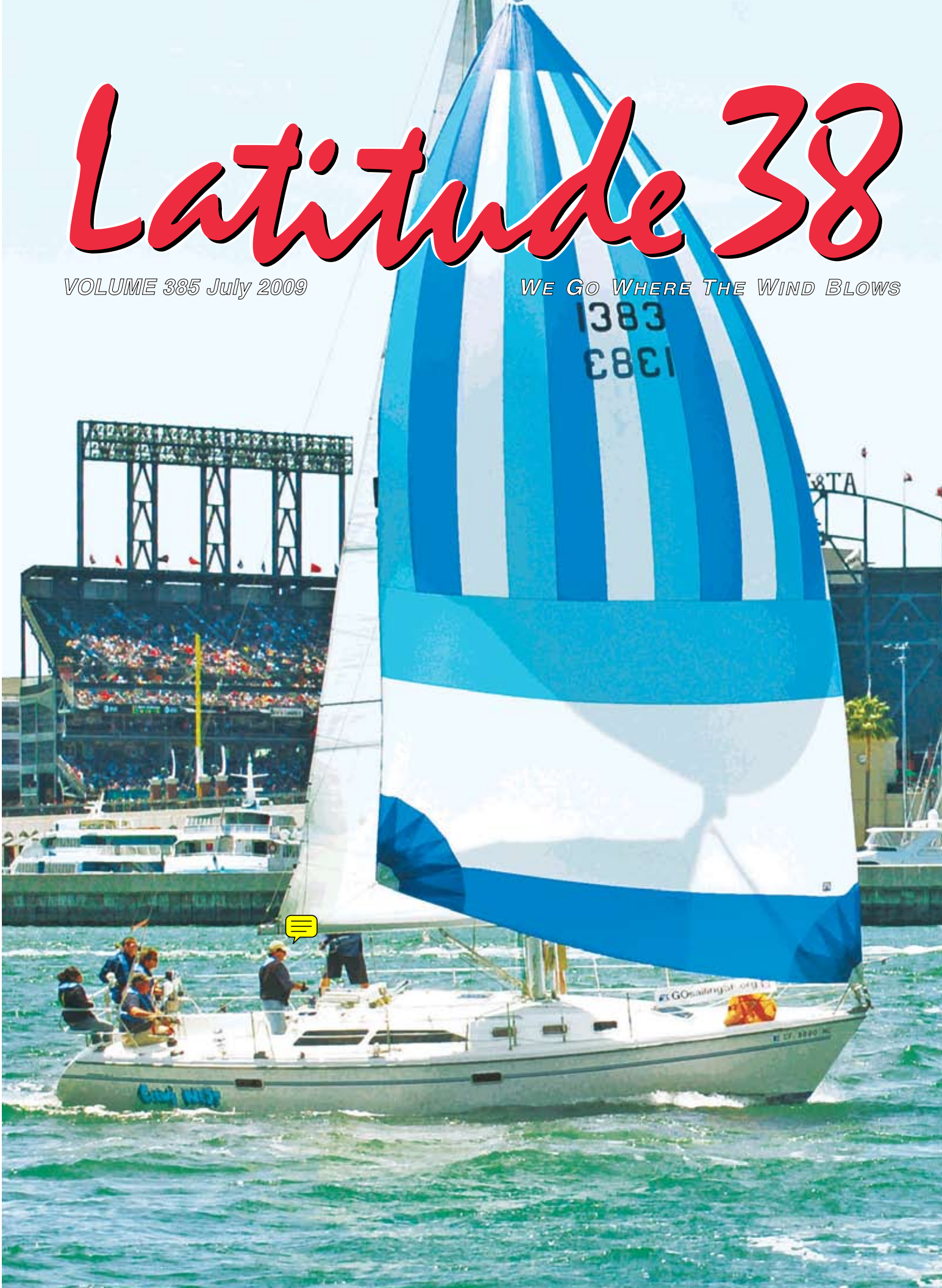


Latitude 38

Latitude 38

VOLUME 385 July 2009

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JULY 2009

VOLUME 385

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DIRECTORY of GRAND MARINA TENANTS	
Alameda Prop and Machine.....	65
Bay Island Yachts	8
Blue Pelican Marine.....	158
The Boat Yard at Grand Marina...	13
Marine Lube.....	162
New Era Yacht Sales	166
Pacific Crest Canvas.....	57
Pacific Yacht Imports	9
Rooster Sails	66
UK-Halsey Sailmakers.....	38



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*Cassiopeia, Nancy, Baleineau, Goose, Ditsy, Elan, Can o'Whoopass, Kelika**

This year's Yacht Racing Association season opener to Vallejo and back divided up 295 boats into 14 divisions. It was a weekend of delightful racing with plenty of wind and challenging current.

Boats powered by Pineapple Sails placed first in 8 of 14 divisions on the Saturday segment. Kit Wiegman won his division on his Islander 36, *Cassiopeia* using a shiny new Dacron main. Patrick Broderick's WylieCat 30, *Nancy*, won his division with his new Pineapple mainsail made of Carbon. Charlie and Candace Brochard's Olson 34, *Baleineau*, won their division with a brand new Dacron Pineapple mainsail.

And there were Pineapple powered winners with not-so-new sails as well: Mike and Lorianna Kastrop on their Catalina 30, *Goose*, won their class on Saturday. Deb Clark and Ralf Morgan on their Alerion Express 28, *Ditsy*. Bill Riess in the Express 37 fleet on *Elan*. Richard von Ehrenkrook on his Cal 20, *Can O' Whoopass*. And Michael Weaver on his Hunter 33.5, *Kelika*.

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CONTENTS

subscriptions	6
calendar	14
letters	22
loose lips	70
sightings	72
delta ditch run	88
big oceans, tiny boat	94
tahiti rendezvous	98
transpac preview	106
max ebb: star power	110
the racing sheet	114
world of chartering	126
changes in latitudes	134
classy classifieds	150
advertisers' index	161
brokerage	166

Cover: Take me out to the ball game - the inaugural Media Cup Regatta took place off AT&T Park.

Photo: Latitude/JR

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all 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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Beneteau 46



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Catalina 36	1990	\$65,900
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CALENDAR

Non-Race

June 27-July 3 — *Latitude 38's* inaugural Delta Doo Dah, a laid-back rally to the warm Delta waters. Follow the event on Twitter or at www.deltadoodah.com.

July 1-29 — 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.

July 2, 9, 11, 16, 18, 23, 25, 30 — Sail aboard SF Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$35 adult, \$20 kids 6 & up. Info, www.nps.gov/safr.

