turned out to be October 29 as the crew of Torben Grael's *Ericsson 4* turned in a 596.6-mile 24 hours, while pushing to stay in a front that would carry them all the way to Cape Town. Initially, it was announced that *Ericsson 4* had broken monohull sailing's sound barrier — the 600-mile, 24-hr mark. But on closer inspection by the World Speed Sailing Record Council, it was found that a computing glitch related to a malfunction of the boat's transponder was responsible for the error. Nonetheless *Ericsson 4* put up an average



DAVE KNEALE / VOLVO OCEAN RACE

'Delta Lloyd' has Bay Area connections.

speed of 24.7 knots to eclipse the previous record of 562.9 miles set by *ABN AMRO 2* in the last race, this despite being a man down after Watch Captain Tony Mutter was dropped off in the Cape Verde Islands a week prior with a severely infected knee.

Following a two-week layover where the sailors took breaks and the shore crews stepped in, the fleet departed Cape Town November 15 and immediately headed south, then east in the thick of all the best the Southern Ocean has to offer. Riding the northern tip of a depression in a confused sea state that produced some gear-busting conditions, all eight boats were getting wild rides as the fleet raced toward the leg's scoring gate at 58°E.

Ian Walker's Irish-Chinese entry *Green Dragon* reported the first major breakage in the fleet when one of its daggerboard cases split apart, followed not long after by the boom's snapping in two. As of this writing, the *Dragon* was still breathing flames and holding onto fifth place thanks in large part to the mostly-downwind conditions the fleet has experienced. The crew is planning on making a repair to the boom that, if sufficient to get them to the finish at Cochin, India, will make the difference between finishing somewhere in the middle of the pack — or the back of the pack.

Aboard American Ken Read's *Puma*, the first mishap was a breakout of the flu. Then a pair of "trips down the mine" resulted in a ripped kite and cracks in the longitudinal stringers up in the bow, both of which were repaired. As if that weren't enough, another bow-stuffing cracked those same stringers — but this time right around the keel box! *Puma* quickly slowed way down and turned north to find calmer conditions. Since repaired, she's back up to third place as of this writing.

Bouwe Bekking's *Telefónica Blue* had taken advantage of the *Dragon* and the *Puma*'s misadventures to move up to third place behind *Ericsson 3* and *Ericsson 4*, but their opportunity turned out to be short-lived as they too became victims of breakdown after a daggerboard snapped.

The next challenge for the fleet was an area of highly unpredictable doldrums immediately in their path that, at this writing, wasn't showing much promise of breeze.

One Bay Area denizen, St. Francis YC's Matt Gregory, will be spending a lot of time trying to solve this convergence puzzle in his spot at the nav station of *Delta Lloyd* — the winner of the last race as *ABN AMRO 1*. A professional sailor with two AC campaigns under his belt, Gregory was a longtime member of the local Vanguard 15 Fleet

continued on outside column of next sightings page

volvo — cont'd

53. He's blogging about the trials and tribulations of a trip around the world at www.sailvolvoceanrace.blogspot.com with the shoreside support of the Bay Area's own Kimball Livingston, West Coast senior editor for *Sail* magazine. You can keep abreast of all the latest news from the rest of the fleet at www.volvoceanrace.org.

— rob

southern star heads north

Just a few short years ago, it was nearly impossible to transit Canada's legendary Northwest Passage in a single season. Indeed, it took 200 years of serious attempts at conquering the notorious route before Roald Amundsen succeeded where so many had failed — and died doing it. It took Amundsen and his crew aboard the 70-ft gaff-rigged sloop *Gjøa* three years — two of which were spent completely iced in — to finish the journey they started in 1903.

More recently, though, the ice that could trap ships for decades before spitting them out (or crushing them) has all but disappeared in the summer. In 2006 — the centennial of Amundsen's triumph — an expedition of 20-somethings set out from Poland aboard the 42-ft steel sloop *Stary* with the goal of transiting the Passage in one season. Not only did they succeed, they did it in just over a month — and that included stops for shoreside adventures.

This summer, the trip took Olivier Pitras and his crew aboard the 75-ft *Southern Star* — designed by Bill Tripp and built by Stockton's Stephens Marine in 1970 — about the same amount of time, just five weeks. Pitras is a Frenchman who's been running Arctic expeditions out of his homeport of Spitsbergen, Norway, for seven years and is no stranger to the Northwest Passage.

In 1999, he managed to make it through the Passage in a single season, but it was a much more difficult trip back then. "It was a real polar expedition," Pitras said about his first time through. "This year there was so much less ice. I didn't know I would be a witness to the changes taking place in the Arctic."

The goal of this year's expedition, which will ultimately take *Southern Star* on a circumnavigation of North America before heading back to Norway, is to raise awareness of global climate change through the firsthand accounts of journalists and scientists. "From my point of view, global warming is not a catastrophe, it's a shift."

That shift allowed *Southern Star's* crew of 12 to sail about 75% of the time — relatively unheard of in the Passage — and enjoy fairly relaxed watches. "We didn't have to watch for ice at all between Gjøa Haven and Pt. Barrow," Pitras reported.

The warmer climate is ushering in other changes as well. "All of our information about the wildlife comes from the Inuit people. They told us there are a lot of new species. In Gjøa Haven, for example, they found a bat!" The distribution of bat species literally covers the globe — except the polar regions.

But according to Pitras, the Inuit are worried about the future of their fragile Arctic home. "They see economic development opportunities in climate change," he said, "but do not want excessive exploitation of the natural resources without respect for the environment."

Southern Star stopped in the Bay on the way south and is now on its way to warmer climes. But the crew will not stop studying climate

continued on outside column of next sightings page

deleon gets

The same jury that found Skylar Deleon guilty of three murders — including those of Baja cruisers Tom and Jackie Hawks — spent 10 hours in early November deciding his fate: life in prison or death by lethal injection. In his opening statement during the trial last month, Deleon's lawyer acknowledged his client's guilt, hoping to prove during the penalty phase that the murders were a direct result of his unhappy childhood. The jury didn't buy it — they recommended the



LATITUDE / LADONNA

Some of the stars of 'Southern Star' — l to r, Alan Payeand, Vincent Berthet, Vonne Blanchet, Pascal Guillot and Olivier Pitras.

death penalty

death penalty.

The Hawkses' son Ryan has attended every day of the DeLeon trial and that of his ex-wife, Jennifer Henderson, who received life without the possibility of parole — and there's little doubt he will do the same for the trial of John Kennedy, the Long Beach gang member who was the alleged "muscle" during the Hawkses' murder. That trial is scheduled to start next month.

— *ladonna*

southern star — cont'd

change — they'll be investigating reefs and water levels instead of disappearing ice. Their itinerary takes them through the Panama Canal, to Miami and up the Eastern Seaboard before hopping up to Greenland to complete the circumnavigation of North America. Pitras hopes to make it back to Norway by May 17, Norwegian National Day.

In the meantime, the first in a series of TV documentaries filmed aboard *Southern Star* will soon be available for distribution. Titled *The Climatic Odyssey of Southern Star: Long Live Global Warming*, Pitras hopes the series will "make people aware of the fragile environment around them."

Follow the rest of their journey at www.69nord.com.

— *ladonna*



Studying humpbacks in Greenland.



Olivier Pitras at the helm.



vendée is already a nail-biter

Two weeks into the singlehanded 2008 Vendée Globe Race, all but three of the remaining record-breaking 26-boat fleet had cleared the doldrums in their march south.

Loïck Peyron — the only skipper in this year's race to have sailed the first edition back in 1989 — and his Farr-designed *Gitana 80* led the

charge. Nipping at Peyron's heels was a pack of eight boats led by 2004 Vendée Globe fifth-place finisher and Volvo Ocean Race veteran Sébastien Josse's *BT*, also a Farr design, which trailed *Gitana 80* by a deficit of just under 30 miles as of this writing in late November.

Pre-race favorite Michel Desjoyeaux and his Farr-designed *Foncia* were making tracks up through the rankings after restarting. A leaky water-ballast tank flooded *Foncia's* engine, knocking out her ability to charge the batteries and requiring the sailor known as "le professeur" to

return to the race village in Les Sables d'Olonne to effect repairs. Although there won't be many passing opportunities with the caliber of this fleet — of which 17 boats were built for this race cycle — Desjoyeaux has managed to claw his way back to 15th place.

Foncia was just one of 10 boats forced to return to port due to damage suffered in the thrashing the fleet received at the hands of a depression packing 50-knot winds in the Bay of Biscay shortly after the start. Four boats retired on account of that storm — with three dismastings and a major structural failure. Kito de Pavant's *Groupe Bel* and Marc Thiercelin's last-to-be-launched *DCNS* were both dismasted as was Yannick Bestaven's *Aquarelle.com*.

Apparently 2008 is not Briton Alex Thomson's year. His new Groupe Finot-designed *Hugo Boss* started shedding strips of carbon fiber from the outside skin of his hull after a collision with an unidentified object or life form just one day into the race. Although the two incidents were unrelated, this came on the heels of a miraculous salvage and repair job to get his jet-black boat on the starting line after being T-boned by a fishing boat while delivering *Hugo Boss* to the race village two weeks before the start.

The race's only American skipper, Rich Wilson, and his well-traveled two-time Vendée veteran *Great American III* were in 21st. The other North American entry, Derek Hatfield's *Alginouss Spirit of Canada* was in 25th, with a less-than-stellar outlook for his electrical systems despite his having already returned to Les Sables to attempt a fix.

"As you know I have been struggling with this power problem and I think we are slowly coming to the conclusion that we will just have to be very careful all the way round," Hatfield reported to race headquarters. "I am going to have to be very careful with my fuel consumption, so I'm running lean and mean, but I'm getting my head back into the race now. This has been a real side-track for me. I feel I'm slowly getting into the rhythm."

Elsewhere in the fleet, Jérémie Beyou faced a huge challenge as he diverted for Brazil with damage to the two upper spreaders on his Farr-designed *Delta Dore* after holding down the ninth spot for several days. On the morning of November 23, he realized that his leeward rigging was slack and found his upper spreaders had broken off while sailing upwind in 22 knots of breeze. This was of special interest to

continued on outside column of next sightings page

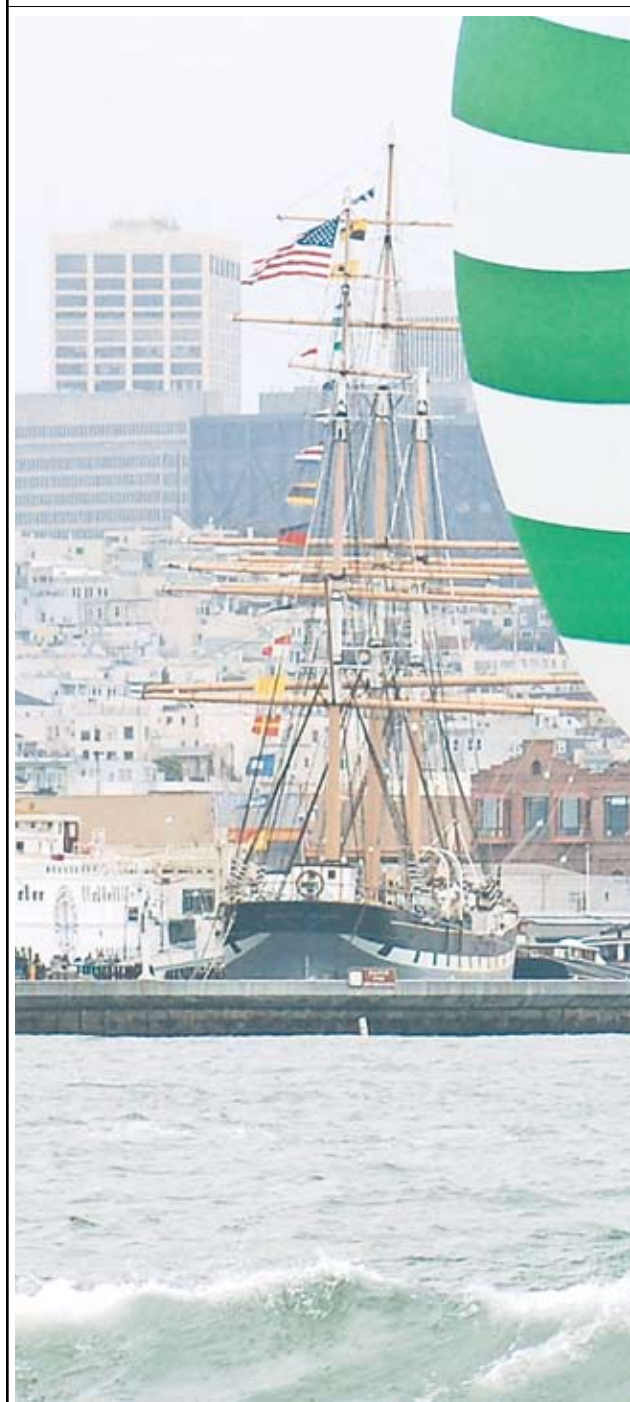
christmas

We've heard it said that the average sailboat leaves its slip just 15 times a year. If you haven't hit that magic number yet, there's still time. Coordinate a raft-up with friends, sail over to Sam's for a hot toddy or start rigging your boat with holiday lights in preparation for one of the Bay Area's many lighted boat parades. A full list of the Bay Area's parades, running December 6-20, can be found in *Calendar*,

COURTESY TEAM GITANA



Loïck Peyron did the first Vendée Globe in '89.



shipping

on page 16.

If you've limited yourself to just watching from shore as all those brightly decorated boats crammed with fun-loving crew go by, make this the year you finally join in. Load your boat with snacks and hot drinks, invite your beer can crew, family and friends, and crank the Buffett. Trust us — the real fun is on the water!

— *ladonna*

vendée — cont'd

frontrunners Peyron and Josse as well as Yann Elies on *Generali*.

"It is the mechanical parts that broke," Beyou said. "I can't possibly manufacture them on board the boat. I'm not the only one with this system — *Generali*, *BT*, and *Gitana 80* also have the same fittings. We fitted new parts just before setting sail and checked it all in Les Sables d'Olonne."

You can follow the race at www.vendeeglobe.org/en, but be careful. It's easy to get excited about this one and you'll be on this website five times a day before you know it.

— *rob*



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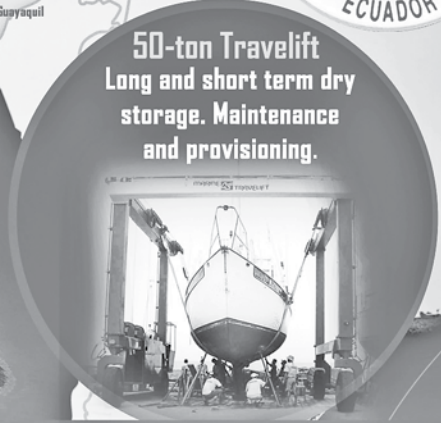
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MISSION ACCOMPLISHED!

As you'll read elsewhere in this issue, the 2008 Baja Ha-Ha cruisers rally was a huge success. Not only was there better-than-normal wind all the way to the Cape, but air and sea temperatures were higher than normal, and fish were practically jumping into the boats.

Although the Baja Ha-Ha Rally Committee has officially gone into hibernation until May 1 - when the 2009 event will be officially announced - we can tell you that the rally will begin Monday, October 26, following a kickoff party the day before. The fleet will begin arriving at Cabo on Thursday, November 5.

Online sign-ups don't begin until May, but it's certainly not too early to start making boat preparations and recruiting crew!

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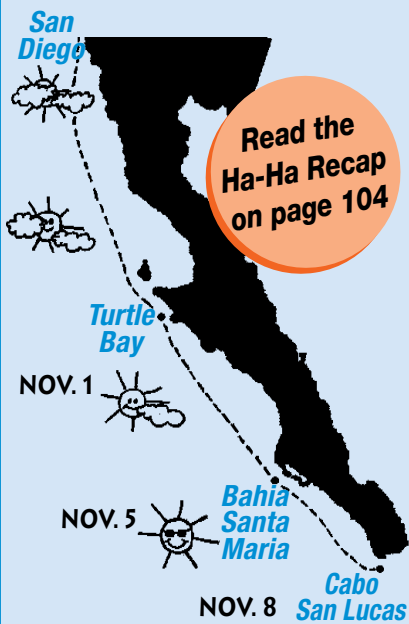
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ROUTE OF THE BAJA HA-HA



Read the Ha-Ha Recap on page 104

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BAJA HA-HA XV —

It's hard to believe that 15 years have passed since 36 sailboats set out from San Diego bound for Cabo San Lucas in the inaugural Baja Ha-Ha cruisers' rally. Despite the fact that two entries collided inexplicably during the first 24 hours, the fledgling event was a huge success,

R&R stops at Bahia Tortugas and Bahia Santa Maria. Since the beginning, the primary goal has simply been to get the fleet to the Cape safely, while having fun along the way. The Rally Committee's

combat in Afghanistan.

Holly Scott's Cal 40 *Mahalo* was the only entry with an all-female crew — they actually held a bake sale to help finance the trip — but she was only one of 10 female skippers.

In addition to a whole passel of kids — 2-year-old Kiera MacLachlan of the Taswell 43 *Lea Scotia* being the youngest — there were at least a half dozen sailors in their 70s. Among them, the senior salt was 78-year-old Mel Hamp of the Catalina 42 *Sea Angel* — one of 11 similar boats which were granted the first 'one design' start in Ha-Ha history. For Mel and his newlywed bride, Donna, the Ha-Ha served as the beginning of an open-ended honeymoon.

While some boats and crews had previously done thousands of miles of blue-water sailing, including a few circumnavigations, you might say that others were baptized by the Ha-Ha. For example, before heading south from Portland, Dave Hohman claims he'd never actually raised the sails of his Hardin Force 50, *Luna-Sea*. Previously she'd only been used as a "party barge" on the Columbia River!

As the fleet gathered in San Diego prior to the October 27 start, many were happy to hear weather gurus predicting



LATITUDE / ANDY

Flashing back to the freewheelin' '60s, the 'Di's Dream' crew struts their stuff for emcees Mick and Missy.

giving birth to a much-anticipated annual tradition that has since ushered thousands of sailors into the cruising lifestyle.

Today, the Ha-Ha is North America's largest cruising rally — and the second largest in the world, behind the transatlantic ARC Rally. This year's entry roster tied the all-time high of 182 boats (in '06). Of those, 141 started and 136 finished with a total of 537 crew on board.

Although the Ha-Ha has grown in both size and sophistication, its original "nothing serious" spirit remains, as does the three-leg format, with scheduled

Generally, the fishing was fantastic this year, although the size of the catch was more impressive on some boats than on others.



ALEGRIA

mantra has always been: "Every finisher is a winner!"

The average boat size has increased a bit since Ha-Ha *numero uno*, but nearly 20% of the fleet is still 36 feet or smaller. Then as now, it's not the size or value of the boat that's important, but that its owners finally summoned up the nerve to cast off the docklines and head south. Once underway, they all get to experience the same golden sunrises and the same magical nights beneath star-speckled skies. In fact, it could be argued that, while the challenge is greater on a small boat, so is the sense of accomplishment. This year, no crew was more proud of having sailed the entire route than a threesome of self-described "desert rats" from Elephant Butte, New Mexico, sailing aboard a 1979 Newport 30 named *Desert Wind*. Their perseverance and zeal for adventure earned them the event's highest honor: the Spirit of the Ha-Ha Award.

Since the beginning, colorful characters have been a constant, and the crew lists have always reflected a broad spectrum of backgrounds and occupations. This year was no different. In addition to the predictable — marine industry types, high tech dropouts, scientists, contractors, teachers and "recovering lawyers" — there was at least one private eye, aerospace engineer, massage therapist, gynecologist, psychiatrist, and ski lift technician, as well as an adult night club promoter, a retired submarine officer and a helo pilot who'd recently returned from

LATITUDE / RICHARD



BREEZIER, WARMER & FISHIER THAN EVER

mild wind and sea conditions for the 360-mile Leg One to Bahia Tortugas (Turtle Bay).

Not only did that forecast hold up, but overall, Ha-Ha XV sailing conditions may have been the best ever, especially since the breeze held through Leg Three, which is usually a yawner with extremely light winds.

Another factor making Ha-Ha *numero quince* (15) particularly memorable was that both air and water temps were higher than normal, sooner than normal. After the first night most folks retired their foulies and heavy jackets to the bottom of their sea bags, where they remained for the rest of the cruise. We measured water temperatures near 80° at Turtle Bay — substantially warmer than normal — and 84° a day north of the Cape, at least 20 miles offshore.

The fishing also seemed to be better than ever. Within hours of the start even neophyte fishermen were hauling in dinner as if they actually knew what they were doing. By the end of the event



LATTITUDE / RICHARD

What would a sailor's party be without a few mermaids? Many crews got creative with their costumes this year.

fish stories were so prolific that some were hard to believe. Ha-Ha #1 veteran Dave Fiorito of the C&C 36 *Shenanigans* claims he and his crew caught every species of tuna there is — albacore, yellowfin, yellowtail, blue fin, you name it.

So, all things considered, you might say that Ha-Ha XV was breezier, warmer and, well, fishier than ever.

Sunday, October 26 — the day before the start of Leg One — was a very busy day. After the 11 a.m. skipper's briefing, Ha-Ha XV kicked off in typical fashion with a flamboyant pre-Halloween costume party. The mere idea of planning a barbecue lunch for 600 people is the sort of thing that would

Below: Seconds after the start, chutes were popping left and right. Inset, left: 'Escapade' hit the line a nose ahead of the 'Chicken'.

normally cause us to cower under our desks. Thankfully, though, we could rely on the organizational expertise of our longtime party partners, the Cabrillo Isle Marina staff and team members from several Southern California West Marine stores. Thanks to them, our little shindig — held at the West Marine parking lot on Rosecrans Boulevard — was a whopping success.

As always, the costume contest was the highlight. For a group of folks who must have had 'to do' lists a block long, the extravagance and originality of some of the costumes were truly impressive. In addition to boatloads of buccaners and wenches, there were cave dwellers, Vikings, colonial aristocrats and mermaids, as well as a curious group from the Island Packet 37 *Dragon's Toy* whose faces were encircled by puffy flesh-colored fabric with flames painted on it. We eventually learned they were supposed

Even neophyte fishermen were hauling in dinner as if they actually knew what they were doing.

to be 'flaming assholes'. Go figure.

With the promise of all sorts of swag from the shelves of West Marine, the contest was emceed by the irrepressibly exuberant Missy Welch and her perennial straight man, West Marine store manager Mick Fritzsching. After the contest entrants were divided into a half-dozen categories, from the sultry to the psychedelic, they had to strut their



LATTITUDE / ANDY



BAJA HA-HA XV —

stuff for the crowd while the DJ pumped out dance tunes. Great fun!

As we often say, the scene at the start of any Ha-Ha is always far more reminiscent of the great Oklahoma Land Rush of 1889 than of a 'serious' yacht race. The starting line between the committee boat, *Profligate*, and the Point Loma lighthouse was close to two miles long. As is typical, though, many skippers seemed to be more concerned with keeping a safe distance away from competitors than with pulling off a textbook start. But hey, it's a cruiser rally, not a buoy race.

There are always those, however, who subscribe to the notion that whenever two boats meet on the water, they are racing. Moments after the starting horn sounded, Greg Dorland's newly acquired Catana 52 *Escapade* slipped across the line with her enormous, bright-white asymmetrical chute drawing well. Less than a boat length behind her was Bruce Anderson's Alaska-based Perry 59 *Free Range Chicken*. These two well-sailed boats and several others would play a subtle game of cat and mouse throughout the 760-mile run to the Cape.

With flat seas and 10 to 12 knots of wind on the beam, Ha-Ha XV was off to an ideal start — enough breeze to get the fleet moving, but not enough to scare anyone back into their slip.

During much of Day One, a low bank of thick fog hung off the coast, inspiring some skippers to stay a bit inshore of the Turtle Bay rhumbline. Others, however, bet on finding stronger breeze farther offshore — a hunch that paid off big time.

After the fog dissipated near the

When the wind went light on Leg One, the 'Bonkers' boys got out the water balloon launcher — the bombs were biodegradable, of course.



LATTITUDE / ANDY

INSET: ALEGRIA

SPREAD: CITLA



Coronado Islands, the sailing was sweet indeed, as the wind built into the high teens. Radio reports about all the fish being caught raised the excitement level, and many boats also spotted whales migrating south. "Six or seven of them came up and played beside us," recalls a crewman from the Niagara 35 *Girl on the Moon*. "One passed so close to us that when he blew, his snot almost landed on my watch partner!"

After sunset the breeze began clocking to the NW and went very light during the wee hours. Thankfully, though, the sea conditions were benign and, although there was absolutely no moon, there were a gazillion stars to steer by.

By dawn many boats were seeing less than five knots of true wind. The diehards hung in there throughout the day, attempting to get a little extra push by playing puffs against the gentle swells. Most, however, succumbed to the urge to power up their 'iron jibs.' This being a rally rather than a race, there was no guilt or loss of face for doing so. In fact, some entrants seemed to take pride in the number of engine hours they chalked up. Most notably, Dave Ferguson ran the 90-horse

Inset: 'Alegria' Anna shows off her supper. Spread: The Milski's self-built cat 'Sea Level' was smokin' on her inaugural offshore run.

Ford Lehman diesel on his Puget 38 motorsailer *No Problem* the entire trip whether sailing or not. "I was hoping to earn the Exxon Valdez Award again for the most fossil fuels consumed, as I did in the 2000 Ha-Ha," he later confided.

Even in the light air, plenty of folks were still catching fish. Unfortunately, aboard the Catalina 470 *Di's Dream* Roger Frizzelle snagged one just as his spinnaker wrapped. "All I could do was

"Somewhere near Cedros Island there had to be 500 to 1,000 dolphins around us."

set the drag and run forward," he recalls. But he apparently set it too tight. "Within two seconds" of his leaving the cockpit, the force on the rod — which had been a prized Christmas present from his two sons — snapped it out of its holder and into the drink.

Dean Tompkins of the Irwin 37 *Harmony* had a happier tale to tell: "Somewhere near Cedros Island there had to be 500 to 1,000 dolphins around us — so many that they completely surrounded the boat for a half mile on all sides. They weren't swimming in one direction, but instead seemed to be using *Harmony* as

BREEZIER, WARMER & FISHIER THAN EVER



the nucleus of some great game."

By midnight of Day Two, roughly 50 boats were already snug in the Turtle Bay anchorage. Skies were a bit unsettled that night. Some who were still out sailing saw a bit of drizzle along with lightning strikes. On their approach to the Turtle Bay entrance, Kirk and Sachi Miller saw distant strikes on both sides of the their Santa Cruz 50 *Bay Wolf*. Mother Nature's light show put them on edge, but did no damage. Sailing farther offshore, the father/son team aboard *Eva*, the smallest boat in the fleet, wasn't so lucky. Neither Michael Traum nor his father, Gerald, actually saw bolts of lightning, but they could hear thunderclaps and at one point the inside of a nearby cloud suddenly lit up like a beacon. Although they felt nothing, there were enough loose electrons generated to fry all the electronics aboard their little Norse 27 — even their cell phones.

Fundamentally, the dusty streets of Bahia Tortugas have changed little since the Ha-Ha fleet first called there 15 years ago. But there have been a few subtle changes lately: While there's still not a single bank, there are now at least two public Internet cafes which stay open well into the evening; several new eateries now give the landmark Vera Cruz Restaurant competition; two competing fuel

LATITUDE / ANDY

services now offer boat-to-boat deliveries of diesel (at roughly *half* of stateside prices); a new dinghy dock is in place; and a splendid new community plaza was completed just in time for the annual Day of the Dead festivities. Most impressive of all, though, is the fact that the formerly rutted road to the main highway is now paved! That 80-mile trip used to be a back-breaker.

Despite all these highfalutin' upgrades, however, the townspeople are as down-to-earth and genuinely friendly as ever. More than simply being tolerant of the Ha-Ha onslaught, many locals have told us there's great anticipation of the fleet's arrival each year. In addition to the substantial monetary input to the town's economy, the sheer novelty of the Ha-Ha armada filling the otherwise empty harbor is, for them, akin to the Wells Fargo wagon arriving at River City in the vintage musical *The Music Man*.

In addition to exploring the town, hiking the surrounding hills, making boat repairs and just chillin', there are always two fleet gatherings during the Turtle Bay layover: the first, a *fiesta* at the Vera Cruz Restaurant, and the second a potluck beach party on an uninhabited stretch of 'waterfront' a half-mile outside of town.

Located on the town's main drag, the Vera Cruz was hard to miss, especially since they inflated a 40-foot-high Corona bottle and painted "Welcome Baja Ha-Ha 2008" on the retaining wall out front.

While the young at heart busted moves on the disco's dance floor, most others were busy holding down chairs on the open-air terrace for hours while recapping their Leg One adventures with new friends over tacos and cold *cervezas*.

Even though the Ha-Ha is technically a rally, in a fleet this size you've always got someone to race against.



LATITUDE / ANDY

The crew of Washington-based 'Rainshadow III' was so excited to do the Ha-Ha they all got permanent commemorative tattoos!

Over the past decade and a half we've gotten to know the owners of the Vera Cruz so well — and we've brought so much business their way — that they practically think of us as family. But it was truly touching when Grandma Julia presented the Rally Committee with an amazing four-tier cake to celebrate our fifteenth anniversary together. Every fleet member in attendance got a piece, and all agreed it was *muy delicioso!*

The big beach party on our last day at T.B. is always big fun, but this year conditions could not have been better. With a light breeze blowing across the fine sand, air temps were in the mid 80s — ideal for boogie boarding, jogging, playing volleyball or just hangin' out.

The crew from the Vera Cruz showed up with an endless supply of beer and sodas, and dozens of chefs laid out home-cookin' for the potluck, while several successful fishermen grilled up their recent catches to share with the fleet. The most desirable dish of the feast, however, was *Miela* skipper Bill Vaccaro's 'ahi rumaki' — 2-inch cubes of fresh ahi with pineapple wedges toothpicked to them, wrapped in bacon and barbecued. Damn, those were good!

As we walked the beach swapping tales about fish too smart to be landed and spinnaker wraps too gnarly to unravel, we learned that only four boats had sailed the

BAJA HA-HA XV —

whole leg: Dan Swett's San Diego-based Hunter 41 *Deliverance*, Patsy Verhoeven's La Paz-based Gulfstar 50 *Talion*, Stan Hafenfeld's Newport 30 *Desert Wind*, and Sheri and Rich Crowe's 44-footer *Tabu*, which they built themselves to a Farr design. Having read that the finish line of this leg was infinite, running along a latitude line at the north end of Isla Natividad, the Crowes stayed way, way out where the wind never dropped below 9 knots. *Tabu* actually crossed the finish 130 miles offshore!

This was *Deliverance* crewman Tom Trebelhorn's fourth Ha-Ha: "We had about 12 hours of real light wind one night where we were basically just moving with the current. But our biggest problem was we had two powerboaters on board and they couldn't understand why we just wouldn't start the engine. We came real close to a mutiny!"

One thing that neophyte cruisers

tend to like about the Ha-Ha itinerary is that each of its three legs gets progressively shorter: the first is about 360 miles, the second roughly 240, and the third a mere 180. But with the sailing as sweet as it was on Legs Two and Three this year, many sailors — especially those on larger, more comfortable boats — almost wished the distances between layovers were longer!

Prior to the Leg Two start, however, the wind gods were apparently off duty.



BREEZIER, WARMER & FISHIER THAN EVER

The pre-dawn hours had been flat calm, and at 8 a.m. on November 1, the scheduled hour of the start, the breeze was still so light that the Rally Committee's Grand Poobah instituted a 'rolling start'. An option employed often during past Ha-Ha's, the idea is that every boat can

motor, without penalty, at five knots until a new start time is announced.

By 10 a.m. the breeze had come up from the NW — allowing the starting horn to make its official squawk — and continued to build slowly throughout the day into the 20s.

While the stiffening breeze was welcomed by most sailors, it wrought havoc for others. Tom and Penny Dalglish's Seattle-based Islander Freeport 41 *Waverley* lost steerage that afternoon, but fortunately had an emergency tiller ready to rig. They elected to head inshore to nearby Asuncion Bay after a non-Ha-Ha boat that was anchored there offered to help with repairs. One of the three boats that accompanied *Waverley* was John Olson's Andromeda 48 *Eager Dreamer*, earning a credit in the 'cruiser karma

Top row, left to right: 'Miela' lovelies test the water; the party beach stretches for miles; a youthful entrepreneur profits from hauling trash; chef Bill grills up some 'ahi rumaki'; twilight bugle call. Middle row: the Poobah tests his frisbee prowess; sailing into the sunset; it was a big year for volleyball. Bottom row: Turtle Bay's new dinghy dock; 'La Palapa' girls, lookin' and feelin' good; cruiser kids make the rounds. All photos 'Latitude 38', except as noted.



BAJA HA-HA XV —



DAVE LIVLEY

A crewman practices celestial navigation aboard 'Vitesse'. It's not so easy when the wind cranks up into the 20s.

bank' that they would later redeem.

As the rest of the fleet boomed southward, staying farther offshore again proved to be the smart call. Some boats sailing 50 to 75 miles out would later report winds up to 28 knots during the late afternoon and evening. Aided by a push from moderate swells, some of the faster boats in the fleet, such as the Perry 59 *Free Range Chicken*, the Catana 52 cat *Escapade*, and Jim and Kent Milski's self-built Schionning 48 cat *Sea Level* reported top speeds in the 17- to 20-knot range.

With an eager crew pushing hard, the *Chicken* finished in just over 24 hours, averaging 10 knots. Although unconfirmable, this may have set an all-time record — if only the Rally Committee had kept better records over the years. Less than two hours later, just after noon, the big cats *Sea Level* and *Escapade* completed their long-distance horse race. After 240 miles, *Sea Level* crossed less than an hour ahead.

But the closest match-up came two hours later, when three wildly different boats gradually converged on the finish

'God rays' light up the dawn at Bahia Santa Maria. South of the border almost every sunrise and sunset was a stunner.

line from different angles, but all on port jibe. (This time the finish line *was not* infinite.) Leading the charge was Tom Price's S.F.-based Beneteau 473 *Vitesse*: "Our hearts were pounding as we watched two huge spinnakers bearing down on us," recalls Tom.

The first was a huge fire-engine-red symmetrical with a logo depicting a bull's head — *Long Horn* was the former name of Lou Freeman's San Diego-based Swan 51 *Seabird*, which finished six minutes behind *Vitesse*.

Five minutes after that Rich and Sheri Crowe's *Tabu* sliced across the line — they'd sailed all the way up from Ecuador to join the fun. Both are professional mariners, but Sheri was designated the official captain this year. A veritable driving machine, she loves wheel time and reportedly hand-steered for about 75% of the trip.

While the first half of the fleet rested snugly in the Bahia Santa Maria anchorage that afternoon and evening, some of the smaller/slower boats were in for a pretty wild night, as the wind outside was still honkin'.

The threesome — whose average age was 69 — had vowed to sail the whole way.

Among them were at least two small boats whose 'inland-dwelling' crews were determined to sail the entire leg. "It took us three unsuccessful attempts before we finally got that spinnaker set," admits Dorman McShan of the Durango, Colorado-based Ranger 28 *The Marci Ann*. Sailing with his son Ben, 30, and old



buddy Don Aarvold, McShan's enthusiasm probably outweighed his experience. "We finally got her going after inflicting some damage to both the sail and ourselves." Good Samaritans aboard the Hunter 466 *Follow You Follow Me* later patched 22 small holes that had apparently been poked into *The Marci Ann's* chute during the learning process.

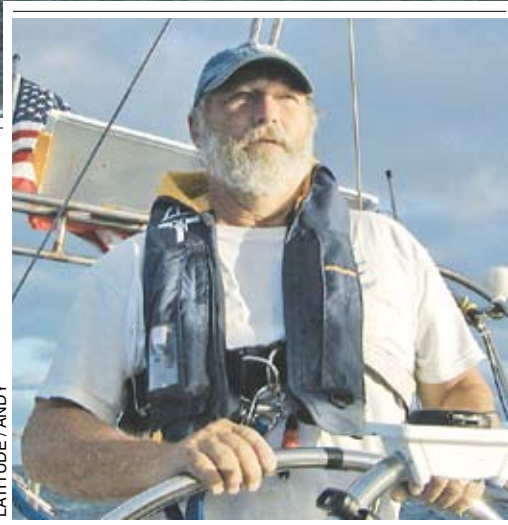
Before the Ha-Ha, Stan Hafenfeld of *Desert Wind* had never driven a spinnaker. But with a little help from crewmen Rich Strasia and William Guenther, who'd done some buoy racing on J/24s, Hafenfeld eventually got the hang of it. The threesome — whose average age was 69 — had vowed to sail the whole course. They flew the chute more often than not, hand-steering the entire trip. At one point Hafenfeld somehow pulled off a complete 360 with the chute up without wrapping it, after the sturdy 30-footer got rocked by a particularly large quartering swell. Later, while barreling down a swell they estimate to have been at least 10 feet high, their GPS clocked an 11.5! Not bad for a boat with a 26-ft waterline.

A wealth of other anecdotes emerged later. Betty Adams, who inspired the naming of the O'Day 34 *Flibbertigibbet*, will never forget the pod of "phosphorescent dolphins" that danced around the hull late one night. Nor will David Fisher soon forget being awakened from a deep sleep when his Hunter 356 *Sea Siren* glanced off a whale on the approach to Bahia Santa Maria.

BILL VACCARO



BREEZIER, WARMER & FISHIER THAN EVER



LATITUDE / ANDY

Salty Stan and his crew of New Mexico 'desert rats' trailered 'Desert Wind' 900 miles to the San Diego start.

During Leg Two many crews also shared the pleasure of watching Tom Perkins' immaculate 289-ft *Maltese Falcon* roar by. When the crew of the Cal 2-46 *Flyin' Penguin* hailed the gleaming megayacht on VHF to say hi, her captain generously offered to jibe the three-masted Dyna-Rig so they could get a closer look: "Get your camera ready!"

Thanks to the passing of Hurricane *Norbert* a few weeks earlier, the rocky slopes above the anchorage were greener than ever, enticing dozens of sailors to stretch their sea legs with a hike to the top of the 1,200-foot ridge line. Others surfed or body surfed on gentle 3-foot waves, while still others walked for miles along the bay's seemingly endless skirt of fine white sand. A few unlucky sailors got unplanned lessons in dinghy

Although most of the fleet was late to the line, the 7 a.m. start of Leg Three was an ethereal sight — and there was breeze.

handling. Among them were Pat Pierce and his two husky crewmen — each of whom weighs more than 200 lbs. They learned the hard way that a 3 hp engine doesn't quite cut it when you're trying to time your beach exit through sets of shore breakers. When they flipped, each guy lost his wallet and cell phone.

Ha-Ha layovers give crews time to catch up on both sleep and repairs, and also to socialize with newfound friends. Dean and 'Toast' Conger hosted a water-sports party and sleepover aboard their Lagoon 380 cat *Don Quixote* for a load of Ha-ha kids; Patsy Verhoeven hosted a wine party aboard *Talion* that was so popular it lowered the Gulfstar 50's waterline by six inches; Doug Smith hosted a jam session on his Marquesas 56 cat *Amani*, and Dietmar Petutschnig threw a Texas Hold'em poker party aboard his Lagoon 440 cat *Carinthia* that went until the wee hours. Crews from four different boats ended up splitting the \$500 pot.

The final day at Bahia Santa Maria is always reserved for a *fiesta* ashore atop a rocky bluff with a panoramic view of the anchorage. It's put on by a cadre of local fishermen and their wives who are the only residents of this 8-mile-long bay. The \$12-a-plate lunch of fisherman's stew, rice and beans was delicious, and the cold beer was, of course, refreshing. But the highlight of the mid-afternoon celebration was dancing to a kick-ass, four-piece rock 'n' roll band. Every year they make a 200-mile pilgrimage from La

Paz, crossing a broad estuary, a scorching desert, sand dunes and a 40-mile stretch of beach at low water in a truck loaded to capacity with a P.A. system, amps, guitars, an electric keyboard and a full drum set.

After ripping through a couple of familiar rock anthems, the band's long-time lead guitarist, Roberto, greeted the crowd and reminded them, with a gesture toward a Rubbermaid tub at his feet, that the band was paid only by tips. No sooner had they cranked up again, than a black labrador strode up and gave the rockers his silent critique by raising a hind leg and peeing right into the tip

Shirts-off sailing on the way to the Cape. Air temperatures could not have been more ideal for the trip south



LATITUDE / ANDY

BAJA HA-HA XV —



box! Roberto and bassman Bennie just about split a gut laughing, but managed to get through the tune.

You've gotta love these guys. They may not have understood all the lyrics to the classics they covered — by Santana, The Beatles, Creedence, The Doors, Lynyrd Skynyrd and others — but they nailed the solos note-for-note as the Ha-Ha revelers danced away the afternoon.

It was ironic to think that back home the national election hysteria was in full force as the votes were tallied. Savvy Ha-Ha-ers had voted by absentee ballot, and were quite content to hear the results on the next morning's net.

It's always a bit sad to say goodbye

to a refreshingly undeveloped place like Bahia Santa Maria — especially when you're heading to a bustling tourist mecca like Cabo San Lucas. Perhaps that's why only about a dozen boats were within a hundred yards of the starting line at the painfully early hour of 7 a.m. In typical Ha-Ha style, many crews apparently elected to roll over and snooze for an extra hour or two. "Huh? They're starting Leg Three *now*? Okay, whatever. Zzzzz. . ."

Of all the Leg Three starts in recent memory, though, it would have been a shame to miss this one. As crews rubbed the sleep out of their eyes, shafts of golden sunlight pierced a thick blanket of clouds overhead, spotlighting one boat, then another. The wind machine

cranked up early that day and the fleet was treated to a splendid ride south on a steady 10-knot breeze that built throughout the day. And it never completely shut off during the night. As a result, more boats than ever sailed the entire third leg, with a number of early finishers rounding the Cape during the pre-dawn hours.

Despite the fact that the waters of southern Baja are very heavily fished by commercial and recreational fleets, many Ha-Ha fishermen were filling their freezers with fresh-caught filets all the way to the finish line off Cabo Falso. As Barritt Neal of the Kelly-Peterson 44 *Serendipity* found out, though, fishing at night can have unanticipated consequences. While gutting a freshly caught dorado

BREEZIER, WARMER & FISHER THAN EVER



Clockwise from upper left: Bassman Bennie is a rhythm machine; celebrating life on election day, a million miles from the madness; 'La Palapa' smokes toward the Cape; kids just wanna have fun; boat rescuers Kris, Erik and Jennifer; boogieing at the Squid; Santa Maria fishermen's stew; "Conga line!"; Cap'n Tobin, 23, with Jamie — he last did the Ha-Ha at age 9, crewing for Mom and Dad.

on the aft deck, crewman Roy Hubecky accidentally skewered Neal's calf. No worries, though, they're still buddies.

Among other notable anecdotes from the leg, Cara Jones of the custom Hunter 50 *Jules' Jewel* was rudely slapped in the face by a flying fish, and Eva Wetzstein of the Hunter 45 *Babeeze* had one fly into bed with her through an open port shortly after she came off night watch.

Both the Taswell 43 *Lea Scotia* and the Irwin 52 *Hawkwind* discovered uninvited hitchhikers during Leg Three. After Trevor and Karisa MacLachlan noticed that a tenacious 2-foot-tall seabird had

taken roost in *Lea Scotia's* cockpit in the darkness, splattering it profusely with droppings, they had a heck of a time persuading it to leave — even after spraying it with water and nudging it with a boat hook. Aboard *Hawkwind*, Elaine Dwyer and her crew took a different approach when a booby bird hopped aboard at Bahia Santa Maria. They adopted it as sort of a mascot, earning its trust by feeding it fresh ahi. It stayed aboard until they dropped the hook in the Cabo anchorage, then flew off to explore the town.

With enough steady breeze to keep spinnakers inflated, and air temps so

warm you could wear only a T-shirt and shorts at 3 a.m., that final night of tropical sailing beneath the stars was an instant classic. At the front of the pack, *Free Range Chicken* was uncatchable, despite the best efforts of crews aboard *Latitude's* 63-ft cat *Profligate* and John Fradkin's *Deerfoot* 64, aptly named *Deerfoot*. These two boats crossed jibes for the final 12 hours of the race. But in a perfect illustration of Murphy's law of spinnaker flying, *Deerfoot's* chute spun itself into a horrible wrap five minutes before the finish line. They held onto their lead, though, crossing under main alone.

Next came the *J/120 J/World*, which was campaigned aggressively by sailing instructor Eugenie Russell and her

BAJA HA-HA XV —

student crew, Paul Lauher and Anne Hadley. They hand-steered the entire course — and somehow found time to actually board the Kristen 46 *Precious Metal* during Leg One and steal their beer!

Considering that Jim Milski's cat *Sea Level* was on her first offshore trip, she did an impressive job of keeping up the pressure on the fleet's speediest contenders, such as *Escapade* and *Tabu* — that is, until her big asymmetrical split a seam in the middle of the night, with the bulk of the cloth finding its way under the boat.

By morning, many crews were already setting off to shop for souvenirs, search for a laundromat or perhaps wash down a plate of *huevos rancheros* with a celebratory margarita. But the desert rats aboard *Desert Wind* were still happily plodding along under spinnaker, roughly 30 miles north of the Cape. Suddenly, a whale spouted right next to them, then three more appeared — one did a full breach off the 30-footer's port bow. Unbelievably, a marlin jumped nearby, then a mahi, then dolphins of all sizes. No sooner did they realize they'd sailed into a feeding frenzy, than they saw fishing boats converging on their location. Turned out that same day was the start of a prestigious Cabo tuna tournament, with 60 boats in the hunt.

Without the close cooperation of our longtime friends at Cabo Marina, the fleet's arrival at this bustling fishing port would be awkward, at best. But even though the marina caters primarily to globetrotting megayachts and high-dollar sportsfishing yachts, Manager Enrique, Office Manager

Norma, Dockmaster Guty and their crew have always bent over backwards to make our stay as headache-free as pos-

New friends swapped tales, compared cruising plans, and made promises to meet up at distant anchorages.

sible.

This year was no exception. In fact, a new line of slips was rushed to completion so it would be available to the Ha-Ha

fleet. As a result, every boat that wanted a slip got one!

Although Cabo has always been a logical stopover for boats heading south, these days it's primarily known for two things: deep-sea fishing aboard day boats and hard partying. This being the case, most cruising sailors are ready to push on to La Paz, Mazatlan or Puerto Vallarta after two or three days.

Even though Cabo today is arguably over-Americanized, we'd be reluctant to dis it too severely, as it still has beautiful beaches and exceptional restaurants. And let's face it, it's a lot of fun to let

2008 Baja Ha-Ha XV Finishers

*Timekeeper's Note: Amazingly, there were ties for third in every division!
(A '+' beside a finishing rank indicates special accomplishment, typically sailing an entire leg.)*

AGAVE Division

1	<i>Intrepid</i>	Hans Christian 40	Jack Denson	Long Beach
2	<i>Eva</i>	Nor'Sea 27	Michael Traum	Cape Mendocino
3	<i>LunaSea II</i>	Challenger 32	Bill Schaul	San Diego
3	<i>Panache</i>	Hans Christian 33T	Jim Howard	San Diego
3	<i>Osprey</i>	Pacific Seacraft 34	Donald Snyder	Astoria, OR
3	<i>Third Day</i>	Pearson 365	Richard Boren	Avila Bay
3	<i>Beyond</i>	Darwin 37	Michael Kary	San Francisco
3	<i>Drum</i>	Tayana 37	Andrew Signol	Alameda
3	<i>About Time</i>	Downeast 38	Jeff Smith	Huntington Beach
3	<i>Samantha</i>	Nauticat 38	Scott Brear	San Francisco
3	<i>No Problem</i>	Puget 38	Dave Ferguson	Ketchikan, AK
3	<i>Vindsang</i>	Alajuela 38	Glenn Gelhar	Bellingham, WA
3	<i>Nepenthe</i>	Shannon 38 PH	John Marshall	Marina del Rey
3	<i>Abrazo</i>	Campos 39	Richard Baila	Bellingham, WA

BURRITO Division

1	<i>Desert Wind</i>	Newport 30 Mk II	Stan Hafenfeld	Elephant Butte, NM
2	<i>The Marci Ann</i>	Ranger 28	Dorman McShan	Durango, CO
3+	<i>Wind River</i>	Contessa 32	Paul Scott	Maple Bay, BC
3+	<i>Morning Light</i>	Catalina 320	Robert Gunyon	Newport Beach
3	<i>Two Wishes</i>	Catalina 30	Gail Fliesbach	San Diego
3	<i>Gypsy</i>	Newport 30 Mk III	Justin Lyon	Santa Barbara
3	<i>Lap Dancer</i>	Newport 33	Bob Black	Bodega Bay
3	<i>Scheherazade</i>	Yamaha 33	Noah Peffer	Los Angeles
3	<i>Delphinia</i>	Morgan 34	Robert Lieb	Long Beach
3	<i>Flibbertigibbet</i>	O'Day 34	Betty Adams	Discovery Bay
3	<i>Sea Toy</i>	O'Day 34	Dianne Maclean	Oxnard

CEVICHE Division

1	<i>Odessa Mama</i>	Whitby 42	Stan May	Portland, OR
2	<i>Marissa</i>	Tayana 42 Vancouver	Linda Smieja	Portland, OR
3	<i>Waverley</i>	Islander Freeport 41	Tom Dalgliesh	Seattle, WA
3	<i>Moondance</i>	Tayana V-42	Doug Scott	Albuquerque, NM
3	<i>Cast Away</i>	Tayana 42	Charles Tedrow	Coos Bay, OR
3	<i>Four Points</i>	C & C Landfall 43	Brian McCluskey	San Diego
3	<i>Serenity</i>	Hans Christian 43	Stan Pace	San Francisco
3	<i>Banyan</i>	Mason 43	Jody Lemmon	Long Beach
3	<i>Sea Biscuit</i>	Slocum 43	Steve Sommer	San Francisco

DESPARADO Division

1	<i>Dragon's Toy</i>	Island Packet 37	Tom Kohrs	Freeport
2+	<i>Hurulu</i>	Islander 36	Nathan Beckord	Sausalito
3+	<i>Girl On The Moon</i>	Niagara 35	Michael Medley	Whiskeytown
3+	<i>Eupsychia</i>	Cal 36	David Adleman	Monterey
3+	<i>Scouser</i>	Beneteau 362	Steven Thomas	San Francisco
3+	<i>Cat's Meow</i>	Catalina 36	Nancy DeMauro	Richmond
3	<i>Sea Siren</i>	Hunter 356	David Fisher	Monterey

3	<i>Shenanigans</i>	C&C 35	Dave Fiorito	San Francisco
3	<i>Rocinante</i>	Islander 36	Dan Martone	Point Richmond
3	<i>Harmony</i>	Irwin 37	Dean Tompkins	Creston, BC
3	<i>PanaSea</i>	Catalina 380	Dean Laurin	Emeryville
3	<i>Mamabird</i>	Island Packet 380	Colin Honess	San Rafael

ENCHILADA Division

1	<i>Allure</i>	Kalic 40	Dennis Hilling	Seattle, WA
2	<i>Mahalo</i>	Cal 40	Holly Scott	Long Beach
3++	<i>Sauvage</i>	Wauquiez Centurion 40	Jim Eisenhart	Ventura
3++	<i>J/World</i>	J/120	Eugenie Russell	San Francisco/PV
3++	<i>Mystical Crumpet</i>	Passport 40	Alan Jackson	Berkeley
3++	<i>Grebe</i>	Valiant 40	Richard Solomon	Santa Barbara
3+	<i>Seeker</i>	Caliber LRC40	Kevin McCabe	San Diego
3	<i>Tumbleweed</i>	Cal 39 Mk III	Ted Morgan	Seattle, WA
3	<i>Citla</i>	Cal 39 Mk III	Peter Mirrasoul	San Diego
3	<i>Bugler</i>	Passport 40	Donald Fife	Napa
3	<i>Endless Summer</i>	Stevens 40	Frank Starai	Alameda

FRIJOLE Division

1	<i>Deliverance</i>	Hunter 41	Dan Swett	San Diego
2+	<i>Bonkers</i>	J/130	Keith Sedwick	San Francisco
3+	<i>Wanderer</i>	Jeanneau 43DS	Patrick Stewart	Ventura
3	<i>Star Fire</i>	Islander 41	Bill Carneal	Marina del Rey
3	<i>Faith</i>	Morgan 41	Sandy Smith	Portland, OR
3	<i>Pierceteam</i>	Hunter Passage 43	Patrick Pierce	Seattle, WA
3	<i>Trumpeter</i>	Irwin 43 Mk III	Thor Thorson	Harbor, OR

GUACAMOLE Division

1	<i>Sea Escape</i>	Catalina 42 Mk II	Joe H Cunningham	San Francisco
2	<i>Thumbs Up</i>	Catalina 42 Mk II	Ivan Orgee	Alameda
3	<i>WindSong</i>	Catalina 42	Edward Staples	Channel Islands
3	<i>Andanzas</i>	Catalina 42	Wally Nevins	Ventura
3	<i>Sea Angel</i>	Catalina 42	Mel Hamp	Napa
3	<i>Stargazer</i>	Catalina 42 Mk II	Jeffrey Embree	San Pedro
3	<i>Kat Den Rie</i>	Catalina 42 Mk II	Jay Watt	Alameda
3	<i>Suebee</i>	Catalina 42 Mk II	Scott Rader	Sausalito
3	<i>Seaduction</i>	Catalina 42 Mk II	Dan Lawler	Salt Lake City, UT

HUEVOS RANCHEROS Division

1	<i>Nirvana</i>	Irwin 44	Bob Davis	Shell Beach
2	<i>La Palapa</i>	Catalina/Morgan 440	Roger Hayward	King Harbor
3+	<i>Alegria</i>	Northwind 43 DS	Tom Egan	Redondo Beach
3+	<i>Viva</i>	Saga 43	Scott Harkey	Seattle, WA
3	<i>Lea Scotia</i>	Taswell 43	Trevor MacLachlan	Seattle, WA
3	<i>Norsk Vind</i>	Wauquiez 43PS	Jim Knutson	Lake Forest Pk, WA
3	<i>Sonrisa</i>	Cheoy Lee 44	Fred Neilson	Lopez Island, WA
3	<i>Sisiutl</i>	Gulfstar 44	Bob Bechler	Portland, OR
3	<i>Maggie Mae</i>	Hylas 44	Tait Smith	San Francisco

BREEZIER, WARMER & FISHER THAN EVER



LATITUDE 7 RICHARD

your hair down in a wild-and-crazy party town after you've been out at sea for 10 days. Although it's not an 'officially sanc-

tioned' Ha-Ha activity, the annual gathering of the fleet Thursday night at the notorious Squid Roe dance bar is always a hoot. Loud, raucous and dedicated to relaxing inhibitions, it's the sort of place that's the most fun when you're with a group. When several hundred sail-

ors showed up wearing salmon-colored shirts, it was obvious to all that the Baja Ha-Ha fleet had arrived yet again.

A final beach party was organized the next day at a beachfront spot called Mango Deck, which lies directly behind the cruiser anchorage. New friends swapped tales, compared cruising plans, and made promises to meet up at distant anchorages.

One story that was making the rounds concerned the Andromeda 48 *Eager Dreamer*. Remember? She was one of the boats that had earned a karma credit back on Leg Two. Fleet members had been looking for *Dreamer's* crew all day

Thursday, as she'd begun to drag anchor and was threatening several other boats. At some point she set off the proximity alarm on a nearby boat. Cyril Vidergare, a young crewman on a neighboring boat dove in and swam over to see if he could help. About that time female skipper Jennifer Towne and her 8-year-old son Erik of the Roberts 45 *Ekotopia* chanced by in their dinghy. They climbed aboard, found the engine key in the ignition, but eventually discovered that the windlass was broken. Crewman Kris Konawalik of *Sirius Star* arrived to lend a hand, and together they eventually raised the anchor and motored the 48-footer safely to the fuel dock with no harm done.

Another tale of woe with a happy ending concerned the Pearson 36 *Third Day*, whose skipper Richard Boren is making a DVD of this year's event. A couple of hours after returning from the beach party, Rich and his wife Lori discovered that their nearly new inflatable and outboard were missing. They assumed it was because one of

IGUANA Division

1	<i>Litha</i>	Hallberg-Rassy 46	Steven Hannon	Ft. Clatsop, OR
2	<i>Follow You Follow Me</i>	Hunter 466	Allan Alexopoulos	Redwood City
3++	<i>Thin Wolf</i>	Kelly Peterson 44	Luke Tomatzky	Port Townsend, WA
3+	<i>Julia Max</i>	Custom Peterson 55	George Stonecliffe	Portland, OR
3+	<i>Babeeze</i>	Hunter 45	Rene Amyot	Edmonton, AB
3	<i>Miela</i>	Moody 44	Bill Vaccaro	Chico
3	<i>Serendipity</i>	Kelly Peterson 44	Barritt Neal	San Diego
3	<i>Bamboo</i>	Passport 45	Timothy Lutman	Des Moines, WA
3	<i>Alegria</i>	Hunter 460	Steve Sabree	Pass Christian, MS
3	<i>Misjudged II</i>	Hunter 460	Patrick Magers	Newport Beach
3	<i>Sarita</i>	Hallberg-Rassy 46	Valdon Landes	Seattle

JALAPENO Division

1	<i>Vitesse</i>	Beneteau 473	Tom Price	San Francisco
2	<i>Di's Dream</i>	Catalina 470	Roger Frizzelle	San Francisco
3++	<i>Jules' Jewel</i>	Hunter 50	Rich Corbett	Michigan City, IN
3+	<i>Lilly</i>	Beneteau First 47.7	Steve Thosath	Seattle, WA
3+	<i>Avalon</i>	Wauquiez Centurion 50	Roger Wise	Alameda
3	<i>Merry Lee</i>	Beneteau 473	Lewis Guiss	Marina del Rey
3	<i>Calou</i>	Jeanneau 47	Bruce Powell	Tiburon
3	<i>Alluvium</i>	Jeanneau 47	Sam Darbous	Seattle, WA
3	<i>Sirius Star</i>	Jeanneau 52	Harold Lott	Half Moon Bay
3	<i>Jolly Roger</i>	Bombay 44	Roger Behuken	Berkeley

KILO Division

1	<i>Tallon</i>	Gulfstar 50	Patsy Verhoeven	La Paz, Mexico
2	<i>Luna-Sea</i>	Hardin Force 50	David Boyle	Portland, OR
3++	<i>Libertad</i>	Amel Maramu 46	Dennis Johns	Santa Barbara
3+	<i>Daydreamer</i>	50-ft FD-12	John Olson	Anchorage, AK
3+	<i>Ekotopia</i>	Roberts 45 PH	Jennifer Towne	Seattle, WA
3	<i>Gaia</i>	Liberty 458	Robert McLeod	Lake Oswego, OR

3	<i>Flyin' Penguin</i>	Cal 2-46	Harold Miller	Bel Marin Keys
3	<i>Precious Metal</i>	Kristen 46	Pamela Bendall	Port Hardy, BC
3	<i>Wish</i>	Gulfstar 47 Sailmaster	James Bruce, Jr.	Vallejo
3	<i>Eager Dreamer</i>	Andromeda 48	John Olson	Blaine, WA
3	<i>Sky</i>	Hylas 49	Robert Strang	Mud Island, TN

LANGOSTINO Division

1	<i>Tabu</i>	Farr 44	Sheri Crowe	Newport Beach
2++	<i>Free Range Chicken</i>	Perry 59	Bruce Anderson	Yakutat, AK
2++	<i>Magic Cloud</i>	Swan 48	Joseph Keenan	San Francisco
2++	<i>Sirius</i>	Baltic 51	Gregory James	Gig Harbor, WA
2++	<i>Seabird</i>	Swan 51	Lou Freeman MD	San Diego
3++	<i>Rainshadow III</i>	Liberty 55	Brian Flanders	Sequim, WA
3+	<i>Bay Wolf</i>	Santa Cruz 50	Kirk Miller	Sausalito
3+	<i>Deerfoot</i>	Deerfoot 64	John Fradkin	Newport Beach
3	<i>Reverence</i>	Tayana 58	Jason Scott	San Pedro
3	<i>Hawkwind</i>	Irwin 60	Kevin Dwyer	Seattle, WA

MARGARITA Division

1	<i>Sea Level</i>	Schionning 48.6 cat	Jim Milski	Lake City, CO
2++	<i>Triumph</i>	Cross 46 tri	Tobin Woodley	Seattle, WA
2++	<i>Escapade</i>	Catana 52 cat	Greg Dorland	Newport, OR
2++	<i>Crystal Blue Persuasion</i>	SR-55/SX cat	Gary Burgin	Charleston, OR
3+	<i>Amani</i>	Fontaine Pajot 56 cat	Chris Connors	Vallejo
3+	<i>Double Play!!</i>	Gemini 105Mc cat (33')	Don Parker	Alameda
3+	<i>Don Quixote</i>	Lagoon 380 cat	Dean Conger	Seattle, WA
3+	<i>Victory Cat</i>	40-ft Seawind 1160 cat	Tim Henning	Anthem, AZ
3+	<i>Sun Baby</i>	Lagoon 41 cat	Bill Houlihan	San Diego
3+	<i>Endless Summer</i>	F-41 cat	Steve May	Emeryville
3	<i>Chat De Mar</i>	42-Ft cat	Leo Brodeur	Richmond
3	<i>Carinthia</i>	Lagoon 440 cat	Dietmar Petutschnig	Las Vegas

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BAJA HA-HA XV

them had tied it off with a 'beer knot'. Although it was now dark, they spent the next four hours searching for it downwind with the help of the *Carinthia* crew. Exasperated, they finally gave up. But on the way back to *Third Day*, they found it safely tied to the stern of a Ha-Ha neighbor anchored two boats back. That crew had snagged it hours earlier as it drifted by.

The final activity of the Ha-Ha each year is the Awards Ceremony, generously hosted by the Cabo Marina staff in their back lot, with the event's Grand Poobah officiating in his tuxedo jacket and shorts. It's a Ha-Ha tradition that everyone gets a prize, so it takes a while to get through the entire fleet. To lighten up the process, gag prizes are awarded between each class: Super-mom Toast Conger of *Don Quixote* won the Chatoholic Award for her abundant air time on the VHF; remarkably, one of her daughters won the Extreme Snoring Award (a category normally dominated by burly men); the *PierceTeam* boys won the Dinghy Disas-



LATITUDE/ANDY

Newlyweds Ruben and Robbie cool off at Cabo. They were one of several couples celebrating Ha-Ha honeymoons.

ter Award; David Addleman and Heather Corsaro of the Cal 36 *Euppsychia* were a shoe-in for the Naked Sailing Award, and while there was an astounding number of big fish caught this year, ex-Alaska

fisherman Thaddeous Blanchard won the special Master Baiter Award, as he'd hooked five marlin and boated two of them — the largest 10-feet long — aboard the Challenger 32 *Lunacy II*.

On the serious side, the crews of *Talion*, *Tabu*, *Desert Wind* and *Deliverance* were called up to be acknowledged as 'soul sailors' for sailing the entire course. As is the tradition, each one received a much-coveted lime-green Ha-Ha T-shirt.

Even for those who had to turn around and rush home again, Ha-Ha XV was a fabulous cruise. But for those with open-ended timetables it was, of course, only the beginning.

— **latitude/andy**

Readers — The Ha-Ha Rally Committee has gone into hibernation until May, when Ha-Ha XVI will be officially announced. But we can tell you that the dates for next year's rally will be October 25 through November 7.

See www.baja-haha.com for event details, Mexico cruising info and more. Online sign-ups will begin May 1.

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2008 — THE YEAR



If there's a better father-son activity than messing about in boats, we don't know about it.

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Team Peckerhead's reunion tour included doing the Ditch Run in an E-Scow. They capsized and swamped, but still made it for the mai tais.

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Jonathan Livingston and Nancy Potter on the way to a win in the windy Doublehanded Lightship in March.



Winter storms played havoc with boats in and out of the water.



The Sunday half of the Vallejo Race was wet, windy — and upwind.

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"The years thunder by," Sterling Hayden famously wrote in his autobiography. And boy was he right — we blinked a couple of times and 2008 is almost gone. The good news is, we all know why: time flies when you're having fun sailing. The year didn't start out much fun, though. In **January**, a big storm blew through a few days into the new year, snapping docklines, toppling parked boats like dominos, and causing one of the strangest sights we've ever encountered: guys hiking out to keep an Olson 30 upright . . . on its trailer! Elsewhere in the year's first issue, we got the DeLorean up to 88 mph and took readers back in time, first to the reef off Rangiroa where Hayden's lovely schooner *Wanderer* met her end in November, 1964; then to the beach at Cabo where, 25 years ago, the infamous December 7 storm drove 30 boats ashore. Back in 'real time', we followed Bob Van Blaricom's northern cruise to the rarely-visited dog holes of the coast north of San Francisco and went a-racin' with nearly 300 single- and doublehanders in the always-fun Three Bridge Fiasco. **February** was 'old guys rule' month. We congratulated 60-year-old Mike Harker for completing a mostly solo, one-year circumnavigation. We introduced readers to Olympic Star sailors John Dane III and Austin Sperry — at 57, Dane is the oldest sailor ever to win the Olympic trials. Down in Key West, 62-years-young Dave Ullman pounded the youngsters into submission with his fifth win in the Melges 24 class. French iron man Francis Joyon, 51, singlehanded his gigantic trimaran *IDEC 2* around the world in record time. Finally, there was Pillar Point sailor Jerry Borucki, who admits only to being in his 60s, who once again solo'd his Freya 39 from Pillar Point to the Arctic Circle and back!



Tom Hoffman was tracing electrical glitches on his Peterson 44 off Mexico when he found this 'gremlin'.



Most places, sailing Optis is pretty tame. Off Argentina, it qualifies as extreme sport.



All pillaging and plundering was for a good cause at the Pirates for Pupils event in Banderas Bay.