July 4 — Celebrate Independence Day at Barron Hilton's Fireworks Extravaganza at Mandeville Tip in the Delta.

July 4, 19 — Cal Sailing Club's free introductory sails at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

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

July 7 — Howl at the full moon on a Tuesday night.

July 9 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

July 10-12 — 27th Catalina Yachts Rendezvous at Two Harbors, Catalina Island. Info www.catalinayachts.com.

July 16 — Free presentation on Modern Sailing Instructor John Connolly's trip from the Canaries to Morocco, Gibraltar and Mallorca at GGYC, 6:30 p.m. Info, (800) 995-1668.

July 18 — Beneteau 36.7 Fleet Cruise-In at Richmond YC. Fun regatta, BBQ and more! Info, www.sf367.org.

July 18 — Glen Cove Marina Jazz, Wine & Arts Festival in Vallejo, noon-dusk. Celebrate summer and the centennial of the Carquinez Strait Lighthouse. Info, (707) 552-3236 or www.glencovemarina.net.

July 18 — Nautical Swap Meet at Ballena Isle Marina in Alameda, 8 a.m.-noon. Info, (510) 523-5528.

July 18 — Classic Car and Boat Show at Marin YC in San Rafael, 11 a.m.-5 p.m. Info, www.marinyachtclub.com.

July 18-19 — Triton and Alberg sail-in to South Beach Harbor. Mike Borgerding, (925) 228-2193.

July 18-26 — World War II/Korean War Rescue Boat Rendezvous, visiting Pier 40, Sausalito, Berkeley, Alameda and Redwood City. Info, <http://crashboat.homestead.com>.

July 25 — Coyote Point Marina Lien Sale, 1 p.m. Viewing starts at noon. \$5 park entry fee, so pack a picnic for the rest of the day. Info, (650) 573-2594 or marina@co.sanmateo.ca.us.

July 30-Aug. 2 — H&S Power & Sailboat Owner Rendezvous at Catalina Island. Register at www.hsyacht.com.

Aug. 1 — Flea Market & Maritime Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or www.galileeharbor.org.

Aug. 6-9 — Beneteau Owners Rendezvous at Catalina's Two Harbors. Info, www.southwesternyachts.com.

Sept. 15-Oct. 6 — America's Boating Class by Marin Power & Sail Squadron on Tuesdays and Thursdays, 7-9 p.m. Textbook \$50. Info, (415) 924-2712.

Racing

June 29-July 5 — 45th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

July 3-4 — 42nd Marina del Rey to San Diego Race. Info, www.smwyc.org or www.southwesternyc.org.

July 4 — 61st Annual Boreas Race, Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, www.elkhornyc.com.

July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun

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for the whole family. TYC, www.tyc.org.

July 4 — Firecracker Regatta. CYC, www.cyc.org.

July 6-10 — Kiteboarding Worlds off the Cityfront. StFYC, www.stfyc.com.

July 10-12 — Wylie Wabbit & Santa Cruz 27 Nationals on Monterey Bay. MPYC, www.mpyc.org.

July 11 — Silver Eagle Long Distance Race, with a shorter course for boats rating 150 or above. IYC, www.iyc.org.

July 11 — Moonlight Marathon (not to be confused with SFYC's similarly named race). SeqYC, www.sequoiayc.org.

July 11 — TransTahoe Regatta, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

July 11 — South Bay YRA Summer Series #4. Richard, rjgreenawald@hotmail.com.

July 11 — Hart-Nunes for Mercs. SFYC, www.sfyc.org.

July 11-12 — Easom Founders (Etchells)/Melges 24 Invitational. SFYC, www.sfyc.org.

July 11-12 — High Sierra Regatta for Centerboard Classes. Info, www.fresnoyachtclub.org.

July 11-12 — Longboard SF Classic/UN Challenge. StFYC, www.stfyc.com.

July 12 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 17 — Women's Regatta on Lake Tahoe. Tahoe YC, www.tahoeyc.com.

July 18 — Triton One Design Association Perpetual Cup race, in conjunction with BVBC's Plastic Classic Regatta. Mike Borgerding, (925) 228-2193.

July 18 — 25th Annual Plastic Classic, for fiberglass boats from the '60s & '70s. BVBC, www.plasticclassic.com or (415) 864-4334.

July 18 — YRA-OYRA Lightship 2. GGYC, www.yra.org.

July 18-19 — Albert T. Simpson Sportboat Regatta. StFYC, www.stfyc.com.

July 18-19 — PICYA Lipton Series, the annual interclub all-star game. GGYC, www.picya.org.

July 18-19 — BAYS #3/Svendson's Summer Splash (which acts as the Area G Bemis-Smythe Qualifier) at EYC. Info, www.bayarea-youthsailing.com.

July 18-19 — West Wight Potters Roundup on Monterey Bay. MPYC, www.mpyc.org.

July 18-19 — High Sierra Regatta for Keelboats. Info, www.fresnoyachtclub.org.

July 24-26 — San Francisco Inter-Yacht Club Challenge on 1D35s. GGYC, www.ggyc.com.

July 24-26 — Santana 22 Nationals. CYC, www.cyc.org.

July 25 — Dinghy Delta Ditch Run, 31 miles from Rio Vista to West Sac. LWSC, www.lwsailing.org.

July 25-26 — YRA 2nd Half Opener. EYC, www.yra.org.

July 26 — Summer Series #3 (El Toros) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

July 29-Aug. 4 — 2009 Great Pacific Longitude Race, aka 'The LongPac', a qualifier for next summer's Singlehanded TransPac. Info, www.sfbaysss.org.

July 31-Aug. 2 — Aldo Alessio Perpetual for IRC, J/120s, J/105s and any other big boat one design class that fields six boats. StFYC, www.stfyc.com.

Aug. 1 — South Bay YRA Summer Series #5. Richard, rjgreenawald@hotmail.com.

Aug. 1-2 — Moseley Regatta. TYC, www.tyc.org.

Aug. 2-6 — Flying Dutchman Regatta on Lake Tahoe. Tahoe YC, www.tahoeyc.com.

Aug. 3-6 — Lake Tahoe Race Week for El Toros (Nationals), Lasers, FJs, FDs, Vanguard 15s, Thistles, Windmills, etc. Tahoe YC, Darren Kramer, (530) 581-4700.



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CALENDAR

Aug. 7-9 — Summer National Senior Games on Emeryville Flats. StFYC, www.stfyc.com.

Aug. 8 — YRA-HDA/ODCA Fall 1. RYC, www.yra.org.

Aug. 8 — Round the Rock, from the South Bay to Alcatraz. BVBC, www.bayviewboatclub.org.