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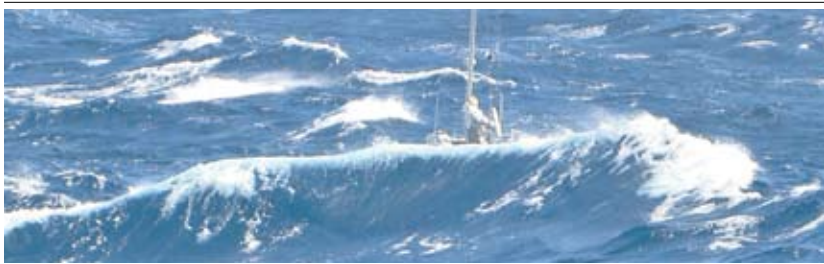
Heather and David — boldly going where no sushi has gone before.



The strange voyage of 'Tin Can' lasted less than a week.

March came in like a lion and out like . . . an elephant seal? We had reports on the capsize of Franck Cammas' globe-girdling 105-ft trimaran *Groupama 3* after the port ama failed off New Zealand, and the news that the 110-ft catamaran *Gitana 13* was on the way from New York to San Francisco in a separate record attempt. Still on the multihull theme, we ran the weird story of a man who welded a bunch of aluminum into a trimaran and sailed out the Golden Gate, intent on a non-stop circumnavigation. He made it as far as Santa Cruz before turning back. Rounding out the issue were a boat of the month feature on the venerable Santa Cruz 50, the first in our meet-the-fleet series on the Puddle Jump class of '08, and a visit to the Farallones by none other than Max Ebb and Lee Helm, whose guided tour included a stop at the elephant seal rookery. If the AARP contingent got their due in February, by **April** it was back to some kids stuff with a long overdue feature on local junior programs, both public and through yacht clubs. Another 'group hug' was given to West Coast Circumnavigators as we celebrated those folks both in the issue and at the Strictly Sail Pacific boat show. We ran a feature on the wild and windy Doublehanded Lightship race, and a separate *Sightings* piece on the tragic loss of *Daisy* and the two sailors aboard her during that event. Rounding out the issue were reports on '25 Things Every Sailor Should Know,' an expanded *World of Chartering* section featuring quick reviews of all local bareboat and crewed vessels currently sailing the Bay and, finally, a big happy birthday wish to '08's ultimate elder: local sailor Gordy Miller, who turned 100. He's been a member of Richmond YC since 1934!

2008 — THE YEAR



MSC TORONTO

Skip Allan's loss of 'Wildflower' on the way home from Hawaii was a sobering reminder that storms can overwhelm even the most experienced sailors.



Mark Rudiger (here with wife Lori and son Zayle) left us this year. Fair winds, old friend.



MELIH AKGUL

Unmanned mission — 'Pterodactyl' in mid-ocean.



Hangin' five — Eric Thomas surfing his Olson 30 into Kauai in the Singlehanded TransPac.



Did it seem like there was a lot more shipping traffic this year, or was it just us?



'HMS Bounty' was among several tallships that visited the Bay in July.



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Most of us call it 'hiking out'. Dinghy guys call it 'teabagging.'

Kicking off the **May** issue was the unusual story of two sailors whose Olson 40 pitchpoled on the way back from the Doublehanded Farallones Race, throwing both sailors into the water. In the 25-knot winds and 15-ft seas, they couldn't get back aboard, even with the Coast Guard's help. *Pterodactyl* had to be abandoned, but she hasn't stopped sailing. The crewless boat, her sails in tatters, has been spotted twice by ships in mid-ocean and may eventually drift within rescue range. Elsewhere, there were stories on the new sailing record set by *Gitana 13* (and a press ride that still has us tingling), an interview with cruising minimalist Glenn Tieman, a report on the revived Sea of Cortez Sailing Week, a guy who bought a boat for \$1 (yes, it needs work) and a reality check on EPIRBs, which are terrific rescue devices — if you know their limitations and how to use them correctly. Young 'uns were back in the news in **June**, when we learned that not one, but two young adventurers were shoving off in separate attempts to become the youngest solo circumnavigators. Both Zac Sunderland of Marina Del Rey and Josh Clark of Panama are shooting to better Aussie Jesse Martin's record (set in 1999 when he was 18). We revisited our twice-per-decade *Sailing Records* feature, finding a whole new bevy of records set by boats that didn't even exist in '03. Close to home, Brooks Dees finally launched the GP26 he's been building for several years; the Master Mariners enjoyed a colorful, if unusually light-air Memorial Day regatta and the Vallejo Racers enjoyed an unusually windy one. Farther from home, we learned that, despite being 2,000 miles from anywhere else, the anchorage at Easter Island was actually 'crowded' this year — an unprecedented six boats at the same time.

ALL PHOTOS LATITUDE 38 EXCEPT AS NOTED



The long and short of this year's light-air Master Mariners Regatta: the schooners 'Stardust' (left) and 'Lynx'.



Glenn Tieman's 'Manu Re Re' may look minimalist, but he's solo sailed it thousands of miles.

After breaking the New York-San Francisco sailing record, 'Gitana 13' thrilled guests by flying a hull and hitting 30 knots.



Old boats rule! Designed in 1958, 'Sabrina' won her division in Pac Cup, beating even Paul Cayard!



Confirmed sighting: Delta Mud Pixies are real!

The big news in **July** was the arrival of some really big boats in the Festival of Sail — the every-so-often visit by a fleet of tall ships to the Bay. Among those in attendance were replicas of *HMS Bounty*, Columbus' *Niña* and the privateer *Lynx*. The grand dame of the fleet was the real deal: the 295-ft Coast Guard training barque *Eagle*, which has to be the best 'recruiting tool' for the Coast Guard — or any other branch of the service — ever conceived. Elsewhere in the issue, we explored the timely topic of '10 Ways to Reduce Your Carbon Footprint', interviewed longtime Sausalito-based cruisers Marc and Doreen Gounard, met up with a happy bunch of girls who earned high school credit for building a skiff at the San Francisco Maritime Park, and looked back on the best-attended local sailing event of the year, Summer Sailstice. In **August**, what can we say? It was all about racing. There was the Pacific Cup, won by the Doublehanded entry *Rain Drop*; the Singlehanded TransPac, won by veteran racer Skip Allan aboard his self-built Wylie 27 *Wildflower*; the Tahiti Race — *Magnitude 80* took line honors. *Ragtime* overall corrected honors; and the Sarcoma Cup, a brand new local event whose proceeds went to help fight the title disease. We also visited the Channel Islands, and revisited the incredible 1949 *National Geographic* story of Jack Schultz, who in 1947, at age 19, sailed a dugout canoe from Peru to Miami by himself. We found out along the way that the *real* 'Cap'n Jack' is not only still alive and living in Santa Cruz — at age 80, he's still working as a civil engineer! Finally, we bid a sad and heartfelt farewell to longtime friend, sailor and world-class navigator Mark Rudiger, who lost his battle with lymphoma at age of 53.

2008 — THE YEAR



Splishin' and a-splashin' — and enjoyin' the greatest sailing venue on earth, San Francisco Bay.



The cool new look for racers: warpaint.



Disney's 'Morning Light' documentary arrived in theaters in mid-October



A fire consumed half of Angel Island, but luckily missed historic buildings.



The R/P 78 'Akela' (foreground) was the biggest boat at this year's BBS. The R/P IRC 52 'Vincitore' (background) was the prettiest.



Happy endings — Gulliver (above) and Snickers the dog both found loving new homes.

The big deal in **September** was — what else? — the Big Boat Series. There was all the rough and tumble action among the 115 entries that we've come to expect from this premier racing event on the Bay, and then some. The issue also included the conclusion of a small story that eventually grew big: that of Snickers the dog and Gulliver the parrot. The two pets were aboard the 47-ft motorsailer *Darla Jean* when it wrecked on Fanning Island last December. The owners left Snickers and Gulliver behind, and for a while it looked as though they would be destroyed. As detailed in our September issue, animal lovers rallied and both the dog and parrot found caring new homes. What you didn't read is that the story grew legs and we were getting calls from other magazines, newspapers, and even a few TV shows. Rounding out the issue were *An Idiot's Guide to SSB*, Max Ebb's idea on how to fix PHRF and a great pictorial on those wild and crazy 18-ft skiff guys. In **October**, we went from big boats to tiny ones with a report on an Englishman intent on sailing a 4-ft boat (that's no typo) across the Atlantic in part to raise money for cancer research. And talking about raising money for good causes, the SFYC-sponsored Leukemia Cup raised \$662,000 for research and — hopefully one day — cures for the various blood cancers. Part of that all-time record effort for any of the Leukemia Cups (which are held annually across the country) arrived in the form of Tom Perkins' spectacular 289-ft *Maltese Falcon*, which he made available for limited sails and a highest-bid nightcap aboard. Elsewhere in the October issue, we attended the premier of the great Disney-produced *Morning Light* film, and explored the real-world possibilities of putting a boat into charter.



Striking gold in the Paralympic Games in Qingdao were U.S. sailors Maureen McKinnon-Tucker, of Wisconsin, and Newport Beach's Nick Scandone.



The 15th-Century junk replica 'Princess Tai Ping' (right) sails in company with the SF Maritime Museum's shrimping junk 'Grace Quan'.



Big Boat proposal. She said, "Yes!"



The spectacular 'Maltese Falcon' wowed Bay Area sailors during her visit.



The happiest Hawaii racer of 2008 had to be Ruben Gabriel, who took 25 days to complete the Singlehanded TransPac after dismasting 2/3 of the way across.

November seems like, well, just last month. We did stories on the visit of an authentic 15th-Century Chinese junk, a huge fire that consumed half of Angel Island, the realities of buying and selling boats in the present economy — and that Class B transmit-and-receive AIS units (which electronically transmit your position to other vessels) had finally been approved by the FCC. We rejoined local cruiser Bob Van Blaricom for another voyage north, this time all the way to Prince William Sound. Closer to home, there were articles on collegiate sailing and a fun weekend with the Vanguard 15 fleet on Tomales Bay. Wrapping up the racing season were reports covering nearly every flavor of local competition, from the International Masters Regatta (J/105s, skipper 60 or older), and I-14 and Finn Nationals, to the Paige/Logan (Stars and Mercuries), IOD Worlds and Jessica Cup (Master Mariners). **What can we say about December** that you can't just turn the page and find out? Not much. So we will devote this last bit of space to thank you all for this great ride. First and foremost, we thank our faithful advertisers, a few of whom have been with us since that first issue back in 1977. Without you folks, there never would have been a second issue. We give you a particular tip of the hat to all advertisers for sticking with us through some tough economic times this year. Please everyone, support the businesses you see in *Latitude 38* as much as you can. Secondly, our contributors whose stories and photos you have enjoyed. And last but certainly not least, our readers. Thanks for one hell of a long, strange — and fun — ride. And for getting Mom off our backs . . . after 31 years, she's finally stopped asking when we're going to get a real job.

JERRY BORUCKI



LATITUDE / LADONNA

Jerry Borucki and his mascot, carved by a friend and mounted to a bulkhead. In 2007, they made it as far north as 76° 20' N before being turned back by polar ice pack.

It starts in February, when it's cold and crystal clear, and the night sky is thick with winter constellations. I light my old oil trawler lamp and spread out my weatherbeaten charts on the table. Then the great debate starts: where will I head for my summer of sailing? The charts for the last three years show sailing tracks to the north with notations of whales, gales and crystal-blue ice. I follow the old sailing tracks that led me to the Aleutians and then to the far reaches of the Arctic Ocean and the polar pack

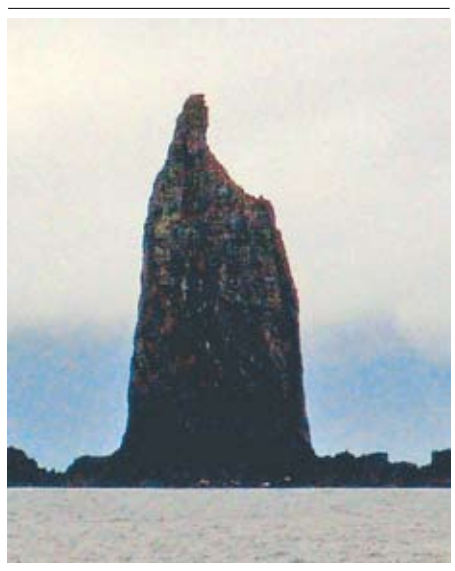
ice. The jagged track of last year recorded where I took a beating getting out of the Bering Sea on an impenetrably black night.

This year, though, I was determined to go south. Friends and family, who were very encouraging of my new plans, finally had a glimmer of hope that I wouldn't spend three agonizing months sailing nearly nonstop and singlehanded in the frozen north. But my iron resolve melted in early June when I heard that the polar pack ice was retreating much faster than

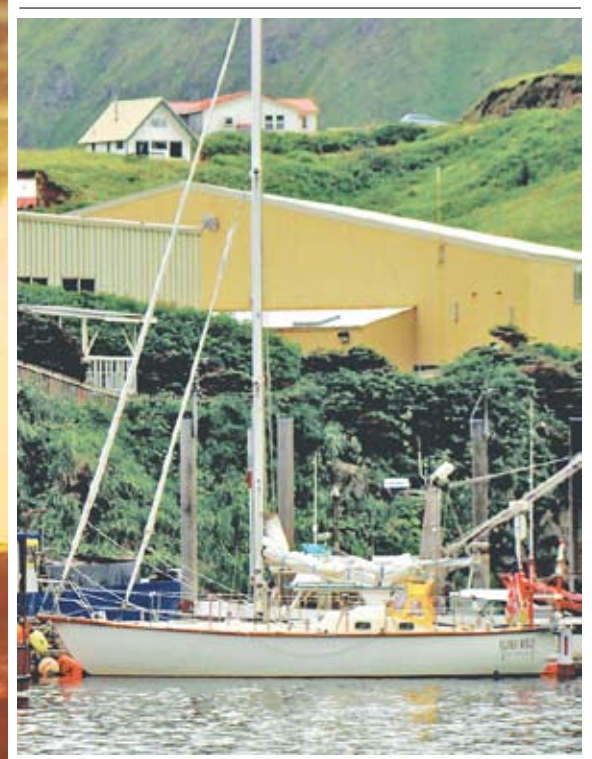
last year. North Pole Fever set in again — with a vengeance.

After the battering I took last summer, I decided to do a little upgrading on my Freya 39 *Arctic Alpha Wulf*. I had a third reef installed in my mature main and a new dodger made from the blown-out shreds of my last one, and bought a new diesel heater. Then I loaded the boat with enough gear to lower the waterline by six inches. Lastly, I filled the reservoir

ICEWARD BOUND



Priest Rock stands guard at the entrance to Unalaska Bay.



'Arctic Alpha Wülf' rests easily at the dock in Dutch Harbor.

in the old trawler lamp with fresh oil.

Timing is everything when sailing to the Arctic Ocean. It's critical to figure out the best time to leave Half Moon Bay to arrive when the polar ice has retreated to its minimum, but still get out before the winter storms set in. I didn't get it quite right last year, and spent 16 terrifying days off Nunivak Island paying for that mistake.

On July 8 this summer, it came down to 'leave now' or 'wait until next year' — so I left. By the second day of sailing,

the horizon stretched as far as I could see, with only a telltale sign of cirrus clouds high in the north sky and a lone albatross eyeing me. Curving sails filled with wind and dreams carried me on to new paths on old charts.

I made good progress for the first 10 days, averaging 130 miles a day. Around 3 p.m. on July 19, I noticed three distinct long bands of cirrus clouds, which normally precede a storm. Later in the afternoon, they spread out into a mackerel sky — another sign of a gale, but gener-

ally not here in the trades. I checked the weatherfaxes but they showed nothing within 800 miles of my location.

By late evening, the wind switched to the south and piped up to 20 knots. The front came through with a major wind shift at 4 a.m. and winds topping 35 knots. It was a struggle to get the third reef in the main as waves broke over the bow. My confidence in weatherfaxes was shattered like pack ice in a heat wave.

The Pacific High was still 1,000 miles to my west — it normally moves east

JERRY BORUCKI

ALL PHOTOS JERRY BORUCKI



in the summer but hadn't yet — and I didn't have time to sail to the back side of it to find favorable winds. With great reluctance, at 154° W, I sailed due north right into the middle of the High. It took seven days of miserable zephyrs to break through the other side.

I'd been having trouble with my radio equipment — I could receive but not transmit — and I spent 10 days trying to fix it. I finally ran across my back-up transmitter and checked in with the Maritime Mobile Net. I was surprised to learn that I'd been reported "missing at

for the next 790 miles to the Bering Strait. After two days of beating to the northwest, I neared the southwest end of St. Lawrence Island. Ninety miles long and 10 miles wide, the island is home to the 2,070-ft Mt. Kookooligit. Deep, crystal ice-filled ravines contrast with the light brown hills. A group of native Inuits on the island still practice the old ways, worshipping the hallowed ground as sacred. As I sailed by, I could swear that the smells of wood smoke and burnt meat mingled with the beat of a caribou-skin drum.

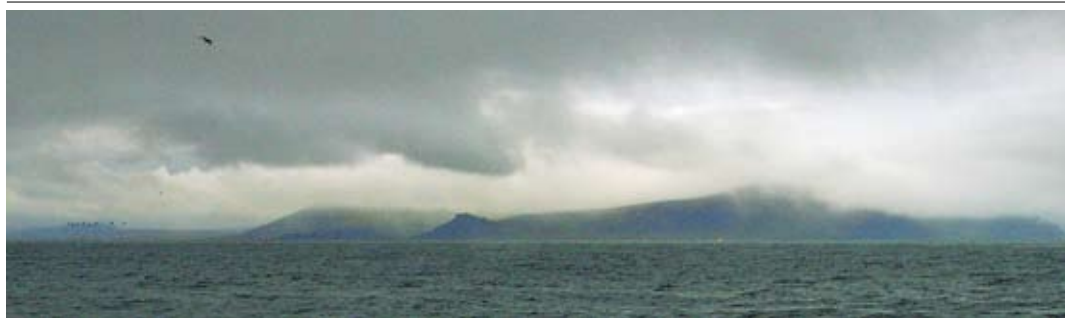
My route into the Arctic was through the Bering Strait, passing Big Diomed Island (Russia), and Little Diomed Island (USA) to the west. Alaska and Siberia have sharply pointed geographic coastlines that form a 60-mile wide throat through which Arctic waters snake, creating major tidal eddies. I call these eddies "rotators" because they swing *Arctic Alpha Wulf* wildly. Dense fog with intermittent rain (and occasionally sleet) showers swept across my bow with a large northwest swell. A lone albatross touching his wingtip on the swell, then disappearing into the gloom, is all I saw of the Strait.

North of the Bering Strait, radio conditions become very poor as the aurora ionization of the upper atmosphere absorbs the signals. I once again lost contact with

where the pack ice was mostly open. The veil of fog cleared on the southwest horizon late in the day, allowing a glimpse of the forbidding, barren Russian mountains near Mys Dezhneva, about 30 miles away.

On August 22, a day later than last year, and at 72°N, about 250 miles short of last year, I reluctantly turned south. Winter in the Arctic starts in early August and it's imperative to be out of the Bering Sea by the first of September. Going through the Bering Strait a second time was a long ordeal thanks to heavy currents flowing against me and a northerly wind with fog on the turbid sea.

Crystals and flowers grow right out of the rocks in a quarry near Dutch Harbor.



sea" to the Coast Guard!

Once out of the High, I made good progress north. It took 29 days to cover the 2,845 miles to the Aleutians and Unimac Pass. Transiting Unimac Pass was a hair-raising affair thanks to large tidal currents and heavy fog.

I now faced the notorious Bering Sea

The northwest Russian coast, from Mys Dzhennretlen to Kolyuchinskaya Guba, is home to a not-so-secret submarine base.

the outside world. I was cold and alone in the far north. But being alone is different from being lonely.

As I sailed into Kotzebue Sound, the wind was northerly at 15 to 20 knots and a strong tidal current was flowing to the northwest. So I sailed toward Siberia,

ICEWARD BOUND



Jerry was delighted to spend time comparing boats with Diana and Alvah Simon.

Nine days of cold northerlies, light southerlies and a gale later, I reached Dutch Harbor in the Aleutians. The dark

was settling in as I approached Unalaska Island, so I held off until daybreak before going in. Around midnight, a 150-ft fishing trawler rolled up alongside me, catching me by surprise with a mighty blast of his horn and a spotlight that could have fried the chrome off my winches.

I called him on the VHF

and he asked in a deep foreign accent, "Are you the shit-ass sailboat that's missing?"

"I have relatives who have little faith," I replied.



WWII-era pillbox bunkers are grim reminders that war has a long reach.

"You better get your ass into port before the Coast Guard comes looking for you," was his answer.

At daybreak, the island of Unalaska came out of the darkness and morning mist. Priest Rock stands out as a lone sentinel at the entrance to Unalaska Bay, giving his blessing to all who venture so boldly out to sea and welcoming those who have braved the Bering Sea.

Fifty long, dirty night watches, sleeping and eating when I could. Fifty days of being wet and hungry, suffering piercing cold and the punishing wind of the Bering Sea and leaving little in the spiritual reservoir. Fifty days and only impurities remained for the lamp to burn.

At the north end of the island is Unalaska Bay. Progressing southward, it flows into Iliuliuk Bay, and to the west is Amaknak Island. On the east side of Amaknak is V-shaped Dutch Harbor, where large freighters tie up regularly and yachts only rarely. Continuing southward in Iliuliuk, the bay narrows into the East Channel which flows into Iliuliuk Harbor. There large trawlers disgorge their cargos of fish for the processing plants located on Expedition Island. On the south side of Expedition, through a narrow channel, lies the small boat harbor.

I was warmly welcomed by the Dutch Harbor authorities, who directed me to a berth in the small boat harbor. As I approached the dock, I thought I recognized



JERRY BORUCKI

the 36-ft sailboat tied up there. It turned out to be Alvah and Diana Simon's *Roger Henry*. Alvah spent a winter aboard *Roger Henry*, frozen into the arctic ice in the early '90s, which he wrote about in *North to the Night*.

"Are you the missing sailboat that the Coast Guard's looking for?" he asked.

"I have relatives who have little faith," I replied once again.

"Ah," he said. "I know what you mean."

I was surprised to learn that they'd heard of me. Seems they read the article on my trip north last summer in the February issue of *Latitude 38*. It was great fun to compare boats, measuring *Arctic Alpha Wulf* against *Roger Henry* — I would still like a shot at the North Pole and need to know what I still have to do.

I spent several days recuperating in Dutch Harbor. After 50 days in my yellow seaboots, my feet resembled mashed potatoes tinged with green. It took three days just to get my land legs — I couldn't walk more than 10 feet without wobbling like a blue-nosed sailor.



The puffin population has declined drastically in recent years thanks to global warming.

The off-kilter walk to the grocery store led past the fish processing plant that cleans 50,000 lbs per hour, the sturdy grey apartments for the mostly Asian workforce, and pillbox bunkers left over from World War II. (The Japanese bombed the town on June 3, 1943, but never invaded.)

As I walked back from the store one day, I looked at the fractured and torn clouds, and I could find no signs of summer left in them. No delicate gossamers of cirrus to redden the evening sky; just dark, soggy masses of winter rain. It was time to go home.

Passing Priest Rock outbound, I asked for a blessing and a safe passage home. The voyage from Dutch Harbor back to my homeport of Half Moon Bay took 23 days — I arrived on October 1. I experienced one storm and two gales, all of which came out of Siberia. A double low — one to the north, the other to the southwest — trapped me in 50-knot winds with huge, confused seas. But then came the days of warm and gentle winds, deep blue seas and a yellow fall moon rising on a varnished sea.

Where away? To the north. Turn the glass and strike the bell. Put away the old sea charts with fresh courses marked on them. Blow out the flame of the old brass trawler lamp for another summer.

— jerry borucki

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SEASON CHAMPIONS, PART II

The common denominator of one design racing is the obvious one — that all boats in a fleet are created equal and that — theoretically anyway — crew skill and tactics are what win races. That's also its largest appeal: no need to wonder if you've 'saved your time' over another boat — whoever crosses the finish line first is the winner. But that's where the similarities end, at least on San Francisco Bay. Our local one design fleets are as eclectic as the folks who sail in them. They range in size from the 22-ft Etchells to the 40-ft J/120s, in age from Santana 22s, which first sailed in 1965, to the Melges 24 and Alerion Express 28, both children of the '90s. The latter two also represent the intensity extremes, with the gentlemanly two-person AE 28s limited to main and jib only, and no hiking — to the wild and crazy five-man Melges 24s which are very physical boats. (Which is not to say that the Alerion guys aren't physical and don't sail hard.)

Finally, some fleets count a dozen races in their overall season scores, while others sail three times that, or more. The J/24s, for example, have 41 counting races over the summer. The Express 27s have 39 — just in their buoy series. They also ran an 8-race Distance Series.

There was a time not so long ago when most one design racing was done

We don't have room to profile every winner of every one design division. So before you get to 'main event' on the following pages, please join us in congratulating the winners and placers in these additional one design classes:

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 19 points; 2) **Ay Caliente**, Aaron Kennedy, 29; 3) **Bufflehead**, Stuart Scott, 42. (4 boats)

EXPRESS 37 — 1) **Elan**, Bill Riess, 21 points; 2) **Bullet**, Michael Mahoney, 26; 3) **Golden Moon**, Kame Richards, 26. (5 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg; 2) **Max**, Ryan Richard; 3) **Arch Angel**, Bryce Griffith. (5 boats)

J/105 (PC) — 1) **Miss Demeanor**, Aidan Collins, 12 points; 2) **Ultimatum**, Musto Gunan, 13; 3) **Racer X**, Laby/Pipkin/McGrath, 13. (3 boats)

EXPRESS 27 (PC) — 1) **Archimedes**, Joe Balderrama, 10 points; 2) **Freaks on a Leash**, Scott Parker, 12; 3) **Strega**, Larry Levit, 14. (3 boats)

as part of ODCA — the One Design Classes Association, which is a division of YRA — the Yacht Racing Association of San



Francisco Bay. YRA acts as an advocate for racing in the Bay, maintaining buoys, coordinating race management, and processing PHRF certificates, to name a few of their functions. Other fleets under the YRA umbrella include HDA (handicap racing) OYRA (Ocean racing) and WBRA (wooden boat racing).

While most YRA fleets have remained relatively stable over the last few years, ODCA numbers have inexorably dwindled. Try as they did (and still do), it was impossible for YRA to find a format that pleased everyone, so one by one, fleets have dropped out of YRA to run their own

seasons. Where once there were upwards of 20 ODCA fleets, there are now 7. The winners of the five largest of those are profiled in the following pages, along with winners of the seven largest independent fleets.

Fifty-six boats in 7 classes signed up for the 2008 ODCA season, with only 36 boats in 4 classes qualifying. (To qualify, at least five boats in the fleet must race 50% of the scheduled events.) That's down slightly from the 2007 season for the 'serious' racing. But with an



ALL PHOTOS PETER LYONS, WWW.LYONSIMAGING.COM EXCEPT AS NOTED

2008 one design action. Spread, 'Mr. Natural' (666) bedeviled all comers in the Etchells class this year. Insets (l to r), 'Ditzy' on her way to an AE28 class win; 'Downtown Uproar' gets sideways at a mark rounding; 'Golden Moon' took second in the Express 37s this year; 'Harry' chases 'Goose' in the SF 180 Division; hyper-hiking on a Melges 24.

innovation which debuted in 2007 and bloomed with popularity this past summer, things may actually be looking up for YRA's numbers, both in one design and handicap fleets.

It's called the Party Circuit, and it's just for fun. The 'PC' is a series of three weekend-long events, with racing on Saturday and Sunday and — as the name suggests — a party on Saturday Night. In 2008 the Party Circuit consisted of

the Vallejo Race, Summer Solstice and the Second Half Opener. As well, this year YRA combined ODCA events with both HDA and PC races to conserve race committee resources, give fleets a larger pool of races to choose from, and perhaps most importantly, maximize fun. As one HDA winner noted in last month's issue, "The Party Circuit is a great idea. Before that, the only time I ever met other sailors was in the protest room!"

"ODCA welcomes new fleets and new ideas," says Association President Bill Murphy. If you have any of either of those, or just for more information, contact the YRA office at 415-771-9500, or Bill Murphy at 510-525-3161 or capnbill@lmi.net.

This is the second installment of our 2008 Season Champions Series. We'll wrap up next month with profiles of the winners of WBRA, BAMA, SSS, Wabbits, a few dinghy classes and whomever else we can find.

SEASON CHAMPIONS, PART II

Alerion Express 28 *Ditzy*



COURTESY RALF MORGAN

Ralf Morgan/Deborah Clark Richmond YC

"The whole thing is my wife's doing!" laughs Ralf Morgan. He's talking not only about the couple's season win, but their purchase of an Alerion in the first place. Before that, they'd daysailed their Express 27 *Cotton Candy* for years, but rarely raced.

"I was living in blissful limbo," says Ralf, who's spent a lifetime sailing the Bay and working in the local marine industry (he currently runs the rigging shop and computer store at KKMI). "Then one day about four years ago, Deb called and said she'd seen this pretty 28 footer, and what did I know about Alerions?" The answer was "not much." But he looked at the somewhat run-down 2002 boat and decided to buy based mostly on its pedigree — both the Express and Alerion were designed by the late Carl Schumacher. Ralf named her *Ditzy* after his wife's nickname. "The inside joke is that she's anything *but ditzy*," he says.

The duo, who have sailed together so long that they were already an efficient team, found out early that, as Ralf says, "The Alerion is a very easy boat to sail, and a hard boat to sail well" — especially with the standard-issue Hoyt boom and white sails only allowed for class racing. "We were tearing our hair out learning that boom," Ralf notes. "Once you do figure out the wide range of adjustments, the boat gets up and goes." Or in *Ditzy's* case, really goes — Ralf and Deb won every one of the class's 11 races.

2) **Lizbeth**, Michael Land; 3) **Dream**, Kirk Smith. (6 boats)

Express 27 *Witchy Woman*



LATITUDE/SUTTER

Tom Jenkins Morro Bay YC

Tom Jenkins calls the Express 27, "probably the best boat I've ever owned and sailed and hard to beat in bang for the buck."

It's sure been good to him this year as the software engineer turned cattle rancher from Arroyo Grande racked up numerous top-three finishes throughout the year to win the class' season championship in hull number 116, *Witchy Woman*.

Jenkins sails mostly with a group of friends from Morro Bay YC that includes the husband and wife team of Andrew and Marrie Brown, as well as John Nieswanger and San Diegan Erick Knowacki.

Jenkins bought the boat three years ago, trading in his Melges 24 about the time son Cole arrived on the scene.

"I wanted something more stable with lifelines and a little interior where the kids couldn't get into so much trouble," he said. He says "kids" because the day before we contacted him about his win, Jenkins' wife Bette — who also normally sails on the boat — had just given birth to daughter Paige. It'll be a few years until the kids are part of the crew lineup, but that's okay: Jenkins said he's pretty happy with the current group.

"Everybody's pretty committed to the program," he said. "I'm hoping for the same thing next year because we're all friends and really enjoy sailing together."

2) **Moxie**, Jason Crowson; 3) **Magic Bus**, Eric Deeds. (29 boats)

Etchells *Mr. Natural*



COURTESY BEN WELLS

Ben Wells/Bill Barton StFYC/SFYC

Ben Wells (above) and co-skipper Bill Barton got out of the blocks quickly in their run to the Etchells Fleet 12 season championship. They won the season opener — San Francisco YC's Resin Regatta — and never looked back. When all was said and done, the duo, along with bowman Cappy Pratt, finished nearly 100 points clear of second to take their first season title together, and Wells' first Etchells season championship.

"It's really great having someone of Bill's caliber aboard," Wells said, adding that before selling him *Mr. Natural* five years ago, Barton — the class's elder statesman on the Bay — had sailed the boat for years in Fleet 12.

In winning this year's season championship, Wells is following in the footsteps of many great local sailors, including-brother Tim, who won in 2006 with — guess who? — yep, Bill Barton in the middle of the boat.

The Wells brothers cut their sailing teeth in International 14s, 18-ft skiffs and other high performance boats, and for a while moved together from one class to the next. Both also sailed 11-Metres in the pro days of the mid to late '90s at Pier 39, where Ben won a national championship in the class.

"We were consistent," said Wells, who is President of an environmental consulting firm in Mill Valley. "We have a great team and we really have a good time sailing together."

2) **AARP**, Vern Neff/Myron Erickson; 3) **Hyper**, Tom Oller. (19 boats)

**Islander 36
Captain Hooke**



COURTESY TOM NEWTON

**Tom & David Newton
Richmond YC**

"We sucked less," was Tom Newton's assessment of how *Captain Hooke* came to top the Islander 36 fleet in only their second full year in the fleet. And when the going got rough, they 'sucked' the least, edging out *Tenacious* in the penultimate 14th race to secure the season win, with *Pacific High* taking third only a point behind *Tenacious*.

Brothers David, a physicist, and Tom — "No visible means of support" — are hardly new to racing, though. Before *Hooke*, they campaigned a Triton until that long-running fleet finally went the way of the buffalo a few years ago. When they started looking around for a new one-design steed in 2005, they stumbled upon *Captain Hooke*. Seeing beyond her sad state of disrepair, it was obvious the boat had been set up for racing by someone who knew their stuff. That someone turned out to be the late Dave Fenix, who owned the boat prior to entering the IOR wars with the Peterson 55 *Bullfrog* in the early '80s. The Newton brothers got a deal on *Hooke* and spent the next year fixing her up. "We replaced everything but the engine and those nice big Barientos," says Tom.

The *Hooke*-ers themselves are also mostly Triton ex-pats: Beau Woodward, Mike Fritch, Ely Gilliam, Jason Scott, Nick Zoffel, Ryan McLachlall, Bob Nunn.

"I still have all my fingers and toes, so we'll be back," says Tom (above). "Until I lose something, we'll keep on racing.

- 2) **Tenacious**, Robert Warren/Kris Youngblood;
- 3) **Pacific High**, Harry Ferrell. (6 boats)

**J/24
TMC Racing**



COURTESY MICHAEL WHITFIELD

**Michael Whitfield
Berkeley YC**

Michael and his team are returning champions, having won this fleet in 2006. In '07, they took second. This year, they hit the race course with renewed intensity, taking 27 bullets in the 41-race, 8-throutout series. After the eight discards, that gave the TMC crew — whose regulars include Lou Anna Koehler, Lulu Yang, Eamon O'Byrne, Lester Igo, Sarah Mangan and Mike Arrajj — 57 points to the second boat's 103!

"But that's net," says Michael, a management consultant. "If you look at all the races, it was really close. There's a tremendous level of competition in this fleet."

One reason for the extra effort this year was the honor of representing District 20 at the J/24 Worlds next April in Annapolis. "And yes, we're going!" says Michael, who's one of the real road warriors of local racing. He's racked up more than 15,000 miles towing TMC to sailing events in Houston, Seattle and PV.

The most exciting moment for TMC this year was the windy season finale on the Berkeley Circle. It was blowing 25-30 and on the final run, TMC was the only J/24 to even attempt to set a spinnaker. "The boat took off and we hung on for dear life all the way to the finish," says Michael. He feels they could never have stayed upright had it not been for those road trips. "We've raced a total of four times on the Columbia River Gorge, and believe me, that place really schools you in heavy air sailing."

- 2) **Small Flying Patio Furniture**, Ned Walker;
- 3) **Little Wing**, Luther Strayer. (8 boats)

**J/105
Good Timin'**



LATITUDE/JR

**Chris Perkins/Dave Wilson
StFYC/SFYC**

For Chris Perkins and boat partner Dave Wilson, it was just another year on the the water in the ultra-competitive J/105 Fleet 1 — another *successful* year. Since acquiring *Good Timin'* in 2000, Perkins and Wilson have won the season championship eight times.

"We're not counting," Perkins said, playing it down. "We've just been on a streak, we have a good boat, a great set of sails, a great group of people and consistency throughout the year."

It's those basics, plus not being preoccupied with the final numbers, that help you do things like round a first weather mark in 27th, and five legs later finish third — which *Good Timin'* did at this year's 36-boat J/105 North Americans hosted by St. Francis YC. It also doesn't hurt to have a bigger crew roster than spots on the boat.

"We have more people than are allowed on the boat," he said. "We're fortunate to always have great crew, which is the key to success in any one design fleet."

In addition to Wilson, the *Good Timin'* crew featured Perkins' brothers Jon and Phil, Darren Ward and Heather Ross. Throw in guest appearances by Tom and Melissa Purdy, Pete Scott and Thomas Isler and you have a pretty solid group.

Good Timin' was consistent enough to finish the season 36 points clear of runner-up *Donkey Jack*, despite the fact that the latter won both the North Americans and Big Boat Series.

- 2) **Donkey Jack**, Scott Sellers/Eric Ryan/Rolf Kaiser;
- 3) **Aquaviv**, Tim Russell. (38 boats)

SEASON CHAMPIONS, PART II

J/120 Mr. Magoo



LATITUDE/JR

Steve Madeira StFYC

For J/120 Fleet 5 rivals Steve Madeira and Barry Lewis, the race day starts at the Marsh Street exit on Highway 101. The two live only a mile away from each other on the Peninsula, and their physical proximity doesn't end when they hit the water. Case in point: after 33 races for the season championship, Madeira's *Mr. Magoo* finished only six points ahead of Lewis' *Chance*, with the latter taking the class win at this year's Rolex Big Boat Series on the last leg of the last race.

"We had a really good Aldo Alessio Regatta and that put us over the top," Madeira said. "We were disappointed to not be able to close it out, but we stole it from Barry the last two years so it was his turn."

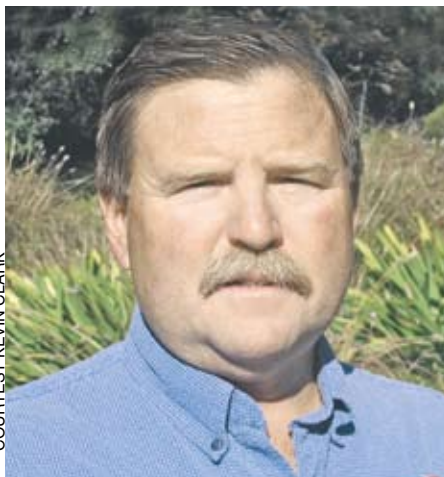
Madeira, who is the VP of Administration for software company Equity Administration Solutions, credited his regular crew of Jeff Lawson, Tom Glockner, Tom Allard, Greg Meagher, Dave Grandin, Anthony Krumeich and Darren Goldman with *Mr. Magoo*'s win.

With two new potential owners joining the fleet next year, Madeira expects the blend of rivalry and camaraderie in Fleet 5 — he said the fleet's crews have become as good of friends as the owners — will bring everyone's game up.

"Barry and I have been giving the local trophy shop lots of business as we trade this thing back and forth every year," he said. "But it won't be long before neither of us takes it home!"

2) **Chance**, Barry Lewis; 3) **Desdemona**, John Wimer. (7 boats)

Melges 24 Smokin'



COURTESY KEVIN CLARK

Kevin Clark Encinal YC

Kevin Clark has been puttin' in the time in the Bay's Melges 24 fleet for nine years now, and despite consistently posting top finishes, had yet to make the final step up to the top of the podium.

Twice the runner-up over the past few seasons, Clark said he was surprised to find he'd won the 2008 season championship after missing much of the latter half of the season. His team, which has been sailing together now since he traded in his Olson 30 for the Melges in 2000, includes former Santana 22 national champion Michael Andrews as well as Tom Rankin and Andrew Kobylinski.

"I think we've been picking up speed and improving over the years," Clark said. "You hit these plateaus and then you break through them."

Despite Clark's initial surprise, it turns out that in the final tally, *Smokin'* sailed just enough races to qualify for the season championship. And they sailed well enough to take the season's high-point with a final number of .8 to beat the .7 posted by Tom Klenke's *Nothing Ventured*, the only boat to sail each counting regatta this year.

Clark, an Orinda-based contractor who also puts in time on SC 50s and C&Cs, was bullish about the prospects for the Bay's Melges fleet for 2009.

"We're getting a lot of new owners," he said. "The nationals will be at St. Francis next year and that will up the participation going into next year."

2) **Nothing Ventured**, Tom Klenke; 3) **JAM JAM**, Neal Ruxton. (19 boats)

Moore 24 Eight Ball



LATITUDE/SUTTER

Scott Easom San Francisco YC

To say that Scott Easom and his *Eight Ball* team had a good rookie season in the Moore 24 fleet is probably the understatement of the year.

Easom — whose eponymous rigging business has a client list of some of the best-known race boats in the world — and crew Matt Siddens, Gary Sadamori and Chris Lewis were so good that they won four of the nine regattas in the 2008 Roadmaster series, and their only finish outside the top two was a seventh!

So impressive was *Eight Ball*'s sailing that the fleet took to circulating eight-ball decals. When anyone beat the black and white boat in a race — which wasn't all that common during the series — he or she would affix a decal to their transom to signify their "kill."

Easom took it in stride for what it was — a high compliment — and kept on winning, in a boat and class he really enjoyed.

"There's no better affordable boat with that many people on the start line," he said about the fleet. "Everyone was so welcoming, and since I'm in the industry, it's really important that when I sail for myself, I enjoy it."

And while some professional sailors try their best to do anything *but* sail on their days off, Easom said that's just not the case for him.

"The formula is the same whether I'm on a maxi boat or the Moore," he said. "I totally love what I do."

2) **Flying Tiger**, Vaughn Seifers; 3) **No Idea**, Scott Sorensen. (57 boats)

**Olson 25
Vivace**



COURTESY LARRY NELSON

**Larry Nelson/Frank Van Kirk
Richmond YC**

Larry Nelson (left) and Frank Van Kirk have been boat partners for going on 20 years. They met while crewing on the Olson 30 *Killer Rabbit* back in the '80s, and partnered on a Catalina 27 named *Freyja* late in the decade. They won a season championship or two with her, but it was nothing to their record with *Vivace*. This is their sixth season with the Olson 25 fleet, and their third season championship (the others were in 2004 and 2006), and they've never finished worse than third. On paper, this year seemed like a particular decimation, with *Vivace* taking 16 firsts in their 24-race, 3-throutout series.

Which is not to say it was easy.

"The competition was really strong when everyone came out, particularly *Hamburger Haus* and *Synchronicity*," said Larry, who's in sales and marketing for GM. (Frank runs a painting shop.) Fortunately, *Haus* wasn't signed up for the whole season and *Synchro* didn't make all the races.

Both Frank and Larry credit the boat's success to their tried and true crew: Mike and Linda Quinn, Terry Bennett, Harry Weiner and Baird Lloyd-Knuckles. They have particular praise for Mike Quinn, who does double duty aboard: foredeck and tactician.

"I think we're the only boat out there with a guy shouting tactics from the foredeck," laughs Larry. "But it's worked out well so far!"

2) *Synchronicity*, Steve Smith; 3) *Balein*, Dan Coleman. (6 boats)

**Santana 22
Meliki**



JONATHAN GUTOFF

**Tom Montoya
Abracadabra YC**

Most racers move up to bigger, faster rides as time passes. Tom Montoya "Stepped back and slowed down," as he puts it, to Santana 22s. It was quite a step — up until 2004, he'd spent nearly two decades as boat partner and crew with Dennis Surtees in an Antrim 27 and Melges 24, both named *Abracadabra*.

So why did he move to the Tuna 22?

"My son started law school," cracks Montoya, who works for the City of Alameda. Also, Surtees finally decided to slow down after a lifetime of racing. And Tom — who grew up locally and has been sailing the Bay since 1970 — always admired the little Gary Mull-design. So four years ago, he got one.

It took a year just to set the boat up to his liking. Then he sailed singlehanded for a couple of seasons. This year, he signed up for ODCA, grabbed a couple of guys off his dock in Alameda — Ralph Woodard and Javier Jerez — and the three of them quickly gelled as a team.

Meliki won the first half of the 19-race season, while Jan Grygier's *Carlos* took the second half. In a bylaw unique among ODCA fleets, whichever of those two won the Champion of Champions would be the fleet champion. *Meliki* not only prevailed over *Carlos*, Tom and his crew won the C-of-C itself.

"I'd like to credit my crew for the win — and Dennis Surtees, without whom I never would have kept sailing all these years," says Tom.

2) *Tackful*, Fred Lawler; 3) *Tchoupitoulas*, Buckingham/Giovacchini. (12 boats)

**SF 180
Goose — Catalina 30**



COURTESY MICHAEL KASTROP

**Michael & Lorianna Kastrop
South Beach YC**

Michael and Lorianna have been sailing *Goose* for 12 years now and really wonder why more folks don't race Catalina 30s, especially since there are literally hundreds of them on the Bay. "It's a great Bay boat, and once you learn how to make it go, it's very competitive," says Mike, an architect among whose projects was the interior design of South Beach YC's new clubhouse. "But although I was sad to see the Catalina 30 One Design fleet go away a few years ago, I have to say we couldn't be happier in SF 180." That number is the PHRF rating band for older racer/cruisers in the 30-ft range, such as Tartan 30s, Santana 30s and Newport 30s. Two of the perennial battle cruisers from that last group gave *Goose* a real run for the money this year.

"*Harry* and *Zeehond* are really tough to beat when they're out there," says Mike. "Fortunately, they weren't around too much in the second half!"

Mike and Lorianna's longtime core crew includes sons Jack and Clint, Alex Kononoff, Mark Hensley Tom Hawkins and Ramelle Ruff. "A large part of how well we do every year is due to our great crew," says the skipper. They also helped sail *Goose* to a second in the Champion of Champions.

Off the race course, Mike helps organize Catalina events on the Bay. "We're trying to get the Nationals here next fall, and hope to put 20 to 30 boats on the line!"

2) *Zeehond*, Newport 30, Don Guay; 3) *Harry*, Newport 30, Richard Aronoff. (7 boats)

MAX EBB

"Keep your head down and don't touch anything," they warned as I sat next to the coffee grinder near the front of the midships cockpit. "Especially the winches. And watch out for those handles — they might spin even if people are grinding on a different winch."

This was going to be fun. I'd been invited by a friend of a co-worker to come out for a daysail on a very large yacht. But the co-worker had canceled, so I found myself a guest on a sailboat where no one knew me.

I hadn't thought to bring foulies or seaboots and, as luck would have it, my jacket was the only one I owned without a yacht club logo or boat graphic printed on it.

As far as the owner, the crew, and the other guests were concerned, I was a complete novice. And I saw no reason to correct their assumption. For once, I was going to go sailing as a passenger. I could remain incognito, play the part of the dumb landlubber, kick back, and ask stupid questions while the regular crew did all the work.

But my plan almost fell through before we even left the dock. One of the volunteer crew recruited to help sail this big yacht was Lee Helm, a naval architecture grad student who sometimes calls tactics on my boat. That is, when she isn't windsurfing or doesn't get a better offer. Fortunately I spotted her before she spotted me.

"Lee!" I stage-whispered, after checking to see that no one else was within earshot. "I'm a passenger today — don't blow my cover."

"For sure, Max. Relax and enjoy the flight."

My secret was safe, but then I almost outed myself as we were getting underway. One of the crew tossed a dockline on deck, and without thinking I picked it up and

started to coil. Fortunately the crew were busy with other lines, and the guests were distracted by a plate of pupus being

passed around by the catering staff.

"How many does this boat sleep?" I asked one of the crew who was stationed nearby at the main halyard winch, preparing for the hoist.

"Gee, I never really counted all the berths," he answered. "But we race to Hawaii with a crew of 18."

"Wow, all the way to Hawaii," I said. "It must take days. What do you do at night?"

He started to describe the halfway barge but was cut short by the call for mainsail up.

The main was on one of those roller boom systems. No sail ties or gaskets, and the halyard winch was powered by an electric motor. As the sail went up it unrolled from a mandrill inside an extra-large-diameter boom.

But as soon as it was up, the afterguard decided that we should roll in a reef. The furling line swapped places with the halyard on the big electric halyard winch, and there was some messing around with the powered hydraulic vang until a digital read-out confirmed an exact 90° angle between boom and mast.

"The sail doesn't roll up properly unless the boom is at the right angle," explained Lee. "But it's totally easy to just eyeball it if you, like, watch how the luff is wrapping around the front end of the mandrill as the sail comes down."

By the time the right amount of main was set, we were out in the open Bay and we bore off to unroll the jib.

This was also automated, with an electric motor rotating the luff foil. I was sitting right in front of the leeward primary winch drum, and I waited for the crew to direct me out of the way so they could tail in the slack. But they never clutched in the grinder, and as far as I could tell, there were no small winch handles on deck.

Setting the main t'gallant on 'Maltese Falcon'. It takes four minutes to set or furl 15 sails, all controlled from the wheelhouse.



The primaries were also electric! We turned up onto a reach, the engine shut down, and we were sailing.

Someone from the aft cockpit called for the jib to come in more for better close-hauled trim, so Lee pressed the button with one hand while tailing with the other.

"I could get used to electric winches," she confessed as she touched a different button for fine trim.

"I thought you hated roller furling," I said. "Especially mainsail furling."



The seven-masted schooner 'Thomas W. Lawson', the ultimate example of a traditional, longitudinally divided rig.



MAX EBB

"They serve an awesome lunch on this barge," she explained. "And in-boom furling isn't the same crime against nature that in-mast furling is. I mean, you can still have long battens and a big roach, so the boat isn't as crippled as it'd be with those hollow leach in-mast furling mains."

The boat was impressive under sail, and the galley crew came around with another tray of gourmet snacks. I don't think I've ever gone so fast to windward, or stayed so dry or had such fancy ap-

petizers while beating up the middle of the Bay.

When another guest came to join us in the mid cockpit, I asked why we were "keeling over" so far.

"Stiff breeze," he said. "And a tall stick."

"Stick?" I asked.

"Mast, that is. This boat has a big rig. You know, my schooner is almost as big as this boat, but I have seven sails instead of two. The masts are a lot shorter and the largest sail is about half the area of this mainsail."

"That's the old approach to handling a big boat shorthanded," said the crew, whose attention had been caught by

mention of a big schooner. "Divide up the rig into smaller sails, each one easier to manage. But these days, with power winches and furlers, we can run a sloop with fewer hands than you probably need to work your schooner."

"Electric motors have been around for a hundred years," said Lee. "Material science makes this possible. Especially high-modulus fibers and carbon spars."

This touched off a debate about material technology versus design evolution, but the schoonerman insisted that a divided rig was still the best way to go, especially for easy handling by a small crew.

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"When boats couldn't point very high that made more sense," argued Lee. "Look at the extreme case, the *Thomas W. Lawson*. That was a seven-masted coasting schooner. They went up and down the New England coast, working land and sea breezes, mostly reaching. Couldn't go upwind worth beans, but for reaching, it was cheap and efficient and easy to handle."

"But they only built one like it," said the crew. "And today, with more close-winded boats, you would never divide up the rig like that — each mast is in the backwind of the masts in front! Even a ketch can't point as high as a sloop. The ketches and yawls I used to race on usually furl'd their mizzens going upwind, the backwash from the main was so bad."

"Actually, divided rigs on modern boats should be divided on the transverse axis," Lee proposed. "You know, like the Trifoiler or *Team Phillips* biplane rigs."

"How do you figure that?" asked the schooner owner.

"Older boats, especially older com-



COURTESY HOBIE

The Hobie Trifoiler, probably the first production biplane rig, transversely divided for low angles of attack.

mercial sailing vessels spend a lot of time reaching and don't, like, point very high. With the wind coming from the side, it makes sense to divide the rig

fore and aft. But modern boats are fast and close-winded. The faster they are, the more the wind is going to be coming from in front."

"Iceboats are always beating, even when they're running," said the crew.

"Fast multis are almost in the same range," added Lee. "So if you divide the rig, it should be divided sideways to minimize interference between them."

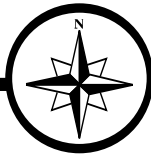
"Tough to do on my boat," noted the schooner owner.

"For sure, this is only for fast multi-hulls," Lee agreed.

Meanwhile we were rapidly using up our "runway," as the afterguard called it, so it was time to tack. The crew positioned me carefully to keep me clear of flogging sheets and jib clews. Even with power winches, it was a process that required three people to cast off, tail and grind without anything getting stuck, plus one or two back on the mainsheet traveler.

"I still go for self-tacking over roller

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furling," said Lee.

"You can have both," said the crew. "Overlapping jibs are a problem on boats bigger than this one anyway. I worked on one monster that wasn't even allowed by their insurance company to jibe in more than 15 knots of wind. And they were so afraid of flogging that we had to roll up the jib for each tack."

"There's always the *Maltese Falcon* approach," suggested the schooner-man. "That rig is completely fly-by-wire. Fifteen sails, all furled inside the masts, controlled by buttons in the wheelhouse. No flogging, no muss, no fuss. Really amazing how well it works."

"It doesn't point very high, but it's so fast it doesn't need to," noted Lee. "It's a way cool setup for sure."

Lee knew what I was thinking. If she's so down on in-mast furlers, how could she be enamored with the *Falcon's* rig?

"Furling sails inside the mast is braindead on normal boats. You can't have any battens, so the sail can't have a roach, so the area is reduced and the platform is the least efficient possible pin-

head shape. But on the *Maltese Falcon* rig, the yards are like massive battens, and each sail is like a panel that rolls out between battens. Each mast works like one high-aspect sail."

"I'm just amazed it works at all without getting stuck," said the crew.

"It took years of development to get it right," reported the schooner-man, who let drop that he had sailed on the big boat. "One of the breakthroughs was using a double bolt rope: one bolt rope goes inside the sail groove and one stays outside, to keep the sail stiff and prevent folds from jamming at the feed point."

"Brilliant," said the crew. "We could



COURTESY TEAM PHILIPS

'Team Philips', with a biplane rig too far ahead of its time.

do something similar on this boat, come to think of it. But how do they keep the wire on the roller drums from binding up?"

"I'm sure they totally use fiber rope, not wire," said Lee. "Material science to the rescue again. With thin and flexible line, the drums can be big enough so only a single layer of line is rolled up on each one, and I'll bet there are mechani-

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cal guides leading the furling lines into spiral grooves on the drums. Every time a furling line rolls in, it goes exactly the same way, and they get the same tension at the same setting every time."

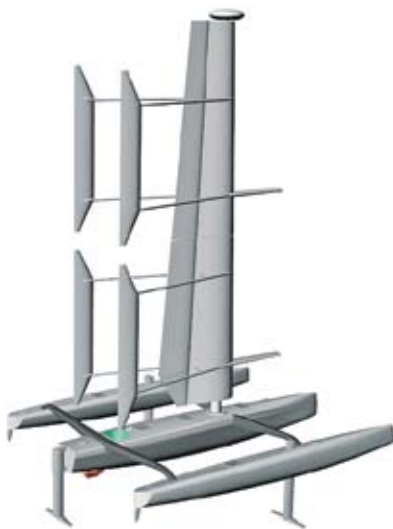
"Sweet," said the crew. "I've cut my hand on meathooks on furler wires too many times."

"You're not old enough to remember wire halyards on mast-mounted reel winches," remarked the schooner owner. "But it's true that the *Falcon* rig doesn't go upwind all that well. What's impressive is that all 15 sails can be set or furled by one person in four minutes without leaving the bridge. It used to take me longer to raise the sails on my Snipe."

"It's a breakthrough boat for sure," Lee agreed. "But there are other ways to, like, automate sailing rigs, and some of them can be more close-winded than a DynaRig system."

"Okay, what would you do to automate sail handling on a big boat," asked the schoonerman, "if pointing high were more important? I'm not in the New England coasting trade. When I take

COURTESY HARBOR WING TECHNOLOGIES



Proposed zero-handed military long-duration reconnaissance vehicle. How do they deal with kelp?

the boat out for a daysail, I spend a lot of time beating, which is not exactly a schooner's strong suit."

"Don't change anything on your

schooner," advised Lee. "But for a boat that's really fast, sails might not be as good as a solid wing for upwind."

"Wings are in," said the crew. "Rumor is that the 'America's Cup Deed of Gift 90' might go to a wing."

"For sure," Lee agreed. "That thing must be so fast compared to wind speed that they're in the iceboat angle of attack regime, and they must have a hard time keeping the soft rig trimmed right for such small angles. With a solid wing, you can have a big area of positive pressure on the leading edge, so, like, the wing will hold its shape and keep working efficiently at very low angles."

"A friend of mine worked on the *Stars and Stripes* cat in '88," added the crew. "They had a soft rig and a wing rig to choose from, and he claims the wing was both lighter and more reliable, the opposite of what you'd think."

"I don't know," said the schooner owner. "A wing doesn't exactly sound like a user friendly kind of rig. How do I reef? How do I take the thing down?"

"You leave it up," answered Lee. "The



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area is a lot less than the area of a soft sail for the same power, especially if it has a camber flap or two."

The wind was building, and our conversation was cut off by a call for another few turns of reef in the mainsail. There was some flogging as the vang was brought to the right setting, then I observed the button-pushing and tailing as a few more feet of mainsail rolled into the boom.

"Maybe it will be like when they first went from gaff sails to jib-headed," the schooner owner speculated once he was back in the cockpit with Lee and the other crew. "People thought the sails had to be the same area as the old gaff sails they replaced, and it took a while for designers to realize that the sails were more efficient without gaffs and they could have a lot less area."

"Not inherently," noted Lee. "Look at square-top rigs, which are sort of like modern gaff sails. But back then, with gaffs twisted way off, yeah. Same thing

here. Wings can be smaller. And they can be automated easily."

"Is anyone actually building boats with wings instead of sails?" I asked, since it seemed like a reasonably clueless question.

"I was at a lunch meeting at the yacht club where they presented plans for an unmanned sailing recon drone," said the crew. "It was a 40-ft tri with hydrofoils. Pretty amazing if they get it working. But I gotta wonder how they're going to handle squalls and storms."

"There was once a military sailing hydrofoil too," said the schooner sailor, "and it took, what, 40 years before a consumer foiler came to market?"

"Harbor Wing is the company working on the drone, and they have a prototype sailing that might evolve into a recreational production design," Lee said. "It's a 32-ft cat, based on Stiletto hulls, but it's still in trials in Hawaii."

"Okay, how do they reef?"

"Just by keeping the angle of attack

low," explained Lee. "There's like, no luffing or flogging, so you can depower by allowing it to weather-vane."

"Sure, if the wind is dead steady," said the crew.

"It uses air rudders to rotate the wing," said Lee. "In the Harbor Wing design, there are biplane air rudders to keep the rudder blades in clean air. The angle of the rudder sets the angle of attack of the wing."

"Ah, just like a trim tab on a self-steering rudder," said the schoonerman. "So it can rotate with every shift."

"Zactly," confirmed Lee. "And without any control input. The mast is stepped on a free-to-rotate bearing, so it only takes light control on the air rudder to set the angle, and it moves with the apparent wind in real time to maintain that angle of attack."

"In theory," said the crew. "But the wind is very turbulent in storms and might be in different directions at the top and bottom of the rig."

"Even in good sailing weather," added the schooner sailor, "there's twist in the wind direction, caused by the fact that

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the air aloft is moving faster than the wind at the surface, so the apparent wind aloft doesn't deflect aft as much as it does down on the deck."

"That's why wing rigs are usually segmented," said Lee. "The Harbor Wing prototype only has top and bottom segments, but I've seen versions with three segments. And each segment has a camber flap too, so they have four separate moving panels plus the four rudders on this thing."

"Still," said the schooner man, "I have trouble imagining a wing rig in light air and sloop, when the boat and the wind are both bouncing around. Sails seem to be more tolerant of that — just my gut feeling."

"Your gut's sort of right," said Lee. "Wings have a much sharper stall. But, like, with the air rudder and segmented wing, the top segment can rotate with each swell to stay trimmed to the apparent wind angle caused by the roll and sway at that instant. A twisted soft sail does a little of that, too, in between slatting, but it doesn't do it nearly as well."

"I think a wing with rudders would



COURTESY HARBOR WING TECHNOLOGIES

Harbor Wing's test platform and prototype recreational wing rig. Note the biplane air rudders, vertical segmentation and counterweights.

get shaken all to heck and back in ocean swells," predicted the crew. "Especially if the pivot point is near the balance point

of the wing, which it would have to be for the air rudders to work right."

Once again we had run out of room on the Bay, and the crew, the guest and Lee all jumped to their stations to cast off, tail and "grind," which on this boat consisted of holding down a button.

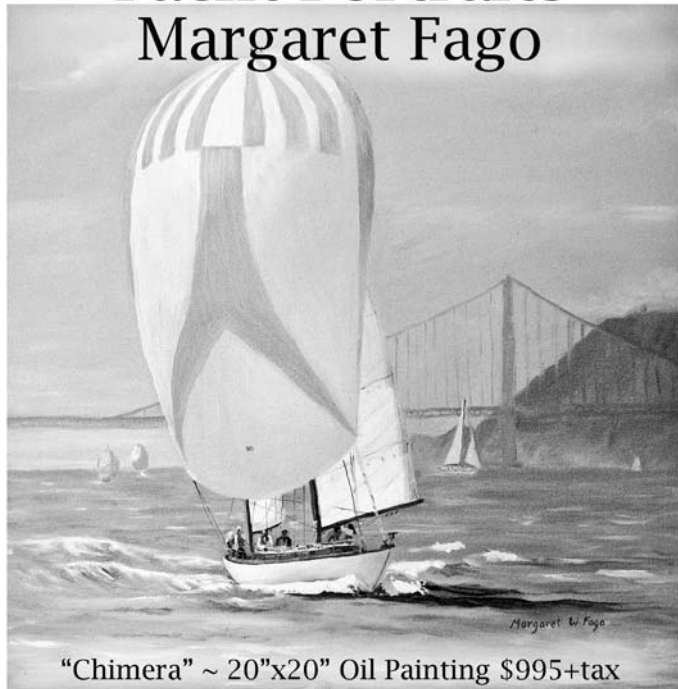
"Thumb getting tired?" I asked Lee as the sound of the winch motor slowed under the strain of trimming in the last few inches of jib sheet.

"One more thing they found with the prototype," Lee continued, ignoring me, "is that each wing segment needs a counterweight in front, for just that reason — otherwise the inertial forces, linear and rotational, would throw off the trim. The wing segments have to be dynamically and statically balanced."

"Just like my tires," I volunteered, sure that this comment was sufficiently lubberly not to give anything away.

"I wonder if I could build a wing for my Laser," considered the crew. "It's got an unstayed mast, so it would just plug

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right in."

"Too slow off the wind," said Lee. "It's only better than a soft sail at low angles of attack, so your boat has to be fast compared to the wind speed. Might work in really light air, but to work in medium wind you, like, need a boat that's fast enough go downwind at hot reaching angles."

"On a big cruising boat," said the schooner man, "we don't care that much if it's faster than soft sails. We just don't want to bring along a whole fo'c'sle full of deck apes to work the boat. Wings look like they go one better than furling for shorthanded sail handling with no tangles. Need a big cat, though, to take advantage of the biplane rig."

"For cruising you could maybe even go with four wings," suggested the crew, now getting more excited about this concept. "One wing at each corner. That would maximize separation for all wind directions, right?"

"With struts connecting the mast-heads and diagonal stays," added Lee, "the boat and rig would be, like, one big

box girder, and the bridge deck structure could be very light because there would be essentially no racking stress between the hulls. It'd be a good way to do a wind-assisted ferry."

While Lee designed a wind-assisted quad-wing ferry in her head, the skipper called for the crew to get ready for a spinnaker set. I watched the show while the crew and most of the guests ran around preparing the rigging. On this monster, even the controls for the mast end of the spinnaker pole led to winches bigger than the primaries on my own boat.

Various crew relocated me in the cockpit several times to keep me clear of afterguys and grinder handles — not enough electric winches for the spinnaker.

We bore off and squared back the pole, and the huge sail went up and filled. The right buttons were pushed

and the power luff foil rolled up the jib — prompting even Lee to admit that maybe roller furling wasn't always such a terrible thing to have.

Our new downwind course brought the wind speed over the deck down to almost nothing, so the temperature seemed to go up by about 15 degrees. After a few minutes I was warm enough to peel off a layer and enjoy the sunshine. But as I took off the sweatshirt I realized I was making a terrible mistake.

"Big Boat Series 1997, eh?" said the crew as he read the logo on my shirt. "How did a novice like you get one of those?"

"Um, would you believe I found it in the laundromat?"

"Get off your butt and trim that chute," he growled.

Which was actually fine by me, as I'd had about as much spectating as I could stand.

Maybe there's something to be said for manual sail control after all.

— max ebb

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THE RACING

December is here which means that in the last month we've not only seen boats fly south for the winter in the **Long Beach to Cabo San Lucas Race**, but do it in record time. While some West Coast racers were heading south, others were getting into full swing with some late-fall "midwinters" action at home. Before we get to that in this month's Box Scores, there's some old business to recap in both the St. Francis YC's **Fall Dinghy Regatta** and Richmond YC's end-of-the-season blowout: **The Great Pumpkin Regatta**. We also check out college sailing's classic cross-Bay rivalry, **The Big Sail**, then check in with a group of **Flying Dutchmen** that are here to stay in Northern California. We leave you with some **Race Notes**. Enjoy it all with an egg-nog or three and remember that, with the breeze on holiday break and the sun still shinin', 'tis the season to introduce someone to racing!

Long Beach to Cabo

Peter Tong and the crew of his SC 70, **OEX**, took elapsed-time honors in the 2008 Long Beach to Cabo San Lucas International Yacht Race in a record-breaking time of 2d 22h, 50m, 9s. In doing so, they took almost five hours off one of the oldest West Coast offshore records on November 11.

At the start, the odds-on favorite to break the record was Doug Baker's Andrews 80 *Magnitude 80*. But the svelte canting keel maxi, which set a new elapsed-time record to Tahiti earlier this summer, was knocked out of the race early on the second day when its rig came tumbling down, reportedly due to a broken running backstay fitting.

Mags' bad fortune opened the door for **OEX** to blast into the record books in what was probably one of the windier fall Cabo Races in recent memory.

"It was a wonderful trip," Tong said. "The first night was pretty rough and we made a couple of errors. But once we sorted it all out and regrouped, we got back on track."

a few years after he and Tom Blackaller set the record. So I had a personal desire to break the record of my old boat."

Tong is emblematic of a handful of former sled owners who've been reacquiring the ULDB 70s that at one point had all but left the West Coast for the Great Lakes. Not desiring the pros-only experience, these owners have been reconnecting with what one sailor called "their classic cars." With five entered in this year's race, their numbers are on the rebound.