Aug. 8 — Ronstan Bay Challenge. StFYC, www.stfyc.com.

Aug. 8 — HO Lind #5 & 6. TYC, www.tyc.org.

Aug. 8 — Gracie & George Regatta, a co-ed doublehander featuring 'Gracie' on the helm. EYC, www.encinal.org.

Aug. 8 — The return of the Bay classic Midnight Moonlight Maritime Marathon, a night run from Raccoon Strait to Carquinez Strait and back. SFYC, www.sfyc.org.

Aug. 8-9 — J/24 & Olson 25 Nationals. BYC, www.berkeleyyc.org.

Aug. 14-16 — Laser Masters Nationals. MPYC, www.mpyc.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 7/10, 7/24, 8/7, 8/21, 9/4, 9/18, 10/2, 10/16, 10/30. Info, (510) 523-2292 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Fall: 7/20, 8/3, 8/17, 8/31, 9/14, 9/21 (make-up). Peter McCool, (415) 864-4334 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights: 7/9-9/24. Mike Munn, (408) 671-1484 or mmunn88@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/25. Bobbi Tosse, (925) 939-9885 or bobbi_john@jfchat.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intracub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

CORINTHIAN YC — Every Friday night through 9/4. Donal Botkin, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/28. Torin Knorr, (650) 863-2570 or regatta@cpyc.com.

ENCINAL YC — Friday Night Summer Twilight Series: 7/24, 8/7, 8/21, 9/11, 9/25. Matthew Dean, (510) 406-0851 or rearcommadore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night through 9/16. Steve Galeria, (916) 635-3911 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 7/3, 7/17, 7/31, 8/14, 8/28. Mont McMillen, (209) 481-5158 or ggycracedeck@aol.com.

ISLAND YC — Friday Night Island Nights: 7/17, 7/31, 8/14, 8/28, 9/18. Info, (510) 521-7442 or www.iyc.org.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/14. Mike Robinson, (530) 713-9080

LAKE WASHINGTON SC — Every Thursday night through 8/27. Roy Pitts, (530) 908-7160, rpitts@ucdavis.edu or www.lwsailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/30. Ray Ward, (831) 659-2401 or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series: 7/29-9/16. Sheldon Haynie, (510) 368-5427 or sheldonhaynie@gmail.com.

RICHMOND YC — Wednesday nights: 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/30. Eric Arens, ericarens@comcast.net or (510) 841-6022.

ST. FRANCIS YC — Wednesday Night Series: 8/5-8/26. Thursday Night Kiting Series through September Friday Night Windsurfing Series through September John Craig, (415) 563-6363 or racemgr@stfyc.com.

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

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CALENDAR

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SAUSALITO YC — Tuesday Night Summer Sunset Series: 7/25, 8/11, 8/25, 9/8, 9/22. John Mount, (415) 509-8381 or race@syconline.org.

SEQUOIA YC — Every Wednesday night through 10/7. Rich Butts, (650) 576-3990 or rbutts@pacbell.net.

SOUTH BAY YRA — Summer Series: 7/11, 8/1, 9/5, 10/3. Richard, rjgreenawald@hotmail.com.

SOUTH BEACH YC — Friday Night Series: 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Nancy DeMauro, (415) 409-1071 or rearcommodore@sbyc.org.

STOCKTON SC — Every Wednesday night through 8/26. Phil Hendrix, (209) 476-1381 or phil.hendrix@excite.com.

TAHOE YC — Wednesday Night Spring Keelboat Series through 7/8. Summer Series, 7/15-8-26. Monday Night Spring Laser Series through 7/13. Summer Series, 7/20-8/24. Darren Kramer, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night through 8/11. Gary Proctor, (415) 827-2622 or www.tyc.org.

VALLEJO YC — Every Wednesday night through 9/30. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

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

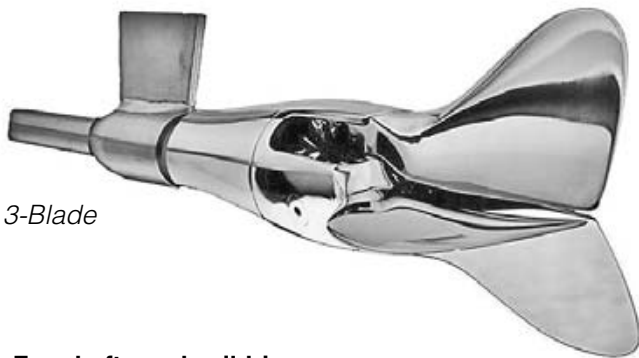
July Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
7/04Sat	0441/-0.5	1202/4.4	1604/3.1	2209/6.1
7/05Sun	0520/-0.6	1244/4.5	1651/3.1	2249/6.1
	HIGH	LOW	HIGH	LOW
7/11Sat	0158/5.2	0834/0.0	1544/5.0	2101/2.6
7/12Sun	0242/4.8	0906/0.4	1614/5.1	2155/2.4
	LOW	HIGH	LOW	HIGH
7/18Sat	0304/-0.3	1033/4.0	1416/3.1	2040/6.6
7/19Sun	0357/-0.9	1125/4.4	1520/3.1	2137/6.9
	HIGH	LOW	HIGH	LOW
7/25Sat	0209/6.0	0828/-0.3	1526/5.9	2105/1.5
7/26Sun	0308/5.3	0911/0.4	1607/6.0	2211/1.3

July Weekend Currents

date/day	slack	max	slack	max
7/04Sat		0253/4.3E	0652	1008/3.5F
	1317	1555/1.6E	1834	2125/2.3F
7/05Sun	0003	0334/4.5E	0734	1048/3.6F
	1359	1625/1.7E	1916	2205/2.4F
7/11Sat		0112/2.3F	0354	0715/4.1E
	1053	1356/3.2F	1720	1950/2.7E
7/12Sun		0157/2.1F	0439	0757/3.6E
	1122	1432/3.0F	1751	2034/2.9E
7/18Sat		0108/4.4E	0522	0827/3.1F
	1152	1348/1.5E	1645	1948/2.3F
	2234			
7/19Sun		0207/5.0E	0615	0924/3.7F
	1248	1450/1.8E	1748	2046/2.7F
	2331			
7/25Sat		0109/3.5F	0406	0708/4.8E
	1049	1348/4.1F	1700	1942/3.8E
	2316			
7/26Sun		0205/3.2F	1505	0756/3.9E
	1132	1431/3.6F	1741	2031/3.8E