"We had a great time sailing with a lot of old friends," Tong said.

One of those old friends is Long Beach YC Commodore Bobby Frazier, who has known Tong for more than 18 years.

"Peter has been working really hard on this boat the last couple of years," Frazier said. "This is just a bunch of local guys — friends that have been sailing together for a lot of years now and — hey, we broke the record!"

Their fast passage left the crew with a conundrum — what to do with all the leftovers from their four days' worth of provisions!

Bob Lane's Andrews 64 *Medicine Man*, Ed McDowell's SC70 *Grand Illusion* — which corrected out for overall handicap honors — and Brack Duker's SC 70 *Holua* also beat the previous record. Per Peterson's Andrews 68 *Alchemy* barely

missed the record by 33 minutes.

"It was really an exciting race," Tong said. "The wind gods were with us."

LONG BEACH TO CABO SAN LUCAS RACE
(LBYC, 11/8-13)

PHRF 1 — 1) **Medicine Man**, Andrews 64, Bob Lane. (2 boats)



PETER LYONS/WWW.LYONIMAGING.COM



RICK ROBERTS

Peter Tong and the 'OEX' crew broke 'Blondie's' 1987 Long Beach—Cabo record.

And stay on track they did, managing to keep moving through what was a slow start until the breeze arrived later in the evening. They went on to break the 23-year-old record set by St. Francis YC's Bill Martin and SC 70 hull #1 *Blondie*.

"You know, I used to own *Blondie*," Tong said. "I bought it from Bill Martin

PHRF 2 — 1) **Grand Illusion**, SC 70, Ed McDowell; 2) **OEX**, SC 70, Peter Tong; 3) **Holua**, SC 70, Brack Duker. (6 boats)

PHRF OVERALL — 1) **Grand Illusion**; 2) **OEX**; 3) **Holua**. (8 boats)

ORR 1 — 1) **Medicine Man**. (2 boats)

ORR 2 — 1) **Grand Illusion**; 2) **Holua**; 3)

OEX. (5 boats)

complete results at: www.lbyc.org

Fall Dinghy

St. Francis YC's Fall Dinghy and Olympic Classes Regatta brought out 70 boats on October 25-26. The Club 420s, Lasers, Laser Radials, Finns, 29ers, 49ers, 505s and Flying Dutchmen sailed on two courses in breeze from the mid-teens into the low-20s and



What's got this 'Peckerhead' so excited? We're not sure, but it could be the turnout for RegattaPRO's Winter One-Design Regatta. Forty-four boats in five classes showed up November 9. You'll find the results, plus those from the first weekends of the Berkeley and Golden Gate YC's midwinters in the 'Box Scores'.

a sloppy chop. Each class sailed between four and six races.

The 49ers, which hadn't had a class start on the Bay in 2008, turned out seven boats. Being packed with the usual skiff sailing talent didn't prevent a bit of a replay of the class's medal race in Qingdao back in August.

As they rounded the weather mark in race five on Sunday, all five of the boats that made it there capsized in short succession.

"It was a graveyard," said David Rasmussen who, with crew John Gray, used

the race as their throwout after their capsize resulted in a shattered topmast. Joey Pasquali and Matt Noble finished with four wins and dropped a second to easily win the division as one of only two teams without at least one letter-score.

The Finns and Lasers tied for the best-attendance honors with 15 boats apiece. Andy Casey sailed to straight bullets in the Finns after dropping a second to finish four points clear of Darrell Peck. Former collegiate all-American Tracy Usher counted four bullets and a second before sitting out the last and still win-

ning the Laser division by six points.

Peter Jesberg and Kate Gaumont also exercised the option of sitting out the last one while winning the Club 420 division. In the Laser Radials, Claire Dennis won going away. After posting five straight bullets she opted to take advantage of the practice and won the last race also.

In the 29ers, Max Fraser and David Liebenberg posted straight bullets with no throwouts to finish seven points clear of second.

Nick Adamson and Steve Bourdow won all six 505 races and finished nine points ahead of second. In the other classic doublehanded dinghy class, Inverness YC's Mike Meszaros and crew posted a 1-3-2-1 and were the only Flying Dutchman team to finish the regatta without counting a letter score.

FALL DINGHY (StFYC, 10/25-26, 4-6r/0-1t)

CLUB 420 — 1) Peter Jesberg/Kate Gaumont, 8 points; 2) Tally Buckstaff/James Moody, 10; 3) Antoine Screve/Lauren Cefali, 11. (6 boats)

FINN — 1) Andy Casey, 5 points; 2) Darrell Peck, 9; 3) Henry Sprague, 18. (15 boats)

LASER — 1) Tracy Usher, 6 points; 2) David LaPier, 12; 3) Mike Bishop, 17. (15 boats)

LASER RADIAL — 1) Claire Dennis, 5 points; 2) Kaitlynn Baab, 11; 3) Daniel Thompson, 16. (6 boats)

29ER — 1) Max Fraser/David Liebenberg, 4 points; 2) Finn Erik & Alek Nilsen, 11; 3) Ian Simms/Mac Agnese, 16. (7 boats)

505 — 1) Nick Adamson/Steve Bourdow, 5 points; 2) Aaron Ross/Pat Diola, 14; 3) Ted Conrads/Brian Haines, 14. (8 boats)

FLYING DUTCHMAN — 1) Mike Meszaros/nl, 7 points; 2) Zhenya Kirueshkin-Stepanoff/nl, 11; 3) Jean Jimenez/nl, 19. (6 boats)

complete results at: www.stfyc.org

The Great Pumpkin Regatta

If the 150 boats in 13 one-design and six PHRF divisions at Richmond YC's Great Pumpkin Regatta are any indication, it would seem like no one was willing to let the summer go without a fight October 25-26.

Saturday's three buoy races on courses strung out from Southampton Shoal to the Circle, plus Sunday's 164-boat pursuit race on Sunday proved a perfect coda to the "regular" season.

With breeze from six- to 12-knots, depending on which course you were on on Saturday, plus sunshine all around, it was champagne sailing pure and simple.

The pursuit race was a classic "two-island fiasco" complete with sunshine, fog and a Top-10 that included a diverse range of boats from winner *Comfortably Mumm*, Tim Cordrey's Mumm 30, to the multihulls like Roger Barnett's Prosaill

THE RACING



SAILING PHOTOS: PETER LYONS/WWW.LYONIMAGING.COM; SHORESIDE PHOTOS: RICH HUDNUT JR.

Clockwise from top left — The Greatest Pumpkin of all? — 'Sir Leansalot' with a very seasonally appropriate kite; it was a big-hair day aboard John Wimer's 'Desdemona'; why sure we'll buy some cookies — we'll take a box . . . uh, we mean a case — of each; it wasn't August, but there was still enough breeze for wiring on a Wabbit; the bouncers; 'Ayurveda' for some football? — it's that time of year for the Bay's sailing photographers; punching through the slot at the place where the pace meets the cold; that's one happy man and one unhappy quadruped.

40 Tuki and small ultralights like Will Paxton's Express 27 Motorcycle Irene. Throw in Ralph Morgan and Deborah Clark's Alerion Express *Ditzy* in fifth and

you start to get the picture — this one was up for grabs.

With a fog line and the breeze that comes with it, the slot opened up in

the Central Bay by the time most of the boats reached it, and like you'd expect, the rides home from either island got progressively warmer and lighter the



closer you got to Richmond.

Riding a healthy ebb through Raccoon Strait, *Comfortably Mumm* put the counter-clockwise route to good use — rounding Angel Island and Alcatraz to port before running tight to the East Shore as the the clockwise group that rounded the islands to starboard bucked

the ebb in the strait.

This was a year of a couple "firsts" for the Great Pumpkin. One was that Saturday's racing was opened to all PHRF boats. The second was that this was the first year that multihulls were also invited to the pursuit race. Take that inclusive nature, toss in a great

party with elaborate costumes, and it's not hard to see why this is the biggest regatta on the Bay.

GREAT PUMPKIN — SAT 10/25

J/22 — 1) **Trinity**, Greg Greenlee/Cam Lewis, 4 points; 2) **USA 697**, Charlie Arms, 7; 3) **USA 247**, Robert Proux, 7. (4 boats)

THE RACING



When's the last time a marching band came to your regatta? Right — Stanford's varsity soaks ahead of Cal on their way to claiming The Big Sail for 2008. Their football team wasn't up to the task . . .

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 3 points; 2) **Ay Caliente!**, Aaron Kennedy, 6; 3) (tie) **Bufflehead**, Stuart Scott, 12. (7 boats)

EXPRESS 27 — 1) **Strega**, Larry Levit, 5 points; 2) **Motorcycle Irene**, Will Paxton, 6; 3) **Witchy Woman**, Tom Jenkins, 8. (12 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 4 points; 2) **Bullet**, Mike Mahoney, 7; 3) **Stewball**, Bob Harford, 9. (4 boats)

ID35 — 1) **Diablita**, Gary Boell, 5 points; 2) **Great Sensation**, Mario Yovkov, 7; 3) **Sweet Sensation**, Gary Fanger, 8. (4 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 4 points; 2) **Small Flying Patio Furniture**, Ned Walker, 6; 3) **Little Wing**, Luther Strayer, 9. (6 boats)

J/105 — 1) **Racer X**, Phillip Laby/Rich Pipkin, 6 points; 2) **Wonder**, Tom Kennelly, 8; 3) **Alchemy**, Walter Sanford, 8. (9 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 4 points; 2) **Flashpoint**, Pat Brown, 7; 3) **Nothing Ventured**, Thomas Klenke, 8. (6 boats)

MOORE 24 — 1) **Moorigami**, John Siegel, 10 points; 2) **Nineball**, Scott Sorensen, 13; 3) **Paramour**, Rowan Fennell, 13. (24 boats)

SANTANA 22 — 1) **Atunamatata**, Bill King, 4 points; 2) **Aquila**, Derek Meyer, 8; 3) **Dominatrix**, Heidi Schmidt, 9. (5 boats)

SANTANA 20 — 1) **SeaBear**, Jason Crowson, 4 points; 2) **Senta**, Anne Newton, 5; 3) **Eve**, Adam Mazurkiewicz, 10. (4 boats)

ULTIMATE 20 — 1) **Layla**, Tom Burden/Trish Sudell, 3 points; 2) **UFO**, Trent Watkins, 6; 3) **Tuo Tuff**, Tom Hughes, 11. (9 boats)

WYLIE WABBIT — 1) **Mr. McGregor**, Kim Denenberg, 5 points; 2) **Weckless**, Tim Russell, 7; 3) **Kwazy**, Colin Moore, 9. (8 boats)

PHRF 1 — 1) **Desdemona**, J/120, John Wimer, 5 points; 2) **TNT**, Tripp 43, Brad Copper, 6; 3) **Tiburón**, J/105, Steve Stroub, 8. (7 boats)

PHRF 2 — 1) **Comfortably Mumm**, Mumm 30, Tim Cordrey, 3 points; 2) **Sand Dollar**, Mumm 30, Erich Bauer, 7; 3) **Crazy Diamond**, J/109, Liga Hoy, 8. (7 boats)

PHRF 3 — 1) **10R**, Beneteau First 10R, Chris Corlett, 6 points; 2) **Arcadia**, modernized Santana 27, Gordie Nash, 10; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 10. (10 boats)

PHRF 4 — 1) **Two Scoops**, Express 34, Chris Longaker, 7 points; 2) **Mintaka 4**, Farr 36, Gerry Brown, 9; 3) **Sheeba**, C&C 99, Michael Quinn, 10. (8 boats)

PHRF 5 — 1) **Crinan II**, WylieCat 30, Bill West, 3 points; 2) **Elusive**, Olson 911S, Charlie Pick, 7; 3) **Luna Sea**, Islander 36, Dan Knox, 10. (8 boats)

PHRF 6 — 1) **Current Asset**, Islander 30, John Bowen, 3 points; 2) **Tappo Piccolo**, Cal 20, David Bacci, 7; 3) **Invader**, Cal 20, Byron Jonk, 8. (5 boats)

PURSUIT RACE SUNDAY, 10/26

1) **Comfortably Mumm**; 2) **Lil Bear**; 3) **Tuki**, ProSail 40 cat, Roger Barnett; 4) **Dionysius**, n/a, Tim Parsons; 5) **Ditzy**, Alerion Express 28, Ralf Morgan; 6) **Motorcycle Irene**; 7) **Adrenaline**, 32-ft D-class cat, Bill Erkelens; 8) **Peregrine Falcon**, F-27, Bill Gardner; 9) **Eight Ball**, Moore 24, Scott



Easom; 10) **Flight Risk**, Thompson 650, Ben Landon. (195 boats)

Complete results: www.richmondyc.org

The Big Sail

With wins in the first and last races in fog and 8- to 12-knots of breeze, Stanford beat Cal in the varsity division of The Big Sail — the only regatta we've ever heard of where teams bring marching bands, mascots and rally committees!

Sailed in J/105s, the annual match-racing regatta settles — at least for the ensuing year — the cross-Bay rivalry between the two schools the week before their respective football teams meet

THE BOX SCORES

BERKELEY YC MIDWINTERS (11/8)

DIVISION A — 1) **Jeannette**, Frers 40, Henry King; 2) **Stewball**, Express 37, Bob Harford; 3) **Bodacious**, John Clauser, Farr 40. (9 boats)

DIVISION B — 1) **Mintaka 4**, Farr 38, Gerry Brown; 2) **Extra Action**, Wilderness 30, Simon Winer; 3) **Shameless**, Schumacher 30, George Ellison. (9 boats)

DIVISION C — 1) **Phantom**, J/24, John Gulliford; 2) **Frogflips**, J/24, Richard Stockdale; 3) **1st Impression**, SC27, Rick Gio. (9 boats)

DIVISION D — 1) **Ypso**, Cal 2-27, Tim Stapleton; 2) **Can O' Whoopass**, Cal 20, Richard Von Ehrenkrook; 3) **Brainstorm**, Catalina 22, Terry Cobb. (6 boats)

MOORE 24 — 1) **Flying Tiger**, Vaughn Seif-

ers; 2) **Topper II**, Conrad Holbrook; 3) **Twoirrational**, Anthony Chargin. (5 boats)

OLSON 30 — 1) **Mas Rapido**, Rick Smith; 2) **Dragonsong**, Sam McFadden; 3) **Wraith**, Ray Wilson. (6 boats)

ULTIMATE 20 — 1) **UFO**, Trent Watkins; 2) **Uagain**, Chuck Allen; 3) **Breakaway**, John Wolfe. (5 boats)

BYC (11/9) (scored separately)

DIVISION 1 — 1) **Wraith**, Olson 30, Ray Wilson; 2) **Salt Peanuts**, GP26, Brooks Dees; 3) **Wiano**, Edward Walker. (8 boats)

DIVISION 2 — 1) **1st Impression**, SC27, Rick Gio; 2) **Dianne**, Express 27, Steven Katzman; 3) **Twoirrational**, Moore 24, Anthony Chargin. (5

Back East, boats have been hauled out of the water and pickled 'til spring. Out here, sailors just break out the light-air sails and keep on racing. Here are some results from some early midwinter races — even though winter doesn't officially start until December 22.

If you'd like to see your club's results here, attach some photos and email them to rob@latitude38.com. As always, there's no guarantee, but a short write up with a few lines about the conditions, number of boats and après-race festivities will increase your chances of more substantial coverage!



PETER LYONS/WWW.LYONSMAGING.COM

on the turf for one of the oldest college football rivalries in the country.

Sophomore Cole Hatton led a young Stanford team of freshman Oliver Riihiluoma on tactics, sophomore Benjamin Pedrick trimming, freshman Nick Dugdale and sophomore Hannah Burroughs in the pit, and sophomore Hayley Tobin on the bow.

While Stanford got the varsity win, Cal's two alumni teams won their respective races in the young alumni and master's alumni divisions.

For the record, on the gridiron the following Saturday, it was Cal who brought their 'A' game to 'The Big Game'.

THE BIG SAIL (StFYC, 11/18)

VARSITY — **Stanford** d. Cal, 2-1

YOUNG ALUMNI — **Cal** d. Stanford 1-0

MASTERS ALUMNI — **Cal** d. Stanford 1-0

complete results at www.stfyc.org

Sailing Anarchy FD Nationals

Fifteen boats showed up at Santa Cruz YC October 31 to November 2 for the *Sailing Anarchy* International Flying Dutchman U.S. Nationals.

With an advancing storm, Friday's races were sailed in light air that built to 14-15 knots by the last race to go with plenty of confused pre-storm slop.

That storm showed up Saturday, forcing PRO John Buchanan to call the day's racing. After starting in a southerly on Sunday, the clear-through on the backside of the storm meant the fleet got a big right shift to the northwest and with it breeze, which built into the high teens by the end of the day with some multi-directional lump. Despite losing Saturday, the fleet was still able to get six races in.

Lin Robson of North Sails Gulf Coast, and crew Simon Garland won the last race and the regatta on a countback over Paul Scoffin and Pavel Ruzicka.

The top Northern California finisher was Zhenya Kirueshkin-Stepanoff sailing with crew Kurt Hemmingsen.

Kirueshkin-Stepanoff is largely responsible for the remark-

able growth the fleet has seen in Northern California since he began scouring the country sourcing boats which he fixes up and sells to prospective fleet members. He's singlehandedly brought boat after boat to Northern California — 28 to be exact, over half of which were purchased for under a \$1,000 — since 2003. In the process he's been getting people into — or back into, as is often the case — the class with a potent mix of boundless energy and aggressive fleet-building measures.

One of the people he's hooked is Santa Cruz-based spar maker Buzz Ballenger, who had sailed the boats from 1965 to 1978 before getting out of dinghy sailing to focus on his business and family. Thirty years later, Ballenger is back in the saddle.

"You get nostalgic," Ballenger said. "It's like guys and their '65 Ford Mustang — you always kind of look at them."

Ballenger emailed Kirueshkin-Stepanoff saying that he used to sail them.

"He wouldn't let go," Ballenger said. "One day he showed up at the shop with

The FD Nationals had a little bit of everything breeze-wise, the only constant was the slop.



ERIK SIMONSON/WWW.HEOSHOTS.COM

boats)

DIVISION 3 — 1) **Froglips**, J/24, Richard Stockdale; 2) **Antares**, Islander 30-2, Larry Telford; 3) **Chesapeake**, Merit 25, Jim Fair. (5 boats)
CATALINA 22 — 1) **Brainstorm**, Terry Cobb; 2) **Top Cat**, Rachel Hadley; 3) **Dumbo**, David Torsi. (5 boats)

ULTIMATE 20 — 1) **Uagain**, Chuck Allen; 2) **Breakaway**, John Wolfe; 3) **Salsa**, Matt and Steve Boroughf. (4 boats)

Complete results: www.berkeleyyc.org

MANNY FAGUNDES SEAWEED SOUP PERPETUAL MIDWINTER RACE #1 (GGYC, 11/01)

PHRF 1 — 1) **Great Sensation**, ID35, Mario Yovkov; 2) **Wicked**, Farr 36, Richard Courcier; 3) **Alpha Puppy**, ID35, Alex Farrell. (10 boats)

PHRF 2 — 1) **Yucca**, 8 Metre, Hank Easom;

2) **Lilith**, WylieCat 39, Karin and Tim Knowles; 3) **Savoir Faire**, Beneteau, Paul Osborn. (5 boats)

PHRF 3 — 1) **Shaman**, Cal 40, Steve Waterloo; 2) **Lazy Lightning**, Tartan 10, Tim McDonald; 2) **Blue Pearl**, John Dahle. (6 boats)

PHRF 4 — 1) **La Paloma**, IOD, James Hennefer; 2) **Uno**, WylieCat 30, Steve Wonner; 3) **Arcadia**, mod. Santana 27, Gordie Nash. (5 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen; 2) **Queimada**, David Sanner; 3) **Crew's Nest**, Ray Irvine. (7 boats)

KNARR — 1) **Narcissus**, John Jenkins; 2) **Knarr 134**, J. Eric Gray; 3) **Kraken**, Risley Sams. (3 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal; 2) **Nordic Star**, Richard Keldsen; 3) **Folkdance**, Werner Stein. (3 boats)

Complete results: www.ggyc.com

REGATTAPRO WINTER ONE DESIGN (11/9)

EXPRESS 27 — 1) **Magic Bus**, Ralph Deeds; 2) **New Wave**, Buzz Blackett; 3) **Motorcycle Irene**, Will Paxton. (14 boats)

J/105 — 1) **Wonder**, Tom Kennelly; 2) **Racer X**, Phillip Laby/Rich Pipkin; 3) **Wiano**, Edward Walker. (14 boats)

J/120 — 1) **Dayenu**, Don Payan; 2) **Mr. Magoo**, Steve Madeira; 3) **Chance**, Barry Lewis. (5 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield; 2) **Little Wing**, Luther Strayer; 3) **On Belay**, Don Taylor. (6 boats)

MELGES 24 — 1) **Smokin**, Kevin Clark; 2) **Personal Puff**, Dan Hauserman; 3) **Jam Jam**, Neal Ruxton. (5 boats)

Complete results: www.regattapro.com

THE RACING

a boat and said, 'try this and see if you like it'."

Suffice to say Ballenger liked it, and ever since he's been sailing his 1984 Mader hull. The two get out on the water regularly for weeknight practices in Santa Cruz with a third boat.

"He's got the disease," Kirueshkin-Stepanoff said.

If anyone would be able to recognize "the disease" it would be him. He first contracted it while a midshipman at the U.S. Naval Academy in 1966. After graduating, his weekday high-tech job and a weekend job as a professional polo player kept him away from sailing until a playing injury and advancing age made polo a no-go.

About this time, he and four friends decided that they should try to find some \$1,000 boats to play around in. The disease, once latent, had flared up.

Not being a member of any yacht clubs at the time, he started asking around as the fleet began to build momentum and found a first home for it at the Bay View Boat Club. As the numbers got stronger,



PETER LYONS/WWW.LYONSMAGING.COM

'Salt Peanuts' enjoying Berkeley YC's mids.

other clubs invited this fledgling group to already-established regattas. The Northern California fleet now stands

26-strong. Those kind of numbers begat having its own regattas too, and according to Kirueshkin-Stepanoff, Santa Cruz YC welcomed the fleet with open arms.

"The PRO, John Buchanan, and the rest of the members treated us as though it was *their* job to help us put on the event," he said.

That's not such a stretch when the fleet in question has members driven to help it succeed, which is exactly the role Kirueshkin-Stepanoff fills according to Ballenger.

"It always takes one aggressive, active guy keeping people excited to promote it," he said. We can personally attest to that, because by the end of our interview, Kirueshkin-Stepanoff had already convinced us to give the FD a try!

SAILING ANARCHY INT. FD NATIONALS (SCYC, 10/31-11/2, 6r-1t)

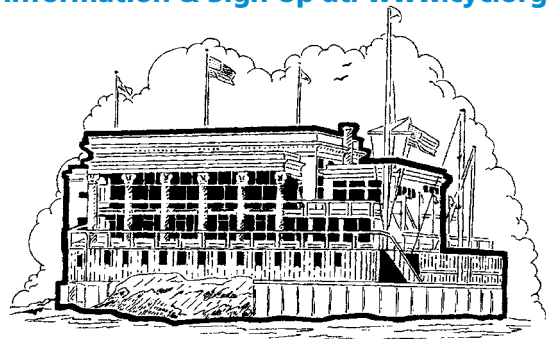
— 1) **Lin Robson/Simon Garland**, 7 points; 2) **Paul Scoffin/Pavel Ruzicka**, 7; 3) **Tim Sayles/Russ Miller**, 17; 4) **Zhenya Kirueshkin-Stepanoff/Kurt Hemingsen**, 20; 5) **Jim Algent/Bruce Barrett**, 23. (15 boats)

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Race Notes

Check it out —The Transpacific YC's 2009 **Los Angeles to Honolulu Race** has a new website and online registration. As of this writing, 10 boats have already signed up. Entry Chairman Mike Nash explained the efforts in place to boost the profile of the race.

"We're working hard to try and up our game a little bit," Nash said. "Races around the world have stepped it up, so we're trying to raise the standards of the Club and the race."

Among the changes planned is having a jury in place before the race gets underway, unlike the 2007 edition.

The much-improved website is part of the effort to bring the race up to the level of other races with a similar pedigree worldwide. Whether or not it's able to bring in the "bling" — like the STP 65s and other pocket maxis — remains to be seen, but the Club is making efforts to ensure that logistics aren't a barrier.

"We're working hard on making Rainbow Harbor more fun," Nash said.

"We're having it dredged too, so that deeper draft boats can get in there."

In the meantime, you don't have to wait to see the new website — it's at: www.transpacrace.com.

Reversed — An appeals committee overturned the R/C protest that resulted in Scott Sellers, Eric Ryan and Rolf Kaiser's *Donkey Jack* losing the J/105 title and a Rolex at this year's **Rolex Big Boat Series**.

Instead, *Donkey Jack* will get the win after sailing an impressive regatta where



PETER LYONS/WWW.LYONSIMAGING.COM

'Warp Speed' gets a taste of the Berkeley YC's low-key Chowder Series.

they took the lead on Saturday and followed it up with a win in Sunday's final race before finding out they were being protested for failing to heed the instructions of a commercial traffic escort vessel on the course.

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THE RACING

Snubbed — When it voted to discontinue the multihull event for the 2012 Olympics, we started to wonder if all the rancor directed at ISAF wasn't warranted, at least in part. Oft-repeated charges that competitive sailing's worldwide organizing body was organizationally broken, opaque, and out of touch with the broader global interest in sailing were all over popular sailing news outlets. The November 11 announcement of Ben Ainslie as its male **Rolex 2008 World Sailor of the Year** will serve to further that argument. Not because Ainslie wasn't a valid candidate, but because there was another nominee who did something extremely special.

Ainslie's record is truly phenomenal, what with winning every Finn world championship he's entered, two previous Sailor of the Year awards, and the three gold and one silver medals he's earned since his Olympic debut in Savannah in 1996. With a gold this year in the Finn class in Qingdao and at the 2008 Finn Gold Cup, Ainslie had another phenomenal and laudable year.

But while there was only one Gold



COURTESY CLIPPER VENTURES

'California' will be written all over one of these.

Cup, there were 19 other gold medals given for sailing if you don't count the Paralympics.

That's not to say they're any less meaningful, but Francis Joyon did something that no one else has ever done — he sailed his 97-ft trimaran *IDEC 2* around the world singlehanded in less than two months on what was an average budget for such an undertaking. Not only did he take more than two weeks off the existing record, but after 57 days and 13 hours he finished a little less than a week shy of the outright round-the-world record — posting the second-fastest time around the globe, period!

So what did Joyon have to do to win? Set the outright 'round the world record as well? We're not sure if even that would have done it. But to us, Joyon's liminal and remarkable passage is a singular achievement worthy of an award that bills itself as "the highest award a sailor can receive in recognition of his/her outstanding achievements by the world of sailing."

Didn't see this one coming — Governor Schwarzenegger has announced his support for the America's first West Coast entry in the **2009-10 Clipper Round**

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the World Yacht Race.

Race organizers Clipper Ventures announced that California will sponsor a boat in the next edition of the biennial event plus host a stopover when the fleet races in from China in April 2010. Santa Cruz hosted the fleet in the '07-'08 edition, but wasn't named in material sent by Sir Robin Knox-Johnston's offices.

"California is honored to be a stop on this voyage," the Governor was quoted as writing in a letter. "Especially to have one of the participating yachts named after our state. I have no doubt that *California* will be the best boat out there, and that all the vessels will receive a warm welcome from the Golden State when they reach our shores."

For the crew's sake, we hope *California* is the best boat out there given who they'll be answering to. Now if we could just convince him to back an all-California Volvo Ocean Race team!

Happy Birthday — The final tally is in for the Sequoia YC's **Give Something Back** beer can race. The club's third-annual event, which benefits the Peninsula

Youth Sailing Foundation and the Sea Scouts, raised over \$24,000 for the two organizations.

Event founder Ted Hannig celebrated his 50th birthday at this year's fundraiser, where he presented the perpetual

trophy won this year by the Peninsula Youth Sailing Foundation's entry.

"It's a lot easier celebrating a milestone birthday when you know it is helping a very good cause," Hannig said, who added that one of his favorite gifts was "the generosity shown by our community



Ted Hannig (left) 'gets something back' from Peninsula junior sailor Kyle Larsen.

KRIS BUTLER

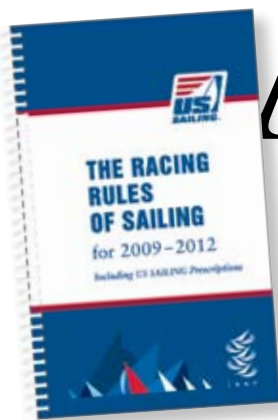
and especially the members of Sequoia Yacht Club."

That wasn't the only one he got. Peninsula junior Kyle Larsen surprised Hannig by presenting him with a Bay Area Youth Sailing trophy he'd won.

Next year's Give Something Back will be held September 16. For more information call Kris Butler at (650) 868-6682.

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Marina Del Rey, CA	Sat. 2/7
Tacoma, WA	Sat. 2/21
Seattle, WA	Sun. 3/22

To be announced:

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THE RACING

Plan ahead — The **2009 SF Bay IRC Series** schedule has been released and sees both Sausalito YC and San Francisco YC join the fray. The six-event series blends both inshore and offshore racing over the course of the year. Included in it is the 2009 Rolex Big Boat Series, which doubles as the U.S. IRC National Championship. The schedule is available online at: www.sfbay-irc.org.

All in — Both the double- and single-handed division wins have been accounted for in Leg 1 of the **Portimão Global Ocean Race** — sailed in both "open" and "class" 40-footers. After 35 days at sea, Germans Boris Herrmann and Felix Oehme aboard *Beluga Racer* were able to hold off a late charge from the Chilean entry of Felipe Cubillos and José Muñoz aboard *Desafío Cabo de Hornos*, which finished just three hours in arrears. Belgian Michel Kleinjans' *Roaring Forty* took the Leg 1 win in the singlehanded division.

Eight Bells — Peter "PJ" Wenner, a product of the California YC junior program passed away November 11, three days after his trapeze harness got caught



PETER LYONS/WWW.LYONSIMAGING.COM

What rain? 'Carmelita' braving the elements during the first weekend of the Seaweed Soup Series.

on the trampoline rack of the 18-ft skiff he was sailing and held him underwater. Wenner was sailing off Waikiki beach at the time with two other sailors aboard

and a chase-boat close behind. The chase-boat rushed Wenner, University of Hawaii sophomore ashore where he received prompt medical attention. Efforts to revive him were ultimately halted and he was taken off life support.



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54 Custom DeWar cutter ketch	1983	TBA	32 Morgan custom sloop	1979	TBA
54 Hunter sloop	1984	105,000	31 Pacific Seacraft Mariah cutter	1979	59,900
50 Gulfstar CC ketch	1979	119,000	31 Brown Searunner trimaran	1978	32,000
49 Amazon cutter, sale pending	1988	249,000	30 Newport Mk III	1984	16,500
47 Catalina 470 sloop	2000	249,500	29 Bayfield cutter	1978	25,000
46 Hunter 460 cutter sloop	2000	235,000	28 Bahama Sharpshooter	1950	39,500
46 Morgan 462 CC ketch	1981	109,000	27 Corsair F-27 w/trailer	1991	48,000
46 Denmark steel ketch	1966	69,900	27 Catalina sloop w/trailer	1973	12,000
45 Hunter 450 Passage CC	1998	199,000	20 Pacific Seacraft Flicka	1978	25,000
45 Island Trader CC cutter ketch	1979	142,000			
44 Hylas sloop	1991	210,000	POWER		
44 Kelly Peterson	1979	110,000	60 Gladding & Hearn pilot	1960	219,000
44 Peterson KP44 cutter	1978	95,000	60 Lien Hwa Custom Classic	1980	330,000
43 Irwin Mk III	1989	114,000	55 Sunseeker Carmague Express	1994	430,000
43 Spindrift pilothouse	1981	134,500	53 Hatteras Yachtfisher cockpit flybridge	1980	224,900
43 Nautor Swan sloop	1969	78,000	52 Defever trawler	1970	135,000
42 Sabre sloop	1986	140,000	48 Tollycraft motoryacht	1976	160,000
42 Whitby		TBA	47 Santa Barbara Yachts	1964	75,900
41 Cooper US 42 pilothouse	1981	100,000	45 CHB sedan trawler	1981	169,000
41 Ta Chiao CT ketch	1977	150,000	44 Sea Ray Express	1996	179,000
41 Tartan TOCK	1976	103,000	42 Betram convertible	1985	180,000
41 CT pilothouse	1975	58,000	42 California Coastal trawler	1979	99,500
41 Formosa Yankee Clipper	1974	92,500	42 Grand Banks trawler	1970	69,000
41 Morgan 414 ketch	1974	42,500	40 Hatteras convertible sportfish	1968	95,000
41 Morgan Out Island CC	1974	TBA	39 Bayliner 3988	1998	165,000
41 CT ketch	1973	64,900	39 Sea Ray Express	1989	80,000
41 Tartan sloop	1973	75,000	35 Egg Harbor Golden Egg	1997	149,000
40 Roberts cutter	1997	98,000	34 Chien Hwa trawler	1978	TBA
			32 Blackfin Combi w/charter	1989	125,000
			32 Uniflight sedan sportfisher	1977	28,900
			29 Fountain sportfisher	1996	27,500
			21 Custom launch	1988	12,200
40 Passport sloop	1982	145,000			
40 Roberts CC sloop	1980	109,000			
40 Piver Victress trimaran	1965	35,000			
39 Roberts 392 pilothouse steel cutter	1993	165,000			
38 Robert ketch	1982	66,900			
38 Shannon cutter	1980	109,900			
38 Hans Christian Traditional	1979	89,900			
38 Downeaster cutter	1978	49,000			
38 Bluewater Ingrid ketch	1974	50,000			
38 Oriental C Moore	1963	34,500			
37 Pearson sloop	1989	59,900			
37 Hunter Legend sloop	1988	69,000			
37 Hunter Cherubini cutter	1979	34,500			
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37 Tayana cutter	1976	79,000			
37 Tayana ketch	1975	72,000			
36 Union cutter	1985	TBA			
36 Union cutter	1983	89,900			
36 Islander sloop	1980	46,500			
36 Chung Hwa Magellan ketch	1979	SOLD			
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35 Wauquiez Pretorian sloop	1985	95,000			
35 Spencer	1983	TBA			
34 Catalina sloop	1986	29,900			
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WORLD

With reports this month on the **Travel Strategies for Lean Times** and two Bay Area sailors' memories of a **Grecian Bareboat Regatta**.

Think You Can't Afford To Travel? But Can You Afford Not To?

It was just five short months ago that we felt compelled to offer you some advice on strategies for tough economic times. Back then, things seemed pretty dire. Fuel prices were at an all-time high, airfares were climbing through the stratosphere, and the almighty dollar was about as powerful as a punch-drunk boxer who had just finished 18 rounds with the world champ.

Fast forward to December, and things are *really* bad, right? Or are they? True, some of our banks are near meltdown and the stock market is about as vola-

tile as a third world dictator with anger management issues. But let's step back and get a little perspective. Not only do we have a new president with a new game plan, but fuel prices have dropped by half since summer and airfares are expected to slowly adjust to market prices. Perhaps the best news, though, is that the American greenback is finally regaining some of its former buying power against most world currencies. In Mexico, for instance, it's more valuable than it's been in well over a decade. It's also gaining strength against the Euro, as well as Canadian, Aussie and Kiwi dollars.

So if you've been forbidding yourself from making any vacation plans, it may be time to rethink your options. After all, in our experience, taking occasional sailing getaways is one of the most therapeutic things we do for ourselves. Without them to look forward to throughout the rest of the year, life in the rat race really would be pretty darned depressing.

So, let's look at some sensible ideas to help get you 'out there' soon. (Finances aside, now is the time to plan spring and summer charters in order to get the best choice of boats, flights and accommodations.)

First, if you see airfare as a potential deal breaker, consider places closer to home. The bareboat base at La Paz, Mexico, is a short flight away, and gives access to the undeveloped yet rustically beautiful islands of the Sea of Cortez. And speaking of bargain travel, there's

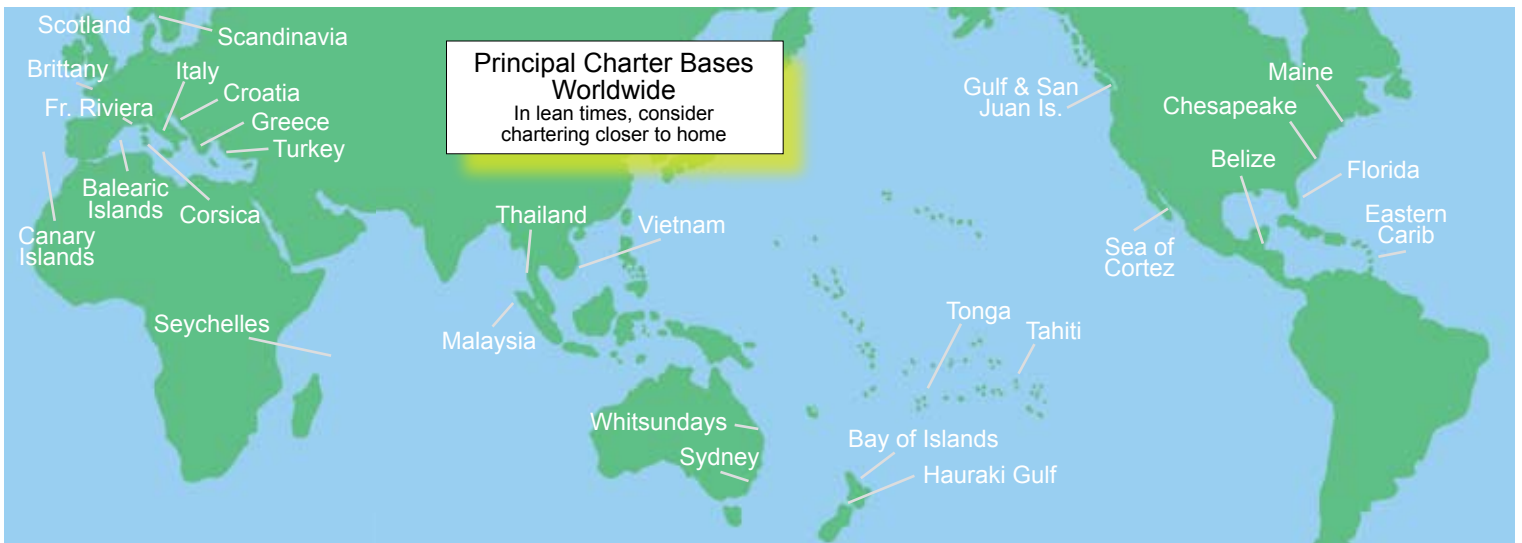


RICK TODD

"Okay, I know that river entrance is around here somewhere!" Belize is close to home and only sparsely developed.

virtually nowhere to spend money out there. However, you will find great diving, sweet sailing, and all sorts of sealife.

We plan to focus specifically on the Gulf and San Juan Islands next month, but suffice it to say that airfares — especially when booked way in advance — are reasonable to Seattle or Vancouver, and prices in shoreside shops and restau-



OF CHARTERING



INSET: MAINE WINDJAMMERS ASSOCIATION

ISAAC EVANS

If foreign travel next summer seems like too much of a splurge, consider a schooner trip in Maine — a lobster bake is always included.

rants are about the same as you'd pay at home. And, yes, you could also have a fine time driving up and back if you had the time.

Belize is another excellent charter destination that's relatively close to home, air-wise. With only two bareboat outfits there and a vast area to sail in, you'll find plenty of tranquil anchorages and an endless variety of shallow-water dive spots. There also, the sparsely developed nature of the islands and cays means you'd have to try hard to blow a wad of money.

Maine and the Chesapeake Bay are two wonderful summer charter destinations that can be easily reached by low-cost carriers — again, book way in advance to snag the bargains. Both areas are rich in history and have maintained their connections to American maritime history. While there are some bareboats for hire in Maine, you'll feel much more a part of the salty scene there if you book a berth on a classic schooner. Everybody pitches in with the sailing chores and every cruise includes an old-fashioned

lobster bake.

Renting a bareboat out of Annapolis or elsewhere in the vast Chesapeake estuary gives access to a maze of rivers and inlets along Maryland's Eastern Shore. Visiting the pre-colonial towns there, you'll think you've stepped right into a history book. We suggest early or late summer for the best sailing breeze.

Lying even closer to home, California's own Channel Islands should not be forgotten for spring, summer or fall fun. While Catalina gets a bit too many L.A. boaters for some tastes, Santa Cruz and Santa Rosa Islands are still completely unspoiled — both are protected wildlife preserves. Bareboats are available from Santa Barbara, Oxnard, Ventura and further south. To our way of thinking, there's no better place for Californians to hone their cruising

LATITUDE / ANDY

skills than in the many anchorages of these islands.

Assuming you're one of the lucky 90% that still has a job, there are also other arguments for traveling in these lean times. One is that there are simply fewer tourists wherever you go. While that in itself is refreshing, in practical terms it means you are likely to get better service in shops, restaurants and taxis. And you'll probably spend less time waiting in lines. You are also more likely to find businesses much more willing to negotiate these days, or throw in extras — such as 10 days on a bareboat for the price of 7 — in order to close a deal. So if you and a group of friends have got an itch to travel, pick up the phone and say, "Here's our situation. . . What can you do for us?" With eager customers harder to find these days, you may be surprised at the personal attention you get.

A final idea is to look into group travel, such as flotilla trips, which are often sold as all-inclusive packages at reasonable rates.

Anyone who understands ebb and flow knows that boom times will eventually be back again. In the meantime, would-be travelers have to work a bit harder to turn vacation pipedreams into reality.

— latitude / andy

Our Big, Fat Greek Race Week: The 2008 Blue Cup Regatta

True to form, the 2008 Blue Cup Regatta out of Athens, Greece, was a mix of riotous parties, swimming in the deep blue Aegean, memorable sightseeing and, oh yeah, sailboat racing!

Last month, we (Debbie Reynolds

Poking around the backwaters of the Chesapeake's Eastern Shore is fascinating and fun for young and old alike.



WORLD

and Jim Long of Passage Yachts) took a small group of both sailors and non-sailors to Greece for this fun regatta. Now in its 18th year, the Blue Cup is an annual series of passage races aboard Beneteau yachts that takes place in the Argosaronic Gulf. Participants come from all over the world and have one thing in common — they all want to have a great time.

Fifty boats entered this year, divided into two starting groups: boats with furling mains, and those with traditionally battened mains. Within each division, boats were handicapped based on size, speed and the amount of partying done the previous night.

Competing boats ranged from a new Beneteau 37 to the venerable Beneteau 57. Even more diverse than the fleet were the nationalities of competing crews. There were sailors from Poland, Great Britain, France, Italy, Russia, Germany,



ALL PHOTOS JIM LONG & DEBBIE REYNOLDS

Jim and Debbie's crazy crew revs up for a fun-filled week in the Greek Isles. They're already making plans for next year.

Hungary, Ireland and the U.S. Next year we plan to take a cue from one of the Italian boats. They air-freighted in 12 cases of champagne and wine, and made sure they had fresh prosciutto for a quick pasta lunch during a downwind leg, plus hors d'oeuvres at the day's end.

Before boarding the boats, we had a day in Athens to do a little exploring in the Plaka District — the oldest part of

Athens, in the shadow of the Acropolis. The Plaka is full of shops selling everything from plastic statues of Athena to beautiful, hand-made jewelry and interesting antiques. It also has outdoor restaurants, musicians, flower stands and bead vendors. The food, sights and music kept our jet lag at bay and the warm, sunny weather was a welcoming experience.

ence.

Lunch was followed by a quick hike up to the Acropolis to see the Parthenon, which was, at the time of its construction, the most perfect building built by the world's most advanced civilization. Even though scientists have been studying it for centuries, we are still not sure how its complex construction was accomplished. Once we had climbed the steps and were facing the Parthenon, we were struck by the realization that we were finally in Greece and going sailing

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for a week in the Aegean Sea!

We continued sightseeing, alternating between glasses of ouzo and espresso, adjusting to our new world for the next week. We finished off the evening the way many more evenings would go: eating and drinking with new friends, while holding lively conversations.

The next day we were off to Kalimaki Marina, the largest pleasure craft marina in Greece, to pick up our boats. We'd reserved two brand new Beneteau 40s for our group of seven. The cockpits were large and accommodating, which was great for our cocktail parties when 'representatives' from five or six countries would show up.

After a pre-regatta side trip to Aegina Harbor, we set out for Epidavros — the Regatta's starting point — on a nice, tight reach in 20+ knots.

With perfect Greek timing, the wind subsided to give us an afternoon of bright sun and near 80° air temperature. We made our way into the harbor, got a great space along the wall, and watched the fleet of 48 boats descend upon us. It was

amazing to see the fleet all pull in within an hour of each other. Fifty boats all Med-moored to the same small stretch of seawall is pretty cool.

Having arrived in Epidavros early, we grabbed a taxi to take us to the well-preserved, 4th century amphitheater high on top of the island, which holds 15,000 spectators. The incredible stonework, symmetry and craftsmanship are amazing.

Being good tourists, we tried to engage our driver in conversation and find out about the island, but he just said, "I don't speak English." Once we arrived, though, he said, "I don't do English, but I have one question: Obama or McCain?" We all smiled, replied, "Obama," and suddenly we were his new best friends along with all the other drivers waiting for us



Pictured here is part of the famous Parthenon. Walking among these ancient ruins was like a trip back through time.

tourists. We were there the week of the election, and it was a big topic. Election night television was broadcast in every bar, disco and grocery store. It felt like a world event from our perspective.

On Sunday night, Vernicos Yachts put on a huge welcome party and skippers' meeting in Epidavros. It was held at a beautiful waterfront hotel with

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each table dressed in brightly colored linens, each boat's name and the country flag of the crew. This was the first of many beautifully orchestrated events, and an incredible bonding experience with all the participants. Once each boat and crew was introduced, watered and fed, the Greek music and dancers started. This and the following evenings were all highly participatory. That is, everyone danced regardless of ability or inclination. All self-consciousness and lame excuses were left at the door.

Monday was the first leg of racing, a point-to-point race from Epidavros to Methana. We were warned at the skippers' meeting to be aware of the flags on the committee boat — especially the "postponement" and "follow me" flags as light wind was expected.

Getting to the start line for a 9 a.m. gun was hard after our night of socializing with our fellow sailors from all



The 50-boat fleet is packed in to Epidavros Marina, ready to do battle on the race course, then celebrate until the wee hours.

over the world. After about one hour of bobbing near the start line, up went the postponement and follow me flags, and we set off like a flotilla of ducks to forge a new start line, with a shorter course. As we were to experience the rest of the week, fun was the operative word in this regatta. Next thing we knew, the committee boat was anchoring in a small cove, surrounded by green rocky cliffs and sandy shores, and we all followed

ALL PHOTOS: JIM LONG & DEBBIE REYNOLDS

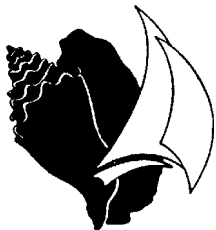
suit. One by one people started jumping off their boats into the crystal clear, deep blue sea. The best race postponement I have ever experienced!

Race one ended up a bust with no wind. The fleet, happy and satiated with their afternoon swim in the sun, didn't mind, and we motored off to Methana. The Vernicos

reception committee met us at the dock with grills filled with octopus and tables loaded with ouzo, ice and water. We ate, we danced, we drank.

Tuesday we were excited, as we woke up to gentle breezes. The race started off again at 9 a.m., but this time to a warm 6- to 8-knot breeze. The plan was a long leg from Methana to the island of Poros, followed by a second triangle race. We had a great start and enjoyed a fun, tight reach to the windward mark, which was an eruption of barren scraggly rock carved by crashing waves and

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churning seas. After we rounded it the wind started to die, and we drifted along for a couple hours trying in vain to trim for forward momentum. After looking at the distance to go and the time limit, we fired up the engines and abandoned the race, opting instead to take a swim in a nearby cove. It turned out to be a good decision as only two boats finished the leg under the time limit.

Afterward we jumped back to the start line to join the fleet for the triangle race, which again started with 6 to 8 knots of breeze. As would be the common thread in all the races, the wind died just about midpoint in the race. Again, most of the boats didn't finish within the time allowance except Jim's boat, *Magda*. She finished 10th in the A fleet.

Tuesday night was spent in the bustling town of Poros. More food, ouzo, wine, and barrel dancing at the local nightclub.

The most remarkable aspect of the trip was the camaraderie that developed among all the participants. As we would walk down the streets and pass

other crews, everyone would greet each other and discuss the day's events, our boats, our politics, our music, and excuses for not finishing the day's race.

As the week progressed, and we became more friendly with our fleet, the evenings would last longer and longer. As a result, it was a bit of a struggle to rise and get the boat to the start by 9 a.m. Wednesday. This was supposed to be another day with two races. We were to head south from Poros to finish off a rock call Soupia. The second race would finish at Ermioni.

It was another day of warm, sunny weather and light winds. We all finished the first race, but the second left us windless and floating while we marveled at an extraordinary sunset.



The fleet slowly sails into Ermioni as the breeze fades along with the sun — a beautiful ending to another fine day.

Arriving in Ermioni we had another fabulous Vernicos Yacht's welcome dinner and party. We were greeted with fireworks and, as usual, ouzo. The food, as always, was fresh and abundant. It was yet another late night.

Thursday we had light winds to start the day, and again, the fleet followed the committee boat to a secluded cove for swimming and sunbathing. Just being on a boat, jumping into the sea, and



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WORLD OF CHARTERING

visiting was enough to make the day a success, but the wind finally picked up and we began the race to our final stop, Porto Heli. It was a great sail with steady breeze the whole way.

This was our final night with the fleet and the big awards ceremony at the Ark Hotel. It was fabulous. The party is a sort of anything goes, with some people dressed in their sailing clothes, some in more formal clothes and many in costume. The Brits dressed up like Supermen, the Norwegians came as pirates, and a few came as Borat in his swimsuit! and everyone was out for a good time. The party on the quay again lasted until the wee hours of the morning. Last time we looked it was 4 a.m.

Friday morning was time to say goodbye to all our new friends. We had two days to sail back to Athens and had the choice of ports to visit. Everyone said their good-byes and headed off in different directions. Our two boats decided on a leisurely sail to the island of Spetses for lunch, followed by a sail to the picturesque town of Hydra for the night.



JIM LONG & DEBBIE REYNOLDS

JD befriends a member of Hydra's transportation community. The island has no vehicles of any sort — and the locals like it that way.

Hydra is one of the most beautiful islands we visited. It is no surprise that some of the most famous people in the world have villas there. The town is built on a hillside with steps the only access. All transport is done by donkeys through the streets. We hiked through the narrow

streets and whitewashed alleys, ending the night dancing barefoot in a night club, arm and arm with people from all over the world.

The night was warm and the moon was full, so what else could we do to end such a fantastic adventure but search out the shoreline for a moonlight swim? Who needs bathing suits!

Saturday we headed back toward Athens, stopping at the quaint little hamlet of Perdika on the island of Aegina.

Sunday was checkout day and one of two days with good wind! We were able to reach back towards Athens with wind speeds reaching 20 knots — big fun!

Back in Athens, we swore we were going to go to bed early, but in a civilization that spans thousands of years, what's one more late night?

— jim long

Readers — Jim and Debbie are already making plans for next year's Blue Cup cruise. If you'd like to join them, send an email to Deb.Reynolds@passageyachts.com or Jim.long@passageyachts.com.



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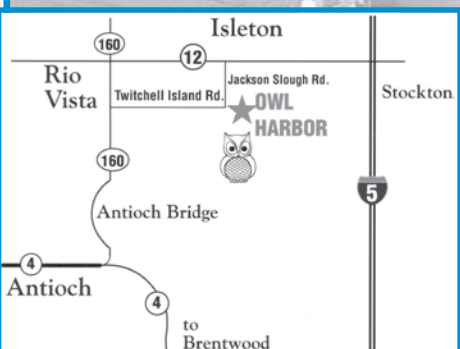


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CHANGES

With reports this month from **Sarana** on being attacked in Ecuador; from **Swell** on the trials of a refit in French Polynesia; from **Gallivanter** on Cartagena and kissing Miss Colombia; from **Wanderlust 3** on doing the Carib 1500; from **Convergence** on cruising the Whitsundays; from **Moon-duster** on entering submerged Minerva Reef at night; from **Sequestor** on almost being blown away by Hurricane Norbert; and **Cruise Notes**.

Sarana — Pacific Seacraft 31 Eric Baicy and Sherrell Watson Attacked In Ecuador (Seattle)

There are two reasons that I'm reluctant to write about our being attacked on our boat at Punta Pedernales, Ecuador, on November 7. First, as foreign travelers, we look forward to and rely on the kindness of strangers. Many of these wonderful people in Ecuador live an existence that is unimaginable to Americans, yet they still smile and offer what help they can. By telling our story, I don't want the acts of a few bad people to destroy goodwill and openness towards strangers.

Second, I'm reluctant because I'm sure there will be some readers out there who will think, "They must have done something wrong, because that could never happen to me" or try to find faults or mistakes. The fact is that no amount of second guessing would have changed what that happened to us. Sometimes other people can take control of your life.

Despite our hesitations, we feel it is important to get this message out in the hope that it might prevent it from happening to someone else. What follows is a condensed version of what happened. On November 7, we anchored behind Punta Pedernales, Ecuador, along with John Gratton and Linda Hill aboard their Redwood City-based Hans Christian 33 *Nakia*. Unfortunately, the anchorage offered poor protection in the rough conditions.

We were awoken about midnight by **Sherrell Watson in the companionway of the much-travelled Seacraft Mariah 31 'Sarana' on which she and her husband were attacked.**



a panga bumping into our port side. I assumed it was just a fisherman who hadn't seen us on that very dark night. But when I got to the top of the companionway ladder, two guys with guns were entering the cockpit, being followed by two more large men, one with a big knife. A fifth man was waiting in the panga. Two of the men pinned me down in the cockpit, putting a gun in my mouth and holding a knife at my throat. Meanwhile, one of the big guys pulled Sherrell into the cockpit and began smothering her by putting his hand over her nose and mouth. Sherrell thought — as did I — that the men were about to kill me. As I could only hear her muffled screams, I thought she was being raped.

All the men were extremely jumpy and erratic, presumably jacked up on adrenaline and/or drugs, which made them very unpredictable and dangerous. Curiously, they made no demands. When I got a chance, I repeatedly asked them to stay calm. When Sherrell's attacker finally lifted his hand from her mouth so she could breathe, she pleaded with them to stop — and then screamed for help. I continued to struggle with the guys who had me pinned down. We frantically did what we could to try to protect each other.

Sherrell's yelling eventually woke John and Linda on *Nakia*. When they saw what was happening, they did just the right things: they sounded their air horn, shone a spotlight on our boat, and shot off two rocket flares. This seemed to panic the men, as they started to rush back to their panga. But apparently realizing they hadn't taken anything yet, they grabbed our GPS and a backpack that contained about \$40.

We were very lucky *Nakia* was nearby. We shudder to think what might have happened had they not been there. After there was no response by the Pedernales Port Captain's office to our Mayday calls over the radio, we weighed anchor and headed 50+ miles up the coast to Punta Galera. We've been regrouping here for the last two days among friendly fishermen, getting our paper charts in order — our GPS had our electronic charts — and rigging up a temporary GPS.

As a result of John's contacting



the U.S. Coast Guard in Alameda via SSB, the Ecuadorian Coast Guard came to our boat in Punta Galera and filled out a detailed report. We can only hope they can track down the guys who attacked us. That being said, we recommend that no one stops in Punta Pedernales for the foreseeable future, as we believe it is too dangerous.

— eric 11/10/08

Readers — Eric and Sherrell, ex-corporate types who started cruising in '04, are the authors of online cruising guides to Central America and Costa Rica. They can be found at www.sailsarana.com.

Swell — Cal 40 Liz Clark The Boatyard Blues (Santa Barbara)

I'm still working away in the boatyard, but my 'to do' list seems to be getting longer rather than shorter — which won't come as a surprise to veteran cruisers. But being hauled out means there are

IN LATITUDES



COURTESY SWELL

Spread; Installing a new roller furler is just one of Liz's boatyard tasks. Insets; Redoing the sole and replacing the cutlass bearing are two more.

more problems than just the jobs that have to be done. For instance, there is only one bathroom here at the boatyard, and it's a B.Y.O.P. — Bring Your Own Paper — facility. Once inside, it isn't all *that* bad — considering that it's actually a nook built into a steel container that was converted into the boatyard office. But the drains don't work well, so the floor is always wet with muddy footprints, reminding you that there's probably someone outside waiting for you to finish.

It's annoying enough to have to descend the ladder and walk across the boatyard every time I need to use the bathroom, but what pains me more is that it's so indiscreet. The bathroom door fronts the street, and directly across the street are 20 male Tahitians building aluminum boats. During my first week, I desperately tried to retain a sense of

restroom privacy, but I've had to give up on it. So now, in a sleepy haze each morning at 7:30 a.m., I stumble toward the bathroom door, waving to the workers across the street, my t.p. roll in hand, fluttering in the breeze like a poop flag.

At least I've discovered a solution to the 6 p.m. traffic jam at the shower — and believe me, at the end of a day in a boatyard in the tropics, everyone wants to take a shower. Because we all

finish work about the same time, and because we're all tired, hungry and filthy, the shower line isn't a fun place to hang out. Furthermore, waiting in lines has never been one of my strong suits. So some days I just jump off the jetty wall into the ocean, then rinse with a hose. But there are other days — such

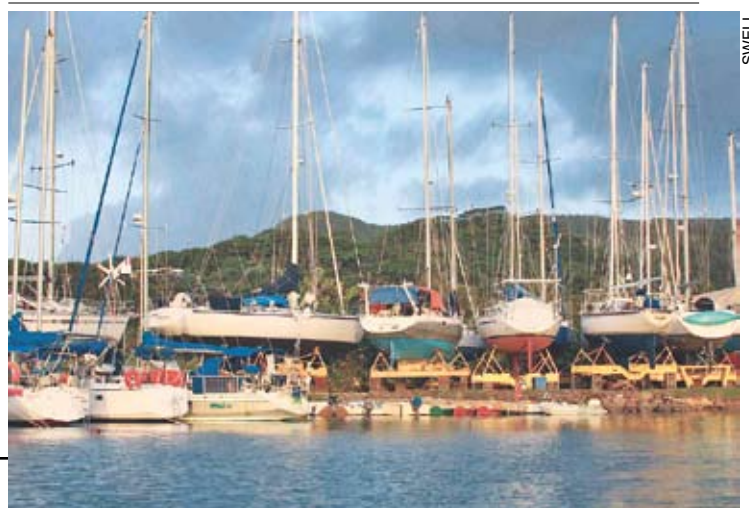
as the grinding fiberglass and bottom paint days — when I really need to use soap and fresh water. So when I'm bottom paint dirty, the shower line is long, and the chill of evening is setting in, I get on my bike and pedal to the end of the next bay and back. By the time I return, the shower is usually free, and I'm hot enough not to be bothered by sliding under a cold drizzle.

A number of angels have appeared to help me out during the course of my cruise. The most recent is Taputu, a big, sturdy Marquesan with a smiling face — and a heart of gold. He and his family came here to Raiatea to work, as it's tough finding a job in the Marquesas. After I was here a week, he invited me to eat lunch with the crew and welcomed me into the boatyard's inner circle. Now I eat with them every day, practicing my Tahitian and French, and gathering tips about yard work. Some mornings I even wake up to find a chocolate croissant waiting for me in the cockpit!

Taputu always comes up with whatever stuff I need and/or better solutions to my boat problems. For instance, when I was grinding the paint off the skeg, he set me up with an extra extension cord and the proper grinder pad. And when something is too heavy for me, he'll help me lift it. Furthermore, he discreetly passes by from time to time to see if he can offer me some tool or advice. Not only is Taputu always smiling, but he's also the hardest working guy in the yard. One day I saw him sanding a boat hull with a sander in each hand! Thanks to Taputu, my dad hasn't received that call from me begging him to come down and help.

But I'm doing my best to become as self-reliant as possible. Awhile back I was halfway between the marina and pass on a surfing mission when my outboard

The tropical setting of the Raiatea boatyard was beautiful, but the nature of the work was not. You just have to take the good with the bad.



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stopped. I fished a screwdriver out of the emergency bag, pulled off the engine cover, and discovered there was a fuel problem of some sort. I drained the carburetor, which got her running again. But after a few minutes the outboard conked

out again. I drained the carburetor bowls again and got her running. I knew it was foolish of me not to turn back then, but I really needed to ride some waves. Discovering that the engine would only run if I motored slowly, I did make it to the break for some waves — and the even longer five-mile 'idle' back to the marina. Yes, the return trip was slow, but it was blessed with the mountains morphing from orange to pink to purple, and clouds dancing over the ridge.

The next day Taputu helped me haul the engine up to the workshop. I emptied the fuel tank and checked for water. There wasn't too much, but I cleaned the tank anyway. The next step was open heart surgery on the carburetor. The house mechanic eyed me with skepticism, but as I stuck with it, he eventually looked over my shoulder and offered advice. When I opened the first carburetor bowl, it was clean, with neither dirt nor water. But when I opened up the second chamber — what's this? — I found a dead inchworm clogging up the works! How he managed to get by the two fuel filters is a mystery to me. But my commutes to the surf are much more reliable now.

Franz, Liz's singlehanded Dutch friend and photographer, and Taputu, her current 'angel', hanging out in the messy boatyard workshop.



An inchworm in the carb retards outboard performance.

There is no end to the fun that I've had in the boatyard. For example, there was my unsuccessful bilge dive. While filling my water tank a while back, I knocked my big crescent wrench into the depths of the bilge. Now was my chance to retrieve it from the seemingly bottomless hole in my boat that smells of burnt motor oil and stale saltwater. I got so far that the edges of my hips were over the edge of the floorboards, but despite that, and my arms stretched as far as they could go, I still couldn't reach the wrench. So I've lost another 'soldier', at least for now.

Then there were the frustrations of finding yourself in a very tight space with the wrong tool. This happened to me four times once I'd gotten myself squashed in past the aft bulkhead trying to undo a nut to drop the rudder out of the boat. I'd finally gotten the correct sized socket on my last trip in, but the handle was too long to fit into the two-inch space between the rudder post and the bulkhead. It didn't make me feel any better that the aft locker reeked of mildew, and I was convinced that there was at least one surviving cockroach about to crawl on my helplessly contorted and sweat dampened body. I won't even mention that the elastic on my headlamp has lost its elasticity, and kept slipping down over my eyes, making it all but impossible to even try removing the nut.

I didn't grow up a mechanic, so I begin to question things when I reach roadblocks. In the process of trying to dismantle my windlass, for example, I can't help but wonder what the benefit could be of allen head bolts. Why not regular ones? After soaking the bolts in penetrating oil, I finally got three of them out — but the last one wanted to take the battle to the next level. Stymied, I almost gave up on three occasions. But I just moved on to other parts of the project — cleaning the old grease off the other parts, sanding the rusted body — while I tried to think of a way to get that last stripped and corroded bolt out. Ultimately, I relied on the old Tom Sawyer trick. I wandered around the yard with a chunk of metal in my hands looking puzzled. That always got the workers to ask what the problem was. After hearing about my dead end, someone would come up with a solution. In this case, it was . . . "Just Dremel tool and grind out the edges of the bolt head so that you can use a regular



flat blade screwdriver — or better yet, an impact driver." That would send me back to *Swell* with determination — until I ran into the next dead end.

Repairs can take what seems to be an inordinate amount of time. For example, I spent the better part of a week staring at the corroded old aluminum faucet head that I'd removed from the galley. It had been leaking water onto the countertop for over a year, and removing it delighted me as much as tweezing out an unwanted hair. But my initial excitement faded when I realized it meant I had to cross the street to the land of the intimidating boatworkers who waved to me every morning on my way to the toilet. For it was in their facility I hoped to find a replacement faucet. I'll report on that adventure next month.

— liz 10/30/08

**Gallivanter — Hylas 49
Kirk, Cath and Stuart McGeorge
Cartagena, Colombia
(St. Thomas, U.S.V.I.)
Cartagena! What a vibrant and beau-**



LIZ CLARK

IN LATITUDES

PHOTOS COURTESY LIZ AND FRANZ



And you can get fuel for \$3 U.S. a gallon. Overall, we're seeing some of the best prices anywhere in the Caribbean for everything from doctors and dentists to restaurants and boat stuff. For instance, we had our fridge evaporator plate removed, repaired, reinstalled, re-gassed and working perfectly again within 24 hours of arrival. It cost 25,000 Colombian pesos — which was about \$120 U.S.

By the way, we enjoyed fine sailing conditions all the way from Curacao to Cartagena, taking the coastal route, which offers three to five places to stop along the way. Few sailors bother with Aruba, as there are no facilities and officialdom is reportedly a major pain. Our only stop was at the Cape with Five Bays, which is at 11°22'N by 74°07'W. We spent two days there in front of the snow-capped coastal range of mountains, one of which is 18,990 feet tall! It was a frontier setting, as there weren't any electric lights ashore at night. However, the word around here is that you don't want to go anywhere near Barranquilla — unless you want to be robbed or murdered! You can enter the port of Cartagena through the northern entrance, crossing over the remnants of the old wall. It's illuminated, so you can enter at night, but we decided to stand off until dawn.

We had seven fish strikes during our trip here, but landed only one. One of the brutes that got away broke the hook, and the last one broke our Penn reel. Nonetheless, we're still enjoying fresh mahi dinners.

The anchorage here at Club Nautico is crowded at the moment, with boats under every flag swinging around all points on the compass throughout the day.

Kirk 'The Walrus' was very gentle with Miss Colombia when he surprised her with a wet one on the cheek. Her handlers were horrified.



From top right: Could this corrosion be the cause of Liz's electrical problems? Liz, the enthusiastic boatyard worker. A sweet sunset. 'Swell's' windlass, disassembled. Liz is a soft touch for scraps.

tiful city! We're anchored at the Club Nautico, the primary yachtie hangout, which is surrounded by skyscrapers, yet still within a 15-minute walk of the heart of the oldest part of this historic walled city. We arrived right at the start of a city-wide, week-long celebration, complete with nightly fireworks, tall ships on parade, fly-overs, beauty pageants, parades, carnivals, food, music, dancing — the works! I don't know who told them we were coming, but it was mighty hospitable of 'em to put on such a lavish welcome.