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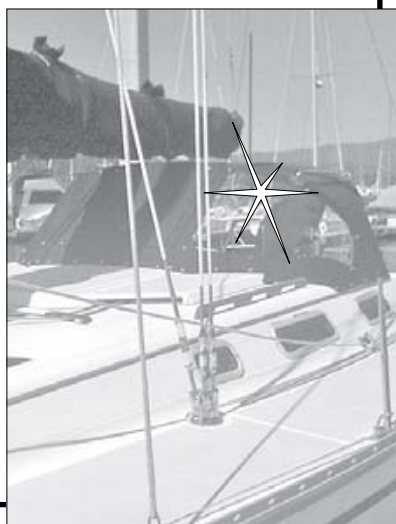
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LETTERS

↑↓ TO REQUIRE A PERMIT IS TOO RESTRICTIVE

Having read the minutes of the Treasure Island Development Agency's (TIDA) proposal requiring permits for boats to anchor at Clipper Cove, in order to "welcome all types of boaters while mitigating some of the abuse of the cove," I have some comments:

- Where there are permits, there are inevitably fees. Providing staff, paperwork, systems, enforcement and review for those permits will cost money.

- The proposal to require a permit after 24 hours is too restrictive. The problems at Clipper Cove are caused by a few boats, often unattended, that stay for significantly longer than 24 hours — weeks, months and even years. The problems at Clipper Cove are not caused by weekend visitors, and TIDA has not shown any reason that these mariners should have to get permits.

- I didn't see any mention of the maximum time TIDA would allow boats to stay at Clipper Cove. If it was only two weeks, it seems the simplest solution would be to not require permits at all.

- If I were writing the rules, I'd establish a permit-free period of two weeks. Such a time period would have the side benefit of making enforcement simple. Authorities could swing by the cove once a week to see who was still there after a week. If a boat was there after a third visit, a note would be left on the hull. After a grace period, enforcement would proceed.

- One of the agenda items said owners getting permits would need to "prove the seaworthiness of the vessel." If TIDA wants to get into that business, the standards would need to be very clear on enforcement. Marinas avoid having to deal with it by requiring evidence of insurance for boats that stay more than a few days.

- If stays beyond two weeks were allowed, I think that a permit, a check of holding tanks, and proof of insurance would be appropriate — especially as the island develops.

- A true public guest dock at Clipper Cove would also be a fantastic improvement. When the marina is redeveloped, that should certainly be considered.

August Zajonc
San Francisco

August — We think we have a simpler and more cost-effective plan — and lord knows there needs to be more simplicity and cost-effectiveness in government operations. The Latitude plan is that there should be no permit required to anchor at Clipper



LATITUDE / LADONNA

Cove on Friday, Saturday, Sunday and Monday nights. This would make life easy for 95% of the people who use the cove, as most people think it should be

It's Wednesday night. Where the hell is your permit?

used. Those who wanted to anchor on Tuesday, Wednesday or Thursday nights could do so, but they'd have to sign up online in advance or at the TIDA office, and they wouldn't be allowed to sign up for more than two Tuesday, Wednesday or Thursday nights a month. This would allow most mariners

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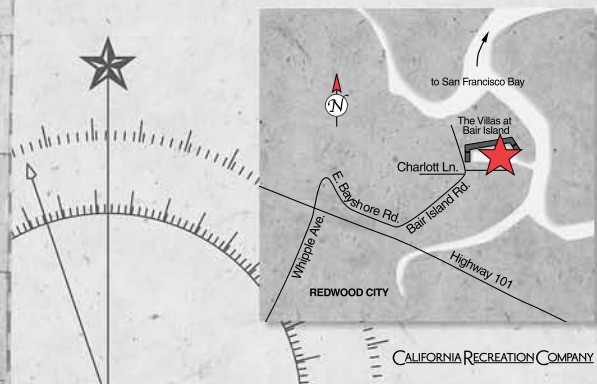
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LETTERS

generous use of the cove, but would eliminate the cove's being used as a private storage area/dumping ground for what are often derelict vessels.

Such rules would be useless without enforcement, of course. Nobody leaves cars on the side of freeways for a simple reason — they know it's going to cost them big time. The same financial consequences need to motivate the people who leave boats at Clipper Cove for long periods of time. In order for this to be ultra cost-effective, volunteers could patrol the cove — as they do at permitted anchorages in San Diego. (By the way, in several of those anchorages requiring permits, the permits are free.) And such patrolling wouldn't have to be frequent to be effective — as long as violators took a big enough financial hit when they got caught anchoring illegally.

Another reason we like our plan over a traditional permit process is that it would require the least government work. That's good, because fees from such permits wouldn't come close to paying even one government employee.

↑↓ WE AVOID IT ALTOGETHER NOW

We were very happy to read the article in the latest issue of *Latitude* regarding Mirian Saez and TIDA's attempts to clear the derelict boats from Clipper Cove. This situation has gotten



LATITUDE / LADONNA

Finally, an official who not only really seems to care, but who's actually been able to get something done at Clipper Cove.

completely out of control, with these boats permanently moored in the most desirable spots in the cove. We used to love our stays on the hook, but lately have avoided the area altogether.

We also found the photograph accompanying *Latitude's* article to be ironic, as all three of the boats behind Ms. Saez in the photograph — including the sunken boat — were there when we visited a year ago. Please continue the good work!

Rod & Cherie Williams
Azure, Catalina 42
Alameda

Rod and Cherie — Great news! As of late June, many of the offending boats had been removed. Mirian Saez also reports the Treasure Island Bar & Grill is open and ready to pour.

↑↓ NO PERMITS FOR CLIPPER COVE

Based on the June article in *Latitude*, I want to thank Mirian Saez of the Treasure Island Development Agency (TIDA) for her concern about the neglected boats that have become both an eyesore and a hazard at Clipper Cove. It's with great alarm that we've watched the steady deterioration of Clipper Cove ever since the Navy closed up shop.

But we're apprehensive, because the result of most governmental actions is that everyone is punished as the result of the improper actions of a few. We feel the imposition of permits for what is — and should remain — a free anchorage is abhorrent, and would set a dangerous precedent. The most important thing that TIDA can do is promptly remove the



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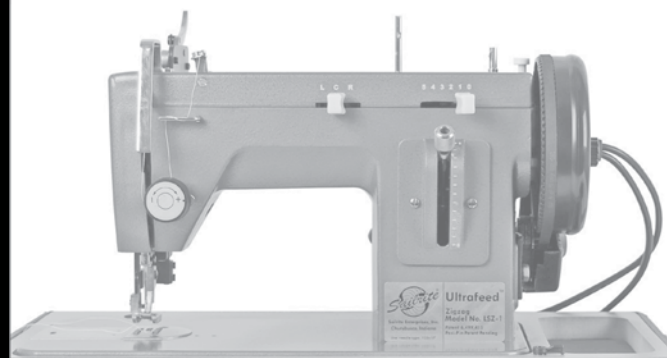
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derelict boats and return Clipper Cove to its original pristine condition — without adding any governmental red tape. No permits!

We have great memories of Clipper Cove, as our son was conceived at anchor there. Neither he nor we feel that it is appropriate to add anything more than an 'anchor's aweigh!' to all our future visits.

Stu Jackson
Catalina 34 Int. Association Secretary
Piedmont

Stu — Finally, somebody who seems to really care about getting things done at Clipper Cove! We're in favor of limited permitting, as outlined above. Ms. Saez is considering it — along with other proposed plans.

↑↓DON'T BELIEVE EVERYTHING YOU READ

I hope my latest 'lesson learned' might be instructive. I waited until 12:30 a.m. the night before the Singlehanded Farallones Race to enter the waypoint coordinates in my handheld GPS. When I sat down to program them, I thought about how good a few hours of sleep would feel before the race. So to save time, I entered the waypoints that I found in *Exploring the Pacific Coast San Diego to Seattle*, by Don Douglass & Reanne Hemingway-Douglass, rather than coordinates from paper charts.

I enjoyed beautiful sailing conditions the next morning. When I got to #1 Buoy, I set a course for Middle Farallon, with the intention of approaching a bit high of Southeast Farallon so I could quickly reach down and around the island once it came into sight. But as I followed my waypoint bearing of 198°, I soon began to notice that other boats were sailing an altogether different course, one that was taking them considerably higher. Unfortunately, I didn't give this too much thought.

A while later, I glanced at my GPS and noticed that it was reporting my distance to Middle Farallon as just over 40



LATITUDE / LADONNA

miles! This also failed to register at first. But then my brain stirred — the Farallones are only 25 miles off the coast! Something had to be wrong with the coordinates I'd gotten from the cruising guide. Following a short tantrum, I went below to find my position on the chart plotter — and discovered that I was well

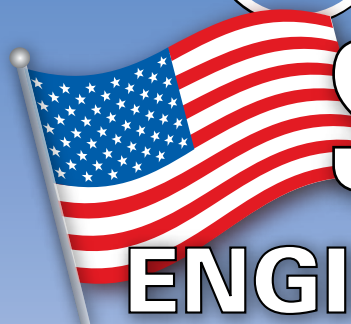
Proofreader needed for waypoints and charts!

southwest of the Lightbucket and was, in fact, headed WSW to the continental shelf. My corrected course was 265°, forcing me to point into the prevailing NW breeze in order to reach Southeast Farallon.

Thanks to a benign sea state, I was finally able to round South Farallon and finish the race, but I feel that I should remind fellow novice navigators not to blindly trust published waypoint coordinates, in this case, coordinates published in *Exploring the Pacific Coast San Diego to Seattle*. That guide



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lists a coordinate for Middle Farallon that, according to Google Earth, appears to be a location well offshore of Pigeon Point!

The cruising guide in question boasts of "1,200 tested GPS waypoints." When I mentioned that fact to a cruising buddy, who religiously checks all published waypoints on paper charts, he sarcastically replied that the guide didn't claim that *all* the waypoints were tested, just 1,200 of them. Uh, yeah. You live and you learn.

Michael Rosauer
Flying Baby, J/100
Sausalito

Michael — We regret to say that it's not just the waypoints you can't trust in that cruising guide. We were sent a review copy, and while paging through it, were surprised to discover that it's 55 nautical miles from Newport Beach to Catalina, at least according to the chart on page 76. A cruising guide with incorrect waypoints and inaccurate charts is not very helpful — and could be dangerous.

↑↓ KONGS AREN'T THE ONLY CULPRITS

While I didn't have a failure with a Kong anchor swivel like John and Gilly Foy of the Alameda-based Catalina 42 *Destiny*, I almost had one with a similar universal anchor swivel made by Suncor. As Geoff Eisenberg, CEO of West Marine, correctly pointed out in his long letter in *Lectronic*, problems with such things can be traced to either mechanical failure or operator error. As a past president of a design and engineering firm in Silicon Valley, I've found that operator error is the more difficult design problem. After all, the mechanical attributes of materials are well known and documented, but "people do



JOHN FOY

Would a D-shackle on this shank have prevented the swivel from failing?

the darned-est things." I discovered the problem with my Suncor anchor swivel at the end of the season while putting my boat to bed. One of the screws that held the swivel to the chain had backed out. I'll never know how close I came to having the same experience as John and Gilly, but I now visually inspect the swivel every time I raise my anchor. I believe it would be a good practice for everyone.

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

Steve — We're a little unclear on what 'operator error' you think the Foy's might have made. After all, this is not a case where they bought hammers, hit each other over the head with them, and then claimed the hammers were negligently designed because they'd gotten hurt. The Foy's report that they'd inspected their swivel at regular intervals, and anchored as though they were using shackles that the Kong swivel was made to replace. Having done both of those, we think the blame



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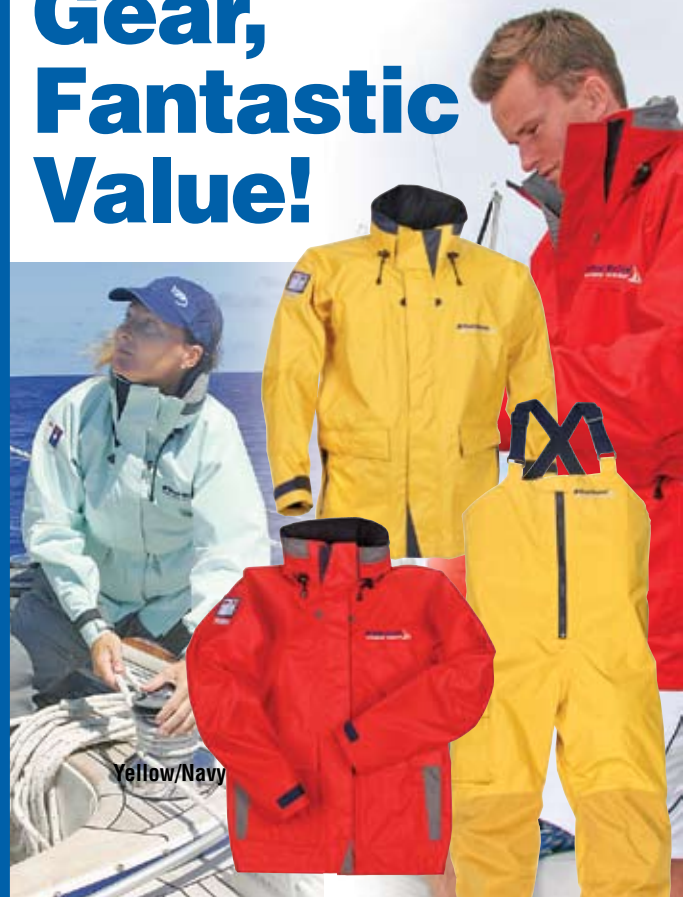


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rests at the feet of Kong.