I even found myself close enough to the current Miss Colombia to give her a kiss! Made her day, I'm sure! Cath captured the moment with her camera. Imagine the most beautiful and elegant young woman in the world getting kissed by a grizzled, sweaty, fat, old gringo sailor out on shore leave. It was like a walrus smooching a swan. Her 'handlers' got all pissed off at me for being so bold, but *c'est la vie*. Besides, I was gentle with

her. But one thing is for sure, they sure grow some pretty *senoritas* in Colombia.

It's necessary to have an agent check your boat in, and there are two fellows at Club Nautico who are running the racket. We used a red-headed guy named Manfred. Our total cost was \$60 U.S. for both in and out. For once I reckon it was a good value, as we just handed him our passports, boat papers and last port clearance, and he came back later with a big stack of papers all covered in official stamps.

Things tend to be inexpensive and convenient in Cartagena. For instance, there's a fabulous grocery store a half block away from the dinghy dock at Club Nautico, where the prices are low.



GALLIVANTER

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However, they do offer cheap WiFi access at anchor, good food, a thriving social scene, showers, a pool table, water at the dinghy dock, and a totally secure place to relax. Every Wednesday evening there is a great happy hour, which



Stuart with a new friend.

crowd.

We're also now in company with *Zen* and *Someday Came*, both with kids aboard, which makes it great for Stuart.

I'd love to write more, but I think I can see Miss Colombia standing over by the dinghy dock, participating in the bikini contest and gesturing in my direction. Time to comb my hair and go ashore! You're gonna love Cartagena — I guarantee it!

— kirk 11/15/08

Wanderlust 3 — Hunter 49

Mike Harker

**The Caribbean 1500
(Manhattan Beach)**

I've been involved in only two organized sailing events, one prior to my singlehanded circumnavigation, and one after it. The first was the '00 Ha-Ha aboard my new-to-me Hunter 34 *Wanderlust*. I didn't know how to sail, and my two German friends mentored me on

Mike Harker, far right, the grizzled singlehanded circumnavigator who vows not to sail to weather, with raw crew Dennis and John.

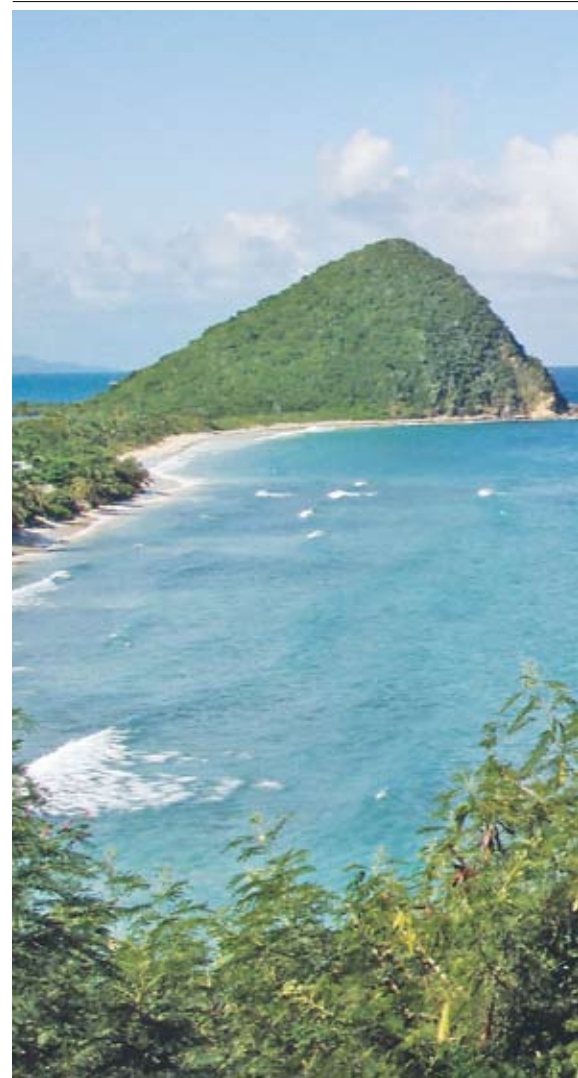


the way down to Cabo. The Ha-Ha was a perfect first organized event for me, as the Poobah keeps things loosely organized. I would then sail a new Hunter 46 36,000 miles across the Atlantic to the Med, back across the Atlantic, to the South Pacific, Hawaii and California. I then did my circumnavigation with my Hunter 49 *Wanderlust 3*. So I'd learned a few things between the Ha-Ha and this November's Caribbean 1500, my second organized sailing event.

The two cruising rallies have some similarities, but are really completely different ball games. The Ha-Ha is like two families getting together for a Fourth of July softball game in the park. Some players know what they are doing, but others, such as myself in '00, don't know all that much. The Ha-Ha is only three innings long, and you take 'lunch breaks' between innings, one at Turtle Bay and a second at Bahia Santa Maria. The fleet rarely gets more than 50 miles offshore, the times are taken by the entries, and everybody wins pretty much the same 'prize' at the end because "everybody who finishes is a winner".

The Caribbean 1500, on the other hand, is like the major Leagues, with teams in uniforms, umpires, rules and required equipment. That it covers 1,500 offshore miles between Hampton, Virginia, and Tortola in the British Virgins means it's a full nine-inning game. The smallest Caribbean 1500 entry must be at least 40 feet, and it must be deemed 'bluewater' capable. Each boat is required to have a certified liferaft, a Solas Type-1 PFD for each crew member, a Solas MOB pole and second throwable device, 12 or more Solas flares including parachutes, Solas orange smoke canisters, and some other things on a long list. I only had a Solas 8-person Viking Rescue-You liferaft, so I was required to go to West Marine and buy all the rest before passing inspection.

The Caribbean 1500 inspectors are professional surveyors who take their volunteer jobs seriously. If some things weren't right on your boat, they'd come back later to make sure you got them right. They made sure that each entry was equipped with an SSB radio and an EPIRB, and that you carried a satellite



positioning transponder provided by the organizers. Indeed, there were over three pages of required equipment, including a harness and a tether for everyone. These guys were serious!

And they have to be, because the Caribbean 1500 course is much more challenging than the Ha-Ha course. The 1500 starts off the Navy base at Norfolk, Virginia, and takes the fleet southeast toward Tortola. While the rhumbline distance is 1,280 miles, most boats end up sailing 1,400 to 1,500 miles. Unlike the Ha-Ha, which is always off the wind, most of the 1500 was on the wind.

After doing the Baja Bash back to Southern California in '01, I swore that I would *never* sail to windward again. This may surprise some of you, but when I did my 28,000-mile circumnavigation, it was mostly all downwind, and I never had wind forward of the beam. But it would be all forward of the beam in the 1500!

The 1500 start had to be delayed three days this year because Hurricane

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BOTH PHOTOS COURTESY MIKE HARKER



Spread; The blue waters of the British Virgins. Inset, There's no way around it, you can't get there from the East Coast without beating.

Paloma was nailing Cuba with 120 knots. Another difference between the Ha-Ha and the Caribbean 1500 is that it's not unusual for the 1500 to have to be delayed because of bad weather or for hurricanes to be a big concern. In fact, two 1500 boats were abandoned one year when the remnants of Hurricane *Mitch*, which had started way the heck over in the western reaches of the Caribbean, came through the fleet in the Atlantic!

I had a crew of two for the 1500, Dennis and John, two guys who own boats on the East Coast and who wanted to get some offshore experience. I met them only the day before the three-day delayed start. Anyway, after the start — I waited 15 minutes because I'd never done a line start before — I set a course east and a first waypoint 150 miles south of Bermuda — which is often a bailout point or shelter for 1500 boats if the

weather turns bad. We had three days of 15-18 knots on the starboard beam, with each of us doing three hours on and six hours off. With position reports every six hours over SSB, we knew that we were in the middle group of the 48-boat fleet. The big Racing Fleet boats had all taken a more southerly course, and were pulling ahead. I was part of the Cruising Fleet, and simply wanted to make enough easting into the southeast trades before tacking over to port.

When we got to 65 degrees longitude, just 200 miles south of Bermuda, I flopped over to port tack, which meant we had to point as high as we could. It was blowing 25-28 knots with 8 to 12-ft seas, so we were down to a third reef in the main and just a staysail. We were heeled over 20 degrees, and there was spray everywhere. And that's the way it was for the next four days for a guy who had promised himself that he would *never* sail to weather again!

One of the crew became terribly sick for 12 hours, so the other crew and I had to do two hours on and two hours off for a day. Our third crew member was able to resume duties for the final day before we crossed the finish line.

So how did we do? We finished in eight days and one hour, and we were the seventh boat to cross the finish line. Four of the seven boats had left early, however, one of them a whole day early. All the boats that finished ahead of us were in the Racing Fleet and were all over 50 feet in length. We were the first cruising boat to finish.

The four racing boats that started on time and finished ahead of us were a Santa Cruz 52, a Hallberg-Rassy 62, a Hallberg-Rassy 49 ketch, and a Swan 58. Some of the race boats that finished the course after us were a MacGregor 65, Catana 50 catamaran, Beneteau 57, Jeanneau 57, Farr 50, Tayana 58, Taswell 58, and a Hinckley 51. The Cruising Fleet didn't record official times because, for insurance purposes, these boats aren't racing. But we also finished ahead of a Hylas 54, two Amel 54s, a Tayana 55, a Passport 515, a Jeanneau 54 DS, and many others.

Most of the sailors in the event were impressed with the Hunter 49 as being a "very bluewater boat".

— mike 11/20/08

Readers — We agree with Harker's analysis of the two rallies. The 1500 is a much more difficult event, as it's twice as long with no stops, requires lots of sailing to weather, and often involves strong winds. While there are no weather guarantees on the big ocean, there has never been any severe weather in the 15 years of the Ha-Ha, and 42 of the 45 legs have been all downwind. There is a philosophical difference, too. The 1500

The skipper of 'Elusion', the overall winner of the Carib 1500, giving a good impression of the old man and the sea.



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is a top down event, with the organizers assuming the authority to tell you whether you are prepared to go. The Ha-Ha is all about personal responsibility, so it's up to each entry — and the marine surveyors and trip planners they might hire — to decide whether they are ready for the event.

For the 'results' of the 1500, see this month's Cruise Notes.

Convergence — Wylie 65 Randy Repass and Family Australia (Santa Cruz)

My wife Sally-Christine, my son Kent-Harris, and I cruised Australia's Whitsunday Islands all of October. Unfortunately, we didn't make it back in time to join the Ha-Ha, but I'm glad to hear that it turned out to be another big success.

From what I can tell, the Whitsunday Islands are the most popular cruising destination in Australia. They are protected from ocean swells by the Great Barrier Reef, which makes for smooth sailing. In addition, they have lots of roomy anchorages in reasonable depths, and are often separated by only an hour or so. The tradewinds average about 15 knots, and at 20° S, the weather is very pleasant.

While the snorkeling is very good at the Whitsundays, it's only a 17-mile sail to the Great Barrier Reef for even better snorkeling and diving. It's a trip anchoring at the Great Barrier Reef because the reef is all below the surface, so it looks as though you are anchored in the middle of the ocean.

There are two well-stocked marinas and two airports in/near the Whitsundays, which, combined with all of the

This gargantuan ditch just outside of Airlie Beach, soon to be a marina, means there's a bright future for the Whitsundays.



above, make the islands a popular charter boat location. Between Sunsail and other outfits, at least 100 boats charter out of the Whitsundays. Some of the anchorages had lots of boats, but we found that others had none at all. And there are at least as many Australian cruising boats, plus a smattering of international cruisers, as there are charter boats.

The Whitsundays are also a retirement area for lots of maxis, such as *Drumbeat*, *Boomerang*, *Condor*, *Matador*, *British Defender*, and so forth, as well as America's Cup boats. These boats are used for day and overnight charters, and there is lots of partying on them!

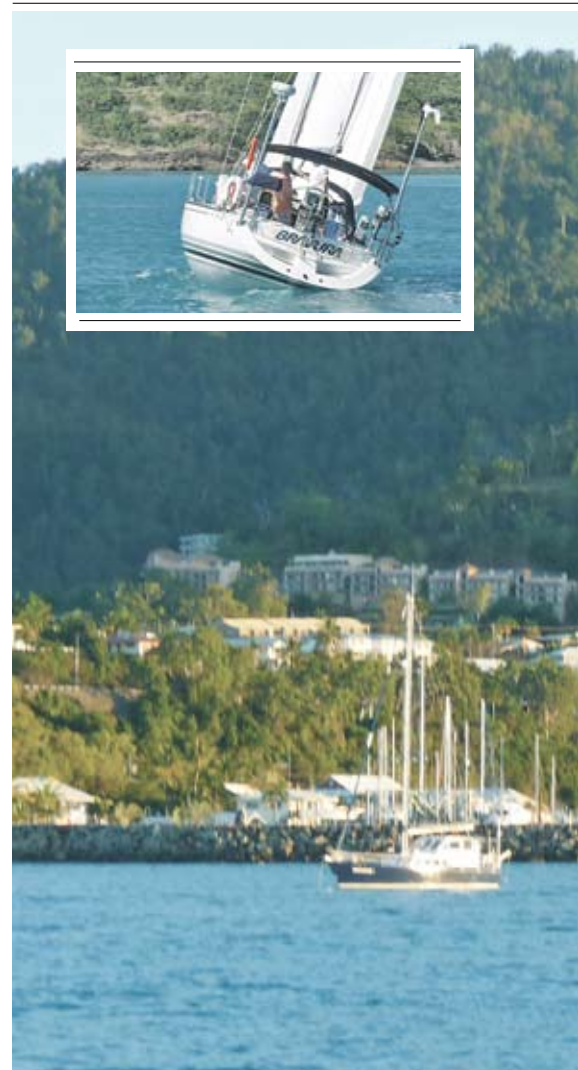
We met quite a few Aussie cruisers, and they were all lots of fun. Aussies seem more lighthearted than the average American. Maybe it has something to do with the criminal ancestry or the amount of alcohol they consume.

A typical Aussie cruiser does the opposite of cruisers in North America. While we cruise 1,500 miles south in November or December to Mexico or the Caribbean, they make the 1,000+ mile trek north from Sydney and Brisbane in May, June and July. In both cases cruisers are heading for the tropics during the winter in their temperate zone, then returning home at the start of hurricane/tropical cyclone season.

Cruising is not all without some excitement though, as there are two types of jelly fish — the box and irikanji — that can inflict potentially deadly stings to humans. Fortunately, these types of jellyfish aren't so prevalent during the high cruising season, but nonetheless cautious swimmers still wear the Lycra 'stinger suits' that some cruisers in the Sea of Cortez also wear to prevent contact with non-lethal jellyfish.

All in all, we found the Whitsundays to be a very relaxed and fun place to cruise. It's certainly a lot different than cruising the islands of Fiji, Samoa, French Polynesia, Tonga, Vanuatu and New Caledonia, where there are far fewer boats, stores, airports, and well-charted waters. We loved the South Pacific, but we enjoyed the Whitsundays very much, too.

Incidentally, we had a Class B AIS, with transponder, installed



in Australia, and used it a bit while there. It was easy to install and use. There wasn't a lot of commercial traffic in the Whitsundays, but there were a few vessels that showed up on our Nobeltec Admiral charting software. There was also a Nordhavn 78 with AIS that showed up. But we wish we'd had AIS when we went into Brisbane a year ago, as there was a ton of ship traffic down there! Much of China is unfortunately being powered by coal, coal that is coming from the rich fields of eastern Australia. And there are lots of container ships, too.

We talked with two cruisers who said that they had used AIS when cruising in Indonesia, and they'd found it very useful while transiting between islands where there is a lot of traffic. I noted that Steve Dashew wrote, "I would put an AIS-B way ahead of most other 'necessities' for a cruising yacht, especially when cruising in areas with lots of rain."

— randy 11/05/08



ALL PHOTOS LATITUDE/NICK

Spread; Queensland is a huge and unpopulated cruising area. Insets; Sailing in the flat waters of the Whitsundays and their main marina.

**Moonduster — S&S 47
Wayne Meretsky
Taking Big Chances
(Alameda)**

And so, there I was. It's always ominous when it starts that way, no? But really, I was there, perhaps 50 miles from Minerva Reef, on my way from Tonga to New Zealand. It was about 1 p.m. and I was doing 7s and 8s, but with sunset around 6:30 and a dying breeze, it looked like my only chance to get a respite on the 1,100-mile passage would be tough. Nobody wants to enter a mid-ocean submerged reef with a dogleg entrance in the dark. I started to write the idea off.

Then the breeze started to fill. Sure, it brought some rain — cold rain. I'd say freezing rain, but no one would believe me. The speedo started climbing and I

thought, gee, maybe this is gonna work out after all. The breeze filled, well past the 'breeze' stage. It filled to 20, then 25. I furled the jib, raised the staysail and reefed the main. Then it filled to 30 and 35 knots. I put the second reef in the main and started thinking about the storm jib. The highest sustained gust I saw was 39.7 knots — call it 40. My wind instruments have 10 second averaging, so it's likely that there were gusts much higher. The spray felt like pebbles kicked up by a dirt bike — and that's with my body being protected by foul weather gear and a layer of fleece. It hurt. It was no fun.

But there's a perverse sense of joy I get watching my boat sail upwind at 7 knots into a 35-knot gale. So I sat out and watched it all for about an hour. By this time it was starting to get dark, and I had written off Minerva

completely. Between the intermittent rain and the driving spray, the visibility and boat handling would be too tricky to negotiate the 100-yard-wide pass.

I changed course a bit to take better advantage of the wind and to pass farther from the reef. I had a bite to eat, and started looking at the distance to Opuia. After an hour of fussing about keeping myself busy, the wind was down to 25. I called the boats inside Minerva and got some GPS coordinates from their entry. I plotted them on my electronic chart and entered them in my GPS while I discussed entering Minerva after dark. The crew of both boats were fairly non-committal about the idea.

At 9 p.m., I had to make a final decision. The wind was down to 15 knots, and I had the full main and big jib drawing again. One of the boats called and suggested rather strongly that it wouldn't be wise for me to enter that night. It was raining, cloudy, no moon, no stars — the reef was invisible, and the cost of an error would be very high.

I agreed, and got my mind around the idea of no mid-ocean rest. Then the wind died. Completely. Then, horror of all horrors, but with timing that couldn't have been better, my autopilot failed. The failure is simple to fix, but not when sailing in the open ocean. So I turned back toward Minerva, made a few radio calls, and started to line up the entrance.

There are four waypoints into Minerva, making something of a dogleg. There was lots of current pouring out the pass, which made steering tricky. With no autopilot, I had to hand steer in the cockpit with no access to radar or electronic charts. All I had was GPS information giving me four bits of data — my course, the course I should be driving, distance to go, and cross track error, which is the amount that I'm off course. Those numbers change slowly

This is the afternoon Wayne left Minerva Reef, — 10 miles on his way to New Zealand.



PHOTO COURTESY PANGAEA

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because the GPS updates only once every few seconds. With the current pushing the boat around, driving by numbers was a bit like driving down the freeway by looking in the rear-view mirror.

The sound of waves crashing on the reef kicked in when I was about 1/4-mile from the pass, just as a dull roar and a constant reminder of the potential for disaster. I wanted to creep in, but with the current I had to use quite a bit of throttle to maintain control. The ordeal lasted about 35 minutes. I never saw the reef, the waves or any other visible indication of it. Just four numbers, black on red, distance to go, giving a bit of encouragement and cross track error yelling at me to move left, now right, then back left.

Inside the reef, all was calm. I anchored just behind the two other boats. I got my boat all tidied up and had some really good tortellini for dinner. Tomorrow I'll fix the autopilot and then the wait-for-weather game starts all over again. Instead of going to sleep, I stayed up and talked to my friends Dennis and Janet on *Shilling*. When the wind died they turned around, too. They should be here in about 90 minutes — at 2:30 a.m.

— wayne 11/05/08

Sequestor — Tahiti Ketch Hans List and Sophie van der Voort To Mexico (Sausalito)

After 68 years of patiently waiting on the waters of San Francisco Bay, the Tahiti ketch *Sequestor* finally got to depart on her first bluewater voyage. Back in June, Sophie, my bride-to-be, and I decided that if we were to be married, we should take our love for a 'sea trial' on a leaky old woody and see if we still felt the same way. Thankfully, we've returned

The fishing is still great in Mexican waters, and Sophie joyfully holds up a beautiful catch of the day — which would feed them for days.

even more fond of each other — and our stout little boat.

Our adventure took us south along the California coast, with a couple stops here and there before arriving at the beautiful Channel Islands. We spent a couple of weeks hopping from island to island before entering Mexican waters. Not having an SSB radio or being able to get cell service south of Ensenada, we had no way of receiving any weather information. '*No problema*', we thought, 'the weather is fantastic down here.'

We continued south, and anchored under San Martin Island one night, and close to the beach on the lee side of Cedros on another night. The next morning at Cedros, however, we awoke early to the horrible motion of *Sequestor* rolling around like a drunken whale. The swell had tripled in size overnight, and the wind was already blowing strong. We weighed anchor immediately, and started heading for 40-mile distant Turtle Bay where we could find some much needed shelter.

The swell continued to increase, then the wind shifted violently from west to south. I remember Sophie calmly asking me if the weather signs meant anything. "Well," I answered, "I suppose they could." Under jib only, we were flying down these walls of water, which pushed our 20,000-pound 30-footer at around 10 knots.

When we finally pulled into Turtle Bay, Enrique came out to advise us that Hurricane *Norbert* was just to the south of us! Well, that explained it. We hunkered down in Turtle Bay for a short week, and made some nice friends who were more aware of what was going on with the weather.

Our trip north wasn't as windy, but it was wet and tiring due to the fact that our autopilot was useless after filling

with water. In addition, *Sequestor* had been taking on a fair amount of water, which made it mandatory that we pump every hour.

Once back in U.S. waters, we returned to the Channel Islands, where there are lots of obscure anchorages and great fishing. We spent about another week or so there before making the final leg our trip back to the Bay. It was fairly calm on this



passage, with lots of fog.

We passed back beneath the Gate on October 30, completing a journey of 2,000+ miles. Our old 1940 gaffer lived up to her reputation of being seaworthy, comfortable — and yes, very slow to weather.

— hans and sophie 11/15/08

Cruise Notes:

Running a cruising boat is like running a small city, as you're responsible for all the utilities — **water, communication, waste and energy**. So when it comes to producing and using electrical power, you want to be smart and efficient. That's why we installed two solar panels and will be installing two more. And why we were so interested to see Ha-Ha sponsor Solid State Marine at the Crew List Party in Alameda in September with their **LED tricolor**. Saving energy so we can run our engine as little as possible is something that gets us excited, so although LED masthead





At 68 years of age, the Tahiti ketch 'Sequestor' went on her first cruise . . . and could have easily been claimed by 'Norbert'.

tricolors aren't cheap, we went ahead and bought one from Solid State. And we love it, because it replaced our old incandescent tricolor, which was always the faintest one in the fleet, and because it uses 1/10th the energy of the incandescent tricolor! So it's been both literally and figuratively brilliant. Furthermore, such LED lights are supposed to last forever. Prior to getting our solar panels and LED tricolor/anchor light, our battery bank would frequently be 50 to 100 amps down — and that's not good. But by the end of every afternoon now, our batteries are completely topped off. And we still haven't hooked up our second set of solar panels, or our Blue Sky — they're another Ha-Ha sponsor — solar panel controller, which, thanks to some black box magic, will get 30% more electricity out of the same panels. Next on our list, LED lights for the interior of *Profligate*.

Anyone with any recommendations?

Sailors that head up to La Paz after the Ha-Ha get a sometimes unpleasant reminder that not all cruising is off-the-wind. Nathan and Naomi Beckord of the Sausalito-based Islander 36 **Hurulu** report:

"After the awards ceremony in Cabo, we bid adieu to our crew and headed up the Sea of Cortez toward Cabo. Our first stop was Los Frailes, a very chill little bay. It had taken us most of the day and early evening to sail there, so after successfully anchoring in the dark among 13 mostly Ha-Ha boats, we passed out. The next day we fired up the dinghy and outboard, and cruised around the corner to Pulmo Bay for some snorkeling and R&R. It was very beautiful, and therefore has been

named a marine sanctuary. We had it to ourselves except for a few hardy souls who arrived by 4x4. As we laid out the sarong on the sand and had a PB&J picnic, we had one of those moments where we looked at each other and shared a wordless sentiment: "Yeah, this is what we came here for." That evening we joined fellow Ha-Ha'ers aboard Vlandon Landes' Seattle-based Hallberg-Rassy 46 **Sarita** for a sierra fish fry.

"The following day turned out to be the real action," the Beckords continue, "for after rounding the headland at Muertos we were confronted with 20+ knots of wind and 10 to 12-ft seas. We decided to sail into the mess because: 1) our Yanmar isn't very powerful, and 2) we went cruising to sail, not to motor. As we pounded up the channel between the mainland and Isla Cerralvo, the wind and seas continued to build, and each time we launched over the top of a particularly big breaking wave, our little Islander 36 sounded as though she was exploding. The radio chatter at this time was interesting, as other Ha-Ha boats making the same passage were growing concerned about the sea state and having various engine or gear problems. Fortunately nothing broke, and eventually we got some respite from the swells when we entered the San Lorenzo Channel and the lee of Isla Espiritu Santo. Since the moon was nearly full and very bright, we kept sailing on toward little Ballandra Bay, where we dropped the hook to get some rest. After 18 hours of bashing and getting bashed, we got our reward the next morning by being anchored in a beautiful little cove surrounded by desert mountains. After snorkeling in the very warm water around the famous Mushroom Rock, we set off for 12-mile-distant Marina Palmira, which was renting slips

In a northerly, the lee of Espiritu Santo provides a wonderful — and beautiful — protection from the wind and seas.



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at 30% off for Ha-Ha boats. And before long, we'll head up to crescent-shaped Isla San Francisco, then spend Thanksgiving with new Ha-Ha friends at Isla Espiritu Santo. So far we've been having both an exciting and relaxing time."

Nobody asked us, of course, but as time goes on most cruisers look to avoid exposing their boats, sails — and selves — to unnecessary abuse. As such, if we'd faced strong winds and 12-foot seas upon leaving Muertos for the even windier Cerralvo Channel, we'd have headed back into the anchorage and spent a day hiking, snorkeling and waiting for potentially less destructive weather for the sail north. After all, you don't want your boat knocked out of action at the very beginning of the season with some rig failure or other problem.

For the record, as of November, the fee for taking a 42-ft boat through the **Panama Canal** was \$600, not counting the damage deposit in case you — ha ha ha — damage the Canal, or the cost of hiring an agent to do the paperwork for you. Also remember to claim that your boat is capable of motoring at eight knots, or else they'll increase the charge.



When the alternative is a trip around Cape Horn, the fee for a Panama Canal transit is still a relative bargain.

Speaking of the Canal . . .

"After a summer in the States teaching youth sailing in Massachusetts, we and the dogs flew back to Quito, Ecuador, and then made our way back to our boat

at Bahia de Caraquez," report Chris and Heather Stockard of the Juneau-based Saga 43 **Legacy**. "Our boat survived the summer, so we're preparing to head for the Panama Canal and to give the Caribbean a try for a few years. We still miss the great cruising in Mexico, but the clear waters and the tradewinds of the Caribbean beckon us — and Kira and Minnow, our Portuguese water dogs."

"My Hydrobubble anchor has a major flaw," writes Jim Milski of the Lake City, Colorado-based self-built Schionning 48 catamaran **Sea Level**. "The day of the Ha-Ha awards ceremony in Cabo, we left the boat on the hook in the bay, which has great holding. We dove on the anchor twice before leaving, and everything looked fine. But the problem with this type of anchor is that when the boat does a 360 degree turn in a windshift, the chain can get under the bubble and flip the anchor over. The weight of the chain holds the anchor in this inverted position, preventing the anchor from resetting. This is what happened in the middle of the afternoon, and we were very lucky some of our fellow cruisers

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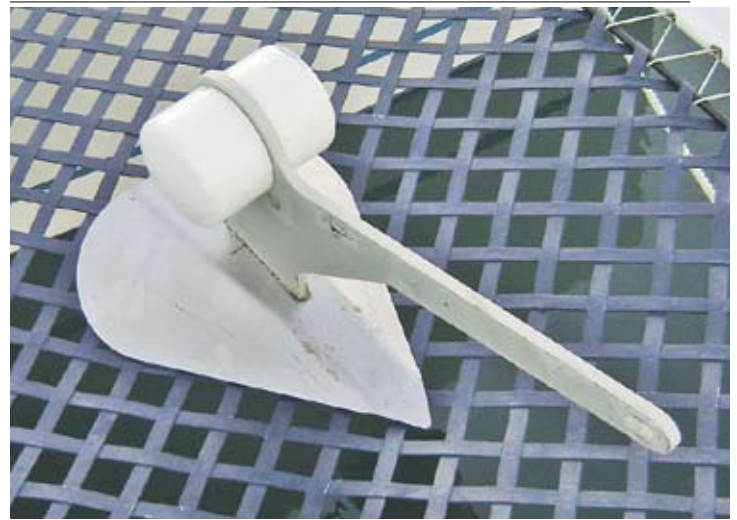
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took immediate action to save our bacon. A local panga driver was first to notice our boat drifting, and immediately got a rope on our cat and pulled her off the vessel that had anchored off our stern. Then the cruisers took over: Bob Smith of the Victoria-based custom 44 cat **Pantera**, Timothy and Michelle Lutman of Washington-based Passport 45 **Bamboo**, Mike of the little yellow boat he's been singlehanding down the coast, and Holly Scott of the Long Beach-based Cal 40 **Mahalo** — who ironically teaches a course for West Marine on anchoring. They were our saviors. Humble pie never tastes very good, but it's easier to digest if the damage isn't severe, and thanks to these folks and others there was no damage. I switched to my Delta anchor, which buried itself when set and gave me a little more comfort. By the way, we had a great time on the Ha-Ha, and the hardworking folks responsible for putting it together did a good job."

We don't consider ourselves to be experts on anchoring, but it seems to us that just about every kind of anchor has the potential to be fouled by its

own chain during a 360 degree windshift. Anybody with any thoughts on the matter?

"My favorite way to get to Mazatlan is sailing on **Ramble On Rose**, our San Francisco-based Caliber 40," reports Michael McNamer. "My wife Ceacy Hart and I arrived in Mazatlan after a 59-hour passage from San Carlos, having sailed when we could and motored when we had to. This was the longest and most enjoyable passage the two of us have ever done alone, and the weather was nice enough for Ceacy to be able to make fabulous gourmet meals featuring the likes of rib-eye steaks, Shrimp Louis and fresh fish. All served at sunset, of course. And finally, there was the dorado



Is the Hydrobubble worse than other anchors in a 360-degree windshift, or do they all have problems? We're not sure.

we landed on our first morning out. As we travelled down the mainland coast, we kept a watchful eye out for lightning, as there were many thunderclouds over the coastal mountains. But our only anxious moment came on the third night, when we ran smack into the Mazatlan shrimping fleet, which is the largest in

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the world. Their season was open, and we were passing through the most popular harvesting grounds. Peering out into the blackness, it looked as though we were approaching a wavering forest of red, green and white moving lights. But we were never in any real danger. We were pleased with ourselves when we arrived off Mazatlan — but then we had to wait seven hours to enter the harbor because they were dredging! So we dropped the hook off Deer Island. Ah, the cruising life! But now we've had showers, enjoyed the sights, and celebrated Ceacy's birthday."

"It's been a very busy summer for us, as we've done everything from surfing in Nicaragua to buying a retired Wonder Bread truck and naming her Cupcake; from fixing up rental property in Texas to driving a Red Cross emergency vehicle from Baton Rouge to Fairfield, California — and much, much more," report Michael and Rene Ditton of the Channel Islands-based Fuji 45 **Ahea Kali**. "But we arrived back in Mazatlan three weeks ago and have been getting *Ahea Kali* ready to sail again. We plan to do Thanksgiving in



With the widening of the narrow entrance to Mazatlan still probably years away, dredging continues, sometimes stopping traffic.

Mazatlan, Christmas in Barra, and then cruise down to Huatulco. After some time that far south, we'll head back northwest to be back at Mazatlan in May. Due to the economic conditions that are affect-

ing everyone, we plan to return to the States next summer to work."

As best we can tell from the website, there were 47 starters and 46 finishers in this year's 19th annual **Caribbean 1500** from Hampton, Virginia, to Tortola in the British Virgins. The Swan 56 **Clover III** had to drop out in Bermuda with a broken headstay. Line honors went to 1500 vets Tom and Diane Might, with crew Ian Jones, aboard their Arizona-based Hallberg-Rassy 62 **Between the Sheets**. We have no idea how the Caribbean 1500 is scored, but apparently they do allow motoring, even in the racing fleet. Mike Harker, who wrote an earlier *Changes* about the 1500, tells us that he motored for 25 hours, and only at 1,800 rpm, which he believes was the least time in the entire fleet. Be that as it may, 1500 officials proclaimed Kirt Schuldt and his crew aboard the East Coast-based Hallberg-Rassy 49 **Elusion**, from Division Three, to be the overall winner in the 25-boat Racing Fleet. They beat *Between the Sheets*, the winner of Division One, for overall honors by just 38 minutes.