Indeed, we think it's incumbent upon Kong to: 1) make it clear that perhaps their product is subject to failure in certain side loading situations, as some have suggested, and 2) advise the consumer of the need to inspect their product each time the anchor is raised. The downside of doing this, of course, would be that they'd probably sell fewer units. But what's better, selling a few more units or knowing that your product might cause the loss of a boat — and maybe even lives?

We also found it alarming that when West Marine tested the Kong swivels, not all of them lived up to their advertised safe working loads. Given the critical role of an anchor swivel, we find this very disturbing.

↑↓ A D-SHACKLE PREVENTS SIDE-LOADING

I'm writing in response to the reported failure of a Kong anchor swivel on the Catalina 42 *Destiny* in Mexico, and *Latitude's* subsequent request for information regarding possible other failures of Kong swivels. When we bought our Taswell 49 *Tardis* in '00, she came with a 44-lb Bruce anchor — and a swivel identical to the Kong swivel pictured in the May 20 *'Lectronic*. I say "identical" since I can't remember for certain if it was a Kong or one of the other brands using a similar design. I had never used a swivel of this type before, but it seemed solid after a cursory inspection, so I focused on the many other things that I had to deal with.

Before leaving on our first big trip, which would involve a lot of anchoring, I inspected the ground tackle closely — and noticed that the two flanges of the swivel on the anchor end had spread apart to the point that the bearing pin was held by only 75% of the thickness of the flange. Clearly the swivel was on its way to failure, so I removed it and went to West Marine to find a replacement.

While at the store, I struck up a conversation with the tech regarding the swivel issue, and he said, "Let me guess, this swivel was attached directly to either a Bruce or a Delta anchor." I asked him how he knew. He proceeded to explain that a swivel of this type must not be attached directly to anchors with fixed shanks — such as Bruces and Deltas — since any side load on the swivel will tend to spread the flanges as it torques on the shank, especially if the anchor is set in such a way that it cannot pivot to align itself with the new direction of pull. While there seemed to be no mention of this on the swivel packaging, the tech did point out the specs on the package, which show the breaking loads in the side direction are 2.5 to 4 times lower than in the main working direction.

Given this information, and the fact that I was also in the process of upgrading my anchor to an 85-lb Delta, I told the tech I would need another swivel that does not have this limitation. He said I could use a traditional swivel, but said that there was a simple solution to the problem. He explained that a Kong swivel was perfectly compatible with a Delta or Bruce — with the addition of a D shackle placed between the anchor shank and the swivel. What this does is allow the swivel to turn independently of the anchor shank, and thus stay in alignment with the direction of pull of the anchor rode. This completely eliminates the torquing forces between the shank and the swivel flanges that cause the flange spreading. It also allows the swivel to work in the 'strong' direction. It should be noted that CQR owners do not need to worry about this, since not only do the anchor shanks on CQRs pivot, thus keeping the pull direction in line with the swivel, but they also have a D shackle welded to the shank where the swivel might otherwise attach.

It should be noted that, in the photo, the Foy's anchor

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swivel was attached directly to the anchor — something that is commonly done. Clearly this did not lead to the failure of their swivel, since the anchor end of their swivel is still attached. More than likely, the screw — which cannot be pinned — backed out, which I agree is a potential weakness of the design.

Like other *Latitude* readers, I'm interested in finding out what they learn about their swivel failure. One thing I do know, however, is that I see Kong type anchor swivels attached directly to Delta and Bruce anchors all the time. I have even seen two with flanges spreading equal to what I'd seen on the one that I had. I often point this out to dock neighbors, and even complete strangers, in the hopes of saving them grief later. I hope this letter serves the same purpose.

Jamie Rosman
Tardis, Taswell 49
San Diego

Jamie — It seems to us that Kong has a responsibility to make it very clear to consumers that its product has different safe working loads depending on which way the anchor may be pulled.

You make a very good point about the problem of anchor swivels being attached directly to the shanks of certain kinds of anchors. But unless we're mistaken, the sole purpose of an anchor swivel is to eliminate the need for a clumsier D-shackle that would either have a hard time fitting — or not fit at all — through the boat's anchor chain hawse pipe. If you needed to add a D-shackle, why would you waste the money on a superfluous anchor swivel?

↑↓ FOYS' KONG DIDN'T FAIL DUE TO SIDE-LOADING

I'm very interested in the reports about Kong and other brand anchor swivels. Only a few weeks ago I was in a West Marine store looking for a replacement swivel for my anchor. My surveyor had told me that the standard U-shaped design swivels on most boats could be prone to failure because of side loads. But from the photo of the Foy's Kong swivel in *Lectronic*, the failure looks to have been due to a pin failure, not side-load. The screw pin on the Kong unit looks to me to be a design failure, so I'm still looking for a new swivel. After all, boatowners don't need another expensive piece of critical hardware that requires frequent maintenance.

Bruce Adornato, M.D.
Amelia, Krogen 42
South Beach

↑↓ I'LL BE WATCHING

I had a problem with my Kong swivel, too. I bought the swivel rated for the size of my boat, and used it in Mexico for one season. After the wind had blown for 30 knots for two days, I raised the anchor — and noticed that the forks were bent outward! I replaced the Kong swivel with a shackle. At the end of the season, I brought the Kong back to West Marine, and they refunded my money.

I figured that because the length of my boat was at the upper end of what Kong recommended for the swivel, I should have gone a size up. So I bought the next larger size. I didn't have a problem with it last season, but I must admit I'm a little concerned and will be watching a little closer this year.

Jerry Metheany
Rosita, Hunter 46
Mexico

Jerry — The problem would be that the next time you want

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LETTERS

to "watch" the new swivel is in the middle of the night when it's been blowing 30 knots and for some reason you just can't sleep.

↑↓ ONE OF THE MOST SURPRISING LETTERS EVER

With regard to the hex head bolt that secures the pin in the Kong anchor as seen in the photograph by John and Gilly Foy, it appears to me that it came out. There is no easy way to 'mouse' the bolt as you would do with a traditional shackle. I tighten mine real tight, then wrap the stem of the swivel with duct tape.

Steve Chamberlin
Surprise, Schumacher 46
Pt. Richmond

Steve — We have nothing but the highest respect for you as a sailor, seaman and boatowner, and we know the effective uses for duct tape are legion. Nonetheless, it boggles our mind that you'd even suggest using duct tape to help prevent the backing out of the pin on such a swivel. We've been guilty of more than a few shaky jury-rigs in our time, but we'd never consider using duct tape for something frequently used underwater such as that.

The theory behind such pins is that they won't come out because they are under tension. Apparently the science is solid, but we were nonetheless a little skeptical when we bought our Ultra Swivel, a version similar to Kong's, from Randy Boelsems



LATITUDE / RICHARD

The Ultra Swivel features a counter-sunk pin secured by a retaining screw.

of Quickline in Huntington Beach. While the Ultra Swivel appears to us to be a superior product in terms of design and manufacturing, we still expressed skepticism about the

pin's being held in place solely by tension. The next time we saw Boelsems, he presented us with an updated Ultra Swivel, one equipped with a retaining screw to keep the counter-sunk pin in place. He said the change was not because it would hold the pin in place any better, but just because non-science folks such as ourselves would think it would. And you know, he was right, at least in our case.

That said, when it came time for us to swap out the swivels, it was a bear to remove the pin that had been held in place only by tension and some Loctite. (By the way, what possessed the manufacturer to put blue Loctite in an opaque blood red tube?)

For West Marine CEO Geoff Eisenberg's very long and interesting response to the failure of the Kong swivel, visit the May 20 'Lectronic. For the results of their testing, see the June 12's 'Lectronic.

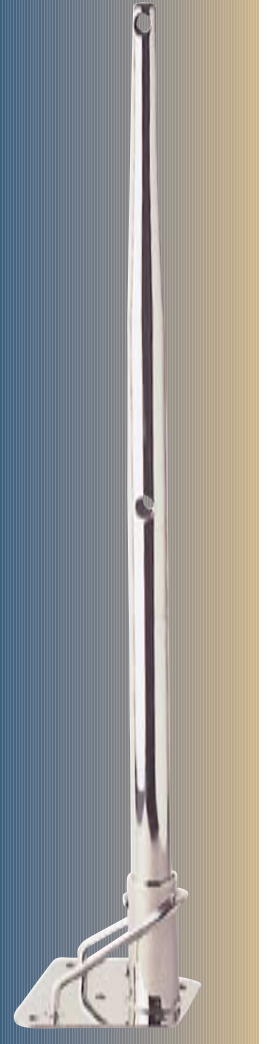
↑↓ KEEP AYALA COVE OPEN!

Is there anything more stupid than to close Angel Island, as has been proposed by the Governor? After all, we're talking a money-making park that is already paid for! What's more, it's an historic treasure that provides a variety of recreational activities for all ages and all income groups. And think of all

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LETTERS

the money that's recently been invested — \$350,000 to landscape the top of Mt. Livermore, \$15 million to refurbish the Immigration Station, and the installation of new moorings. And it's not like the campsites or roads are in anything but fine condition.

If Angel Island is closed, my guess is that it will never be reopened because the restart costs will be in the tens of millions of dollars. They'll need to restart all the utilities, do landscaping, retrim the eucalyptus trees that are fire hazards, and so forth.

What I expect will happen is that two- and four-legged 'transients' will take over the island. The deer will multiply, the raccoons will again swim across the Strait, Native Americans will again go hunting for acorns and stage sit-ins as they did at Alcatraz, and there will be fires "of unknown origin." And there will probably be people toting modified AK-47s and doing all the other things that happen in the run-down neighborhoods of third world countries — one of which we've now become.

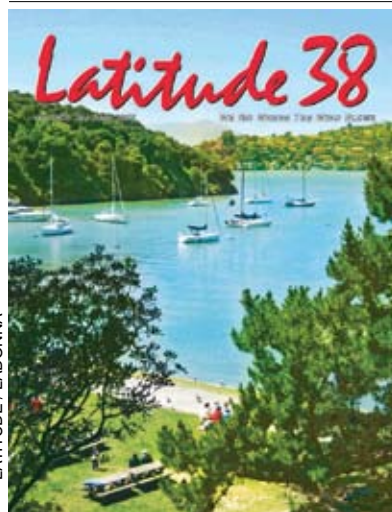
Speaking of Alcatraz, why can't we sublet part of Angel Island to the Red & White fleet, as we do at Alcatraz today? I say keep Ayala Cove open!

What's happening now makes me want to sink my boat, quit the yacht club and move to Salinas. But this is still 'Mexifornia', and still under the control of the movie actors and high-paid bureaucrats in Sacto.

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — *One thing that's been more stupid than the suggestion to close Angel Island has been all levels of government spending beyond their means. It's as if our representatives maxed out all our credit cards to throw the greatest frat party ever, but now it's 4:30 in the morning, and they're hungover as hell, can't find their pants, and don't have a cent left to get a taxi home. The day of reckoning seems to have arrived in the Golden State, and it's going to hurt bad. But the sooner we face up to reality, the less pain there will be.*

But given your opinion on the fate of Angel Island and other parks, why in the world would you want to sell your boat? That would be like the pilot of a plane throwing away his parachute because his engines quit. If so many parks are going to be closed, the ones that remain open will be packed to the gills. That means folks who have boats will be about the only ones with nearly unlimited recreational opportunities in the Bay Area. You'll still be able to anchor for the afternoon, the night or even the week at places such as Clipper Cove, the lee of



LATITUDE / LADONNA

Sneaky boatowners can enjoy Angel Island even if it's closed and the Ayala Cove moorings are removed.

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LETTERS

one of the lucky ones.

We've been to many uninhabited and unpatrolled islands in third world countries, and we haven't had any problems at any of them. So we don't share your fears about Angel Island. As for two-legged transients taking over, we doubt it. After all, the only reasons the Indians left Alcatraz was because it was too damn cold and inconvenient. And who knows, a return of a more wild and natural Angel Island for a while might be a good thing.

↑↓ PERMANENT DRAWBRIDGE CLOSURES

I am a shop steward for Union Local 342 representing the drawbridge operators & mechanics, pump station personnel and traffic signal personnel. It's extremely important for everyone living in Alameda County to be aware that Gov. Schwarzenegger plans to sign a budget that permanently takes away the 3 cents/gal gas tax revenue that normally goes to cities and counties. This money — which comes to \$20 million a year for Alameda County — is what pays for the Public Works Department. Without this money, traffic signals and roads won't be repaired, flood control will be shut down, and most important to local boaters, all of the drawbridges on the Oakland/Alameda Estuary will be permanently closed and all the personnel laid off. The bridges will not open for vessels at all.