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The Division Two winner was John and Susan Bankston's East Coast-based Outbound 44 **Watercolors**. In addition to the Racing Fleet, there were 20 boats in the Cruising Fleet. Rather than a finish order, they were all listed as being "successful". Tom and Harriet Linskey of the East Coast-based Dophin 460 cat **Hands Across the Sea** won the Doublehanded Award. Congratulations to all!

Leaving Beaufort, North Carolina, at almost the same time as the Caribbean 1500 fleet, and headed for the same British Virgins destination, was Randy Sparks of Royal Oaks, California. He was paid crew aboard the Kentucky-based PDQ 36 catamaran **Drifti 'n Days**. Owner Robert Gaffney decided that rather than pay a \$1,500 entry fee to the 1500, he'd use the money to hire Sparks so he'd have an experienced mentor on his first trip to the Caribbean. Sparks gave top marks to Robert for preparations, noting that preparing a boat for a passage is usually much harder work than the passage itself. Robert's wife also got top marks for having "methodically

planned, shopped, prepared, cooked, cooled, bagged, and frozen solid 15 heat & serve meals for four." Alas, Sparks said the three crew were almost Three Stooges-like in their periodic near inability to heat the meals. Using Commander's Weather, the same forecasters that the Caribbean 1500 uses, *Drifti 'n Days* and the 1500 both delayed their start several days because of hurricane *Paloma*. Sparks was glad to hear that his Santa Cruz-based friend Don Radcliffe, a longtime circumnavigator aboard the Beneteau First 456 **Klondike** who happened to be in North Carolina, agreed with Commanders about when was a safe time to head to



It may be hard to get to the Caribbean, but the great sailing and the 'everybody in the pool' water temps make it worth it.

the Caribbean.

The early going wasn't too bad, but it was bumpy and noisy, as Sparks expected it would be on the small, light cat. Then it got light, and for a time they even had to put 54 hours on the outboards. But when the wind filled in, they hit 17.3

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knots in the middle of the night. The strategy in getting from North Carolina to the British Virgins is to head east to longitude 65, then turn south down the so-called 'Interstate 65'. As it turned out, I-65 turned out to be a little farther east than necessary, but when you're sailing a small cat, you don't want to cut the corner only to have to beat your brains out later on. Once 700 miles north of the British Virgins, all that was needed were shorts and T-shirts, even in the middle of the night. This was true even when it was windy, which it sometimes was. "Once in the trades, a small jib and double-reefed main were all that we needed for the autopilot to steer the boat to bursts of 8 to 11 knots." Eventually they crossed paths with **Stray Kitty**, another PDQ. When the adults discussed how bumpy and noisy it was aboard such small and light cats, the kids asked, "What noise?" The PDQ 36 completed the 1,289-mile passage in 10 days and 16 hours, having made between 133 and 189 miles per day.

Having made a run down to the Caribbean from the Northeast, it seems like former Bay Area sailor and '04-'05

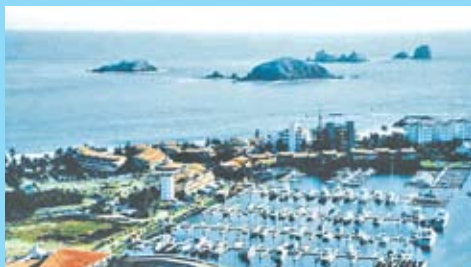


It will be fun to watch Bruce Schwab and 'Ocean Planet' compete in the Around St. Barth Race/Parade. You could even join him!

Vendée Globe finisher Bruce Schwab will strut his Wylie 60 **Ocean Planet** in the St. Barth Around the Island Rally/Race on New Year's Eve. Sailors don't need a





dinghy in the nonstop round-the-world Vendée Globe, so Schwab can be forgiven for having forgotten to bring one to the Caribbean, where life is tough without one. Also assuring us he'll be in St. Barth for the Around the Island is circumnavigator Mark Harker, with his Manhattan Beach-based Hunter 49 **Wanderlust 3**. We also wouldn't be surprised if Jimmy Buffett didn't do the race again this year. Some folks rag on Buffet because he's done so well, but folks who know him well say he's a really down-to-earth guy. What's more, he got the crap beat out of him in strong tradewind conditions in last year's Around the Island with his 32-ft **Groovy** — yet he still showed up after midnight to play for free until the wee hours. One stalwart that won't be in St. Barth this winter will be the great Hershoff 72-ft ketch **Ticonderoga**, which is a legend everywhere from Honolulu to Holland. She's been such a fixture at the end of Charles de Gaulle Quay on New Year's that people will start wondering what's next — will the sun rise in the morning? But it's refit time for *Big Ti*, which was built way back in '29.

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"When I last wrote in late July, I promised that I would tell you when I discovered my reason for abandoning my Florida to Europe crossing this summer," writes Jack 'around-the-world-before-80 years' van Ommen of the Gig Harbor, Washington-based Naja 29 **Fleetwood**. "If you thought it was because I'd struck gold while in the Chesapeake, you're right. Her name is Lynne Poland. Having sailed 4/5 of the way around the world by myself, my singlehanded days are over. Lynne and I met last summer on the Rappahannock River, and among other things, we share the same passion for sailing. She's done a number of doublehanded offshore passages and crewed on ocean races. But frankly, I will miss some of the aspects of solo sailing. I always enjoyed the long solo crossings, so I eventually I may finish my circumnavigation — all that's left is Trinidad to the Pacific — by myself. But I did not enjoy the solo sailing on the Chesapeake last summer, and I look forward to sharing the excitement of the short island hops and destinations in the Caribbean with Lynne. We did, however, get off to

a bad start to the Islands, as we failed to clear the infamous 48-foot bridge over the Elizabeth River. I expected that my VHF antenna would endure a little bending, but the bridge took my masthead tri-color right off instead!"

Welcome to the jungle! One of the most beautiful times to be on mainland Mexico is in early November, right after the end of the rainy season and extreme humidity. That's because the jungle is in its full glory, speckled with all kinds of colorful flowers and huge, white butterflies. You have to be punctual, because once the weather breaks and the rain and humidity stop, it's only a matter of days before it's no longer quite as green.



When you combine the jungle in bloom with magnificent sunsets, mainland Mexico is a beautiful place to be in November.

But the fabulous sunsets continue. The only problem with all this is that it's also one of the best times of the year to be in the Sea of Cortez.

Speaking of cruising rallies, the granddaddy of them all, and still the biggest of them all, is the **Atlantic Rally**

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for Cruisers (ARC). The 23rd running of the ARC, which is 2,680 rhumbline miles between the Canary Islands and St. Lucia, started on November 23, with most boats expected to take between 14 and 21 days. The oldest skipper will be American Lurelle Verplank, who at age 77 will be skippering the largest boat in the fleet, his new Oyster 82 **Sundowner**. Way to go for it, Lurelle! The youngest skipper will be only 24, and the smallest boat is **Madonna**, a Beneteau First 31, not the singer. The ARC will feature 30 boats built by Beneteau, 17 by Oyster, 15 by Hallberg-Rassy, and 15 multihulls. We hope everyone has as safe and as fun an ARC as we did with our Ocean 71 **Big O** back in '94.

Important dates for the season in Mexico: **SailFest in Zihua**, February 3-8. Memo Tee Bar will be replacing Rick's Bar as the headquarters. This is a superb cruiser fundraiser. The **Banderas Bay Regatta**, March 17-21, Paradise Marina, Banderas Bay. This 'nothing serious' racing for cruising boats put on by the Vallarta YC features both the best cruiser racing conditions and venue you



Tom Jones' San Mateo-based Liberty 458 'Charissa' is a perfect Banderas Bay Regatta racing machine. She fired all bullets last year.

can imagine. And it's free! **Sea of Cortez Sailing Week**, starting at La Paz but held out at the nearby islands, will start, appropriately enough, on April Fool's Day and run for six days. The crews of 29

boats had a blast last year, but don't go looking for websites, just show up. And finally, **Loreto Fest**, which we apparently gave the wrong dates for in a previous issue. It runs April 30-May 3. Bring your musical instruments for this, yet another cruiser fundraiser.

"Last year several cruisers at the popular **Tenacatita Bay** anchorage on Mexico's Gold Coast were lamenting the lack of any services being available," writes Dobie Dolpin. "This gave us an idea, so I and my friend Arturo Alvarado, who owns the mini-super on Tenacatita Beach, will be trying to fill the need. We're located in front of the Blue Bay Hotel, and we'll pick up garbage for a small fee, and bring whatever provisions — legal, of course — that cruisers might want, including purified water, ice, beer, soda, wine, booze, eggs, fruits, veggies, paper and canned goods, and so forth. Arturo can be reached by VHF, but since he doesn't speak English, I'll be helping him communicate."

Sounds great! Good luck to both of you on your venture.

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"We indeed did participate in the Caribbean 1500 with our Lagoon 380 catamaran **Honeymoon**, and are indeed from San Francisco — Chestnut St. on Russian Hill," writes Seth Hynes. "Our boat has the name she does because my wife Elizabeth and I quit our day jobs — she was a merchandiser for Banana Republic and I was in wine exports for Robert Mondavi — and we're now on a year-long honeymoon. Despite our experience sailing in the San Francisco Bay, the 1,500 mile passage from Virginia to the British Virgins was our first open ocean voyage, and we were happy we did it as part of the 1500 Rally. We joined the Cruising Division, and were very encouraged by the moral support, weather briefings and safety inspections that came with the event. Steve Black and his crew did an incredible job, and so we would recommend the 1500 to everyone from rookies such as ourselves to the very experienced.

"We didn't race because of insurance reasons," Hynes continued, "but we felt we did well considering all the challenges

we faced. On Day 2, our port winch failed. Even worse, our mainsail headboard cars jammed at the top of the mast when we tried to reef for a squall. Eventually the car itself was ripped from the mast, and on Day 3 we had to make an eight-hour repair at sea. It was hard, but it allowed us to continue south rather than have to divert to Bermuda. The repair required that we swap cars with the lower part of the sail, then continue on with a permanent reef in the main. Other things broke along the way, but Elizabeth and I, and our two crew, overcome them as a team."

While the Hynes didn't complain, we apologize to them for leaving them out of our previous 1500 coverage, as the 1500 website made it hard to determine if they

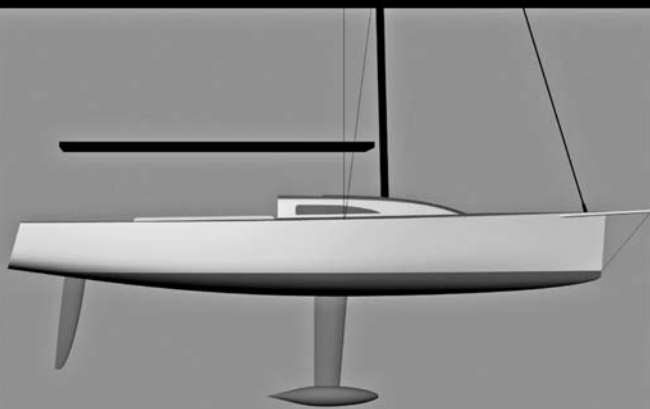


Here's a sight you never want to see far from land: the headboard cars jammed in place at the top of the mast.

had participated.

"Debbie and I want to report that we had a great time on the Ha-Ha," writes Greg Dorland of the Lake Tahoe-based Cantana 52 **Escapade**. "We enjoyed the two stops immensely, as we kayaked and

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LS-30

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CHANGES



Manjula Dean and Steve May of the Corsair 41 cat 'Endless Summer', and Debbie Macrorie and Greg Dorland of the Cantana 52 cat 'Escapade', relax at Marina Nayarit in La Cruz.

dinghied up the estuary at Bahia Santa Maria — and how about climbing those sand dunes! We loved it all. Then I surfed all the way into the beach on my kayak, with Nasho, my 12-year-old blue heeler, along with me. And our crew Robbie

thought that taking off for the waves with his board directly from our boat, once we anchored a few miles up from Turtle Bay, was really cool. Here are six other things I liked about the Ha-Ha:
 1) It gave us a firm departure date, so all the work had to be done by then — or else. 2) As soon as it started, I could stop spending money! 3) We really enjoyed the competitive part of the rally, as it gave us a reason to push our boat and try to figure out how to get the most out of her. 4) All the great cruising information available through the pre-Ha-Ha seminars in San Diego in the days before the event,

as well as *Latitude's* not-to-be-without *First-Timer's Guide to Cruising Mexico*, were extremely helpful. 5) We met some great new cruising folks, and rekindled some old friendships. 6) And last but not least, Keith Sedwick and the guys on the Sausalito-based J/130 **Bonkers** showed us what true hunter-gatherers could do, as they provided us with fruits of the sea for dinner aboard *Escapade* in Bahia Santa Maria. After the Ha-Ha, we went up into the Sea, where local fishermen sold us lobster near Puerto Los Gatos, then taught us how to find our own clams and scallops. You should have tasted the ceviche Debbie made with it! We then made the crossing from La Paz to Puerto Vallarta in just 48 hours, half of it with the chute up in 18-20 knots of wind. Now we're in Nayarit Riviera Marina, happy to be at the dock for the first time in a month with real internet connection. We hope to entertain family and friends here, then head south. But Debbie and I are both loving it, and we love our boat."

We hope you're all having as much fun with your cruising, too.



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24 FEET & UNDER



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J/24, 1978 with trailer, motor, loaded. \$4,900. Call Charlie (831) 373-1489.



INTERNATIONAL 505. 16.5-FT dinghy. 2-man trapeze boat. 2 mains, 2 jibs, 2 spinnakers. 280 lbs minimum weight. Good road trailer, all new rigging. \$5,500 complete. Can be seen at Stockton SC. Also, oldie but goodie: used Lanaverre classic, fiberglass hull and side tanks. Deck is wood, needs TLC, asking \$1,550. This is a fixer-upper. Ray in Burson (209) 772-9695.

25 TO 28 FEET

ERICSON 27 WITH SLIP in Moss Landing North Harbor. \$30k in upgrades since 2001, new 20-hp Yamaha. \$18,500/firm. Details at website: <http://allstarband.net/Sandpiper.htm> (831) 726-3192.

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CATALINA 27, 1976. Cold Turkey. Too much to list. Atomic 4, maybe 250 hours. Harken furling, depth, knot, new radio, good main, nice boat. A-stove, stereo, BBQ. Sails great, no bottom paint 5 years. \$4,500. Ron/Lin (415) 407-1683.

NOR'SEA 27 1978 with trailer. Interior partially finished, ordered with Heritage Marine Tradewinds Package. 3,100-lbs. ballast and tall mast. Good running Farymann diesel, low hours. New prop shaft bearing installed. Hull has some cosmetic gelcoat blistering. Photos available via email. \$16,000/obo. Call Scott (916) 997-8446.



1976 STONE HORSE. 2005 Beta diesel, 2007 Awlgrip, wood stove, good condition. \$20,000. (650) 544-8370.

CAL 25, 1968. Great old classic. Very popular one design class with active club. Tohatsu 5-hp ob, runs great. 2 jibs, one main, in fair shape. Boat overall fair shape, needs some TLC. \$1,000/obo. Located San Rafael. Jack (415) 722-3939.

ERICSON 27, 1974. Very clean. New sail covers. New Honda 9.9 outboard. Sausalito berth. \$5,000. Call (707) 939-8381.

ISLANDER 28, 1984. Fun cruiser or racer in great shape, overnight or daysailing, easy to singlehand. New North main and Mylar/Kevlar genoa, jib halyard and sheets, salon windows, lifelines, and batteries, all 2008. Bottom painted and standing rigging replaced 2005. Wheel, 20-hp Yanmar diesel, low hours. Roller furler, stereo, VHF, depth, knotmeter. Accepting best offer. Email if interested: cwinfordott@yahoo.com. Photos: <http://picasaweb.google.com/CarterWOT/BoatPhotos?authkey=nHd3Ehlijug#>

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J/27, 1986. Sleek performance boat for club racing, day sailing, overnighters too. Sleeps 4. Excellent condition. Balanced, nimble, points high, PHRF 120. Lots of sails and more. \$17,500/obo. Call (415) 456-2397 or portobello40@earthlink.net for details and photos.

29 TO 31 FEET

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ISLANDER 30, 1984. Spacious and comfortable. New interior. Mainsail with roller furler. Yanmar diesel, helm, refrigerator, heater, new bottom paint. Very clean. \$25,999/obo. (877) 881-9111.

CATALINA 30, 1982. Priced to sell fast, owner moving to mainland. Just hauled out and bottom done at KKMI. Great day/Bay sailer, 11-hp Universal diesel engine, low hours after rebuilt, very reliable machine. Some upgrades. Email: mojitoto@yahoo.com.

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32 TO 35 FEET

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WESTSAIL 32, 1979. Factory finished. Lots of new stuff. If you are looking for a Westsail 32, you need to look at this one. \$49,000. Call Jim (916) 765-6347.

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.

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RANGER 33, 1978. Wheel steering, Universal 16-hp diesel, dodger, Monitor windvane, Pineapple sails with extras including storm jib. New bottom, alcohol stove, Raritan head. All lines lead aft for singlehanding. Ready to cruise, race, live aboard. Located La Paz, Baja. \$24,600. (415) 902-1061.

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CORONADO 35, 1973. Center cockpit, flush deck, self-tacking jib. Hauled at Anderson's 4 months ago, new head plumbing, DC lights, AC panel. A-4 pulled, Volvo 3-cyl put in, you finish install. Windlass, roller, Aries vane, davits. Sausalito slip. \$16,500. (707) 974-0200 or farvelsailing@yahoo.com.



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36 TO 39 FEET

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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: <www.flickr.com/photos/48403161@N00/yets/72157606203417726/> \$50,000. (510) 812-2032 or w.designbuild@yahoo.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 or will trade up for larger boat with aft cabin, trade plus cash. Arnie (415) 999-6751 (cell) or (415) 383-9180 (hm) or email: arnoldgallegos@comcast.net.

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PEARSON 39, 1971. Set up for Northwest cruising. Comes with Sidney, BC berth. Completely rebuilt inside and out: Spectra WM, Furuno radar/GPS chartplotter, Simrad hydraulic AP, AGM house and start bat 650amh, 1kw inverter, link 2000, BlueSea panel, 200-watt solar panel, Frigoboat ref, Webasto diesel heater, Lofrans windlass, outboard hoist, anchor, 250-ft chain, fixed shore tie reel, dodger, bimini, connector. Perkins 4-107 diesel, MaxProp, dripless packing, liferaft, beautiful interior. \$70,000. (415) 456-2849.

YORKTOWN 39, 1980. Center cockpit, factory commissioned, full-size bed in aft cabin, V-berth, two TVs, DVD, VCR, CNG gas stove/oven, propane BBQ, microwave, refrigerator, freezer, icemaker, electric head, separate shower, VHF radio, radar, GPS, 50-hp diesel, dinghy. Great liveaboard. \$30,000. Vic (209) 743-6275.



HANS CHRISTIAN 38T 1978. Located in Monterey, CA. Mechanically, structurally and cosmetically sound. LOA: 38'. LWL: 35'. Beam: 12'4". Draft: 6'. Pisces (Isuzu) 58-hp. 120 fuel, 140 water. 3 batteries, Statpower Smart Charger. VHF radio, compass, depthsounder, clock barometer. \$80,000. Email: ggibsd@yahoo.com.

1989 39-FT X-119 FRACTIONAL cruiser/racer in excellent condition. This yacht has won trophies in national as well as international events. Ready to race or cruise: Robertson autopilot, Garmin GPS, Furuno radar. B&G instruments, ICOM SSB, ICOM VHF, CD player, ground tackle, safety equipment plus raft for six, dodger. New engine 2000, rebuilt steering 2008, rebuilt saildrive 2008 and much more. Sails: 2007-08 main, #1 genoa, #3 jib, masthead spinnaker plus code 0. Two 3/4 oz. One 0.6 runner. Asking \$109,000. Call (415) 246-4818.

JEANNEAU 36, 1997. Very well maintained. Electric anchor windlass, dodger, refrigerator/freezer, GPS, chartplotter, autopilot, CD player, VHF, B&G instruments, depth/knot/wind, dinghy with 2-hp Johnson. \$95,000. To view call Roy (510) 523-4081 or Brian (209) 722-2068 or coolswick@aol.com.

CAPE DORY 36. World cruising cutter, USA built, 1980. Cozy teak interior. Equipped and ready to sail anywhere. SSB/Ham radio, TNC, watermaker, WH autopilot, Monitor, storm sails, RIB 15-hp outboard, liferaft, solar panels. \$69,950. (503) 805-9954 or svseatern@aol.com.

KETTENBURG 38. Three boats for sale. If you are looking for a classic, we have three in various states of renovation. Two in the water, one on the renovation site. Call for more details. (916) 847-9064 or (415) 518-3914.



ISLANDER 36, 1982. 2nd owner. \$55,000. Fantastic condition. Many recent upgrades. 2008 Isotherm reefer, Lewmar windlass, Delta anchor, 200-ft chain. Hood main with Dutchman, Harken roller furling, spinnaker, whiskerpole, Garhauer rigid vang, CNG stove/oven, pressure H/C, Truecharger, inverter, autopilot, wind indicator, dodger with suncover, Lewmar portlights, 50-hp Pathfinder diesel, Racor, MaxProp. Newer standing and running rigging. Great boat for cruising/racing. Moving up to a larger boat. Check out: <www.islander36.org/Lean%20Times%20Ad.html> (707) 265-8669.

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. \$25,000/obo. (916) 248-6413.

ISLANDER 36, 1974. Many upgrades including new bimini, mainsail, stainless port lights and electrical upgrade. Still needs some TLC. \$18,000. (408) 348-3681. For pictures go to myspace.com/seasaddle.

INGRID 38 BLUEWATER KETCH. Colin Archer/Wm. Atkins design. Built in Port Townsend, 1976. Yanmar diesel, vane, furling, radar. Extra stout, solid, glass double-ended cruiser. *Hyperion* has sailed to Alaska and Hawaii. Best offer \$52,000. (415) 332-6585 or (562) 899-0774.

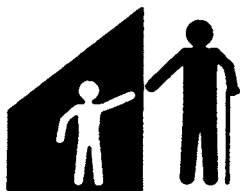


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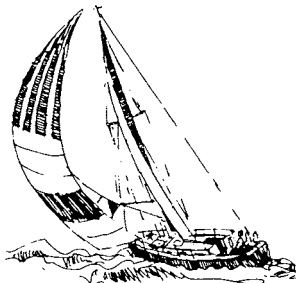
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40 TO 50 FEET

PETERSON 44 CENTER-COCKPIT cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, outboard. \$109,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or (520) 235-6695 or svubetcha@aol.com.



HUNTER PASSAGE 42, 1996. \$165,000. Ready to cruise with autopilot, SSB, radar, 2 chartplotters, dinghy with outboard, etc. See full details, photos, etc at: <www.svdakota.com> Richmond, CA. Call (925) 200-9659 or email: ed@svdakota.com.

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CATALINA 400 MK II, 2004. Great condition, low hours, Yanmar diesel. Ultra leather, custom teak floor in galley, electric head aft. Dodger, closed-cell cushions, ST 6001 autopilot, wind point/wind speed. 10" color radar/chartplotter, stereo, 10-CD changer. VHF Ram mic, starter battery, electric winch. Schaefer boom furler, more. \$200,000. (707) 647-7052.

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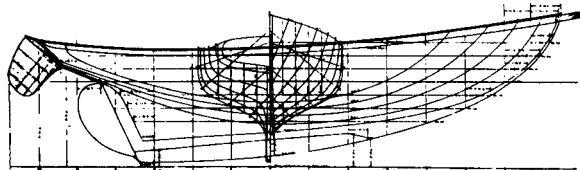
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BASIC NAVIGATION: Weekend Navigator Part-1 class. 6 weeks, Wed. evenings, starting Jan. 21, 6:30-8:30 pm at the Oakland Yacht Club. Call Nancy (510) 601-6239 or email nancy@windwave.com to reserve seat, enrollment limited. \$45. Flotilla 12-2, US Coast Guard Auxiliary.

USCG AUXILIARY FLOTILLA 17. 'About Boating Safely' course. Jan. 17, 0800-1730 hrs. \$50 including books and lunch. Boating Skills & Seamanship course, Jan. 20 to March 10, Tues and Thurs, 1930-2130 hrs. \$70 including books. Located USCG Station, Yerba Buena Island. Email: FSO-PE@flotilla17.org.

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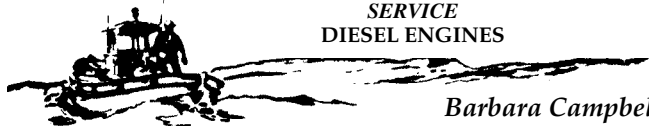
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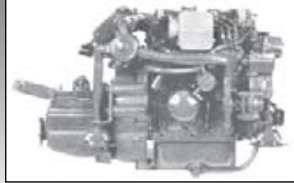
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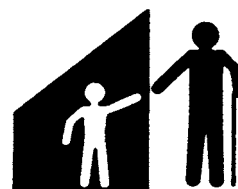
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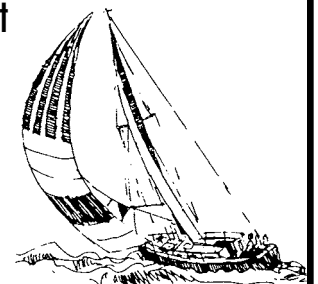
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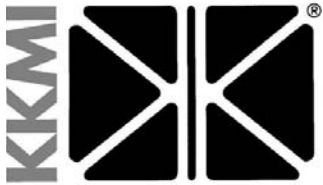
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Beautiful, fast cruiser, set up for shorthanded sailing. Maintained to very high standards, the hull has been repainted in stunning red with new bottom paint. Asking **\$490,000**



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47' Beneteau 47.7	2001	\$330,000	7023	31' Prout Cat	1983 \$ 79,000 5123
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38' Hans Christian Cutter, 1985	\$114,900	42' Nova 42 Sundeck, 1985	\$139,000
37' Hunter Legend, 1989	\$59,500	41' Hatteras Aft Cabin, 1966	\$79,000
36' Catalina, 1984	\$49,500	38' Californian Sedan Trawler, 1982	\$75,000
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NEW LISTING

See at:
www.marottayachts.com



49' GRAND BANKS TRAWLER, 1980

Grand Banks are well built, proven passagemakers, and this particular example is in really REALLY nice shape inside and out. Some highlights include a flawless solid teak updated interior, new teak decks, perfect gelcoat and brightwork. Prime transferable Sausalito YH slip, competitively priced. **\$299,000**

REDUCED

See at:
www.marottayachts.com



40' CATALINA 400, 1997

Maintained bristol, this boat has been only lightly sailed and literally shows as new inside and out. High-lights: Extensive suite of fully integrated electronics, sails show no wear whatsoever, beautiful custom dodger, interior perfect, much more, must see. One of the nicest on the market. **\$139,000**



38' HANS CHRISTIAN TRADITIONAL, 1984

The 38 Traditional is a lovely modern classic and this particular example is in very nice inside and out. Some highlights: new main in 2003, new roller furler in 2001, all new electronics in 2001, epoxy barrier-coated bottom painted 2001. **\$134,900**



See at:
www.marottayachts.com

36' CASCADE CUTTER, 1989 Custom-built raised cabintop cutter that was designed specifically for a cruise that was never taken, almost \$30,000 spent over the past couple of years. She shows very nicely today – new electronics, new sails and rigging, low time on the Yanmar diesel and a hard dodger that's a work of art. She's ready to head anywhere you see fit. **\$124,900**



See at:
www.marottayachts.com

34' SUNSET SLOOP, 1967

This full keeled little jewel was designed as the ultimate Bay daysailer and built like a piano by Al Silva shortly after he left the legendary Stone Boat Yard. Fully restored, she's one of the finest boats of this era we've ever seen; everything's done to showboat standards. **\$69,500**



REDUCED

See at:
www.marottayachts.com

39' COLUMBIA CENTER COCKPIT, 1979

This yacht had more than \$30,000 spent since 2002. Rebuilt engine, new mainsails, renewed rigging, replumbed, rewired, replaced original plastic portholes with ABI stainless steel, new custom hard dodger, etc. **\$69,000/Offers Encouraged**



See at:
www.marottayachts.com

30' NONSUCH ULTRA, 1987 Professionally maintained late-model example in super nice shape (the interior is flawless and the exterior comes close), and lying in a transferable Sausalito Yacht Harbor slip that has a great Richardson Bay, Angel Island and San Francisco views. All in all, a nice turn key package that must be seen to be appreciated. **\$69,000**



REDUCED

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34' TARTAN Mk II

S&S design in **OUTSTANDING** shape inside and out – meticulous long-term owners and spent the first 15 years of her life in fresh water. Most systems have been updated, including electronics and sails. With less than 500 total hours on her Yanmar diesel, she's been very lightly used. **\$64,990**



See at:
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36' ISLANDER, 1975

With almost 800 launched, the Islander 36 has proved to be one of the most popular 36-ft sailboats ever built, and this particular example is clean overall with her oiled teak interior in particular showing nicely. Transferable Sausalito Yacht Harbor slip. **\$40,000**



27' CATALINA, 1981

With \$12,000 spent on recent upgrades, this is one of the nicest on the market: new sails, new ProFurl roller furler, new running rigging, new self-tailing main halyard winch, perfect exterior brightwork, new cushions below, bottom just painted August 2008. Plus transferable Sausalito YH slip. **\$16,000**



25' PACIFIC SEACRAFT, 1978

Charming double-ended pocket cruiser in fine shape inside and out and shows much newer than her actual age. Diesel engine. Lying in a transferable Sausalito YH slip right on the boardwalk. **\$15,000**



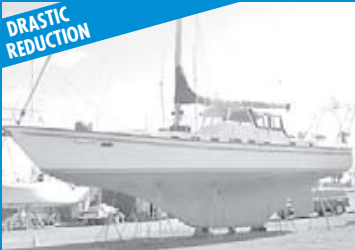
NEW LISTING

24' RHODES MERIDIAN, 1961

This lovely Phillip Rhodes-designed full keeled gem was built at the Feadship de Vries yard in Holland, has had over \$30,000 spent on her over the past several years (new ProFurl, new self-tailing winches with rope clutches, new 9.9hp Mercury engine with controls in cockpit) and shows very nicely. **\$6,500**

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Cutter, Telstar, low hours. **\$210,000**
Also: 33', '86...\$112k



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Ketch rig, Alden design, raised salon, numerous
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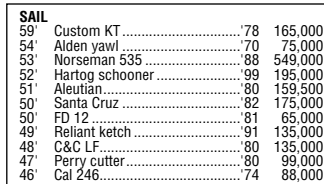
59' CUSTOM CB KETCH PH, 1978
Boja Ha-Ha in style.
\$155,000



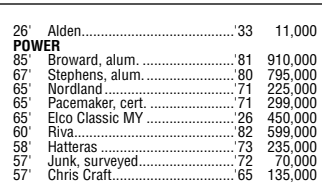
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With inside steering. **\$149,500**
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38' MORGAN, '84
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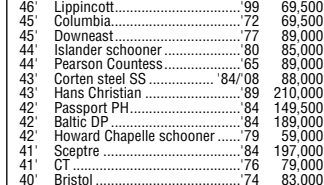
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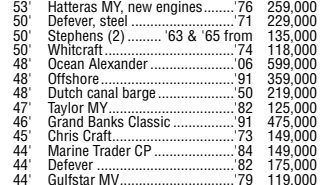
40' BRISTOL CLASSIC, '74
Sausalito slip.
\$83,000



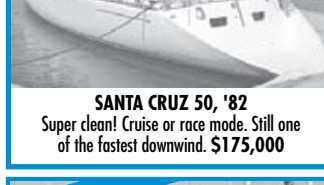
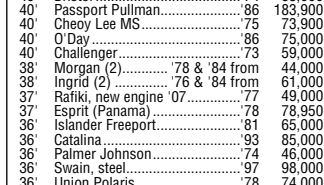
36' UNION POLARIS, '78,
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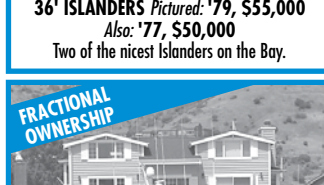
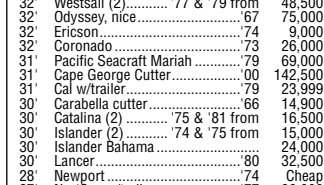
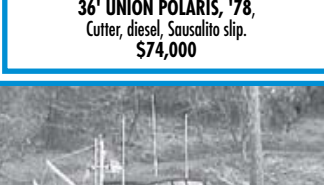
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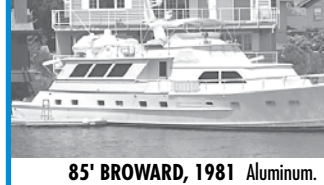
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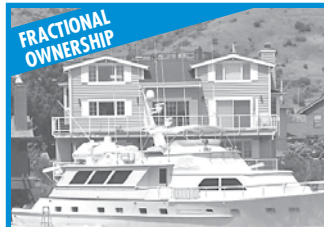
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