Obviously the Coast Guard will have something to say about it, but the word from Daniel Woldesenbet, the Deputy Director of Public Works, is that the bridges will be shut down because there will be no money to pay the operators. There is funding until July 1, but that's it.

I have been informed that an official seniority layoff list is being made in preparation for layoffs later this month. I have also been given a copy of the official layoff procedure for my review. So this is real. Alameda County is actually being forced to dissolve their Public Works Department. Let the boaters know!

Dave Kelly
Shop Steward Local 342

Readers — In an era when the average government worker makes \$77,000 a year, we at Latitude — and we think most other taxpayers — are interested in what we pay our civil servants to do various jobs. As such, we wrote the following response to Kelly:

"Very interesting letter. Given that the state has limited funds, it would be interesting to know how much it costs in terms of labor to keep the bridges open. Are the bridges manned 24 hours a day? How much is a bridgekeeper paid, including benefits and retirement? What skills are required to do the job? How much traffic is there? What about limiting the bridge openings to twice a day?"

Kelly responded as follows: "The bridges are operational 24 hours a day, and opened between 95-125 times a month. Given the budget problems, all options are being considered, including limiting openings, automation and no midnight openings. The Tidewater Sand & Gravel Company, which is inside the High Street Bridge, is not very happy with these ideas, as their vessels need to move with the tides, and the tides change every day. They would have to locate elsewhere. As you might expect, many people who keep their boats on the Estuary past the bridges feel that they should be able to go sailing whenever they want. That would no longer be possible under some of the newly suggested procedures. As for the whole benefit package for bridge operators, I'm not sure what it all comes to, but as a frame of reference, they are at the lower end of the wage scale,

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LETTERS

along with laborers, in Alameda County."

We have some problems with Kelly's response. First, when a shop steward tells us he doesn't know how much a bridge operator makes in salary and benefits, our bullshit alarm starts clanging and just won't stop. We can only assume the bridge operators make so much money that Kelly was too embarrassed to reveal that information. It's our feeling that if the state is ever to become solvent again, what should be close-to-minimum wage jobs can no longer be paid for as if they were careers. And mind you, we make a distinction between those who push a button or throw a lever to operate a bridge and those who do maintenance and repairs.

Even if it turns out that legislators and city officials don't want to prioritize expenditures so there is money to operate the bridges full time, we don't think it would have to be a catastrophe. For instance, the bridges could be operated by volunteers under the supervision of entities such as yacht clubs. We think a lot of old geezers would love to run the bridges for free. In fact, there could be two on duty at a time keep each other company and to make sure nobody falls asleep. And as is done in many other places — including the Delta — bridge openings could be limited to several times a day during summer weekends, and less often than that during weekdays and in the offseason. As for Tidewater Sand & Gravel, they wouldn't have to relocate if they'd just be willing to pay a fee to have the bridge opened when they needed it. In relation to the value of each load, a \$100 fee would be insignificant.

The old 'normal' was that we Americans could expect to have just about everything we wanted when we wanted it. The new 'normal' is that we're going to have to give up some things. How much or how little we're going to have to give up will be almost entirely dependent on how successful our elected officials and government agencies can be at eliminating waste and corruption. The only problem is that there is almost no incentive for them to do either. Bridge up!

⇓ **DON'T EXPECT LETTERS TO DO ANY GOOD**

I doubt that writing to the state to protest cuts and closing of parks such as Angel Island will do much, although I suppose it's worth a try. What I think we're seeing, and what we'll see for the rest of the year, is a state-wide version of the 'pothole syndrome', where government, faced with budget cuts, will cut those programs that are most visible and most likely to inconvenience taxpayers. But the thousands of employees hired in the last decade, when all the parks were still well kept, will be the last to go. We all need to see through the fake press releases and know that a giant bureaucracy is fighting for its life and will stop at nothing to avoid the sort of layoffs that have been common in the private sector.

Michael Kennedy
Conquest, Cal 40
Southern California

Michael — We couldn't agree with you more. As long as the State of California continues to pay one retiree \$498,000 a year as a pension, it's proof to us that either there isn't really a budget crisis or that our legislators have mixed-up priorities. After all, what's more important to them, paying half a mil a year to a former city manager who is under indictment for embezzling public funds, or funding programs for "the children?"

By the way, we recently read a couple of mirthful suggestions for how to improve government: First, raise revenues by taxing all campaign contributions at the 50% level. Sort of a 'gas bag' tax. Second, require all elected officials to wear uniforms with patches listing their sponsors, with the patches being rela-



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LETTERS

tive in size to the amount of money the politician received from any one company or special interest group. In other words, let's have our legislators dress like NASCAR drivers so we know who they're really working for.

↑↓ ONE MORE HARD SPOT IN THE BAY

In your June *Sightings* piece about the important rocks on San Francisco Bay, you missed one of the more dangerous



The Berkeley Reef — it's hard to see, isn't it? Which is why we circled it in red.

ones — the 'Berkeley Reef'. The nasty rock is located northwest of the Berkeley Marina, about a third of the way to Brooks Island. Normally just below the surface, it's exposed only during extreme minus tides. The rock itself sits just east of the flashing green marker (FL G 2.5s 13ft 3M "1"). This light can appear to be quite dim at night, and is very easy to miss among all the background lights.

Greg Davids
Pura Vida, Hylas 47
Berkeley

↑↓ IF ONLY I COULD READ LATITUDE ONLINE . . .

I just read the *Changes* article titled *Murder in the Land of Smiles*, about the killing of Malcolm Robertson aboard his and his wife's 47-ft sloop at a remote island in southern Thailand. I have spent time in Thailand, and I couldn't understand how this rare and unfortunate incident could have happened. I wanted the details, and there they were in your *Changes* article. I have always enjoyed your editorial opinions, but being here in Singapore, don't have much chance to keep up. But kudos to you for an accurate report on the incident.

Douglas Walling
Calliste, Bristol Channel Cutter
Monterey / Singapore / Sebana Cove

Douglas — If people only read the headlines — that three teenagers swam out to a yacht and murdered the owner — they would have missed all the facets in what was a rather complicated — albeit tragic — story.

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↑↓ ANDY COSTELLO DID THE RIGHT THING

Maybe the race committee for the Vallejo Race should have texted and Twittered the new Chevron Long Wharf restricted area to the participants, for it seems people can't or don't want to read the multiple pages of race instructions. Maybe there is an attention span issue, because I thought giving the restricted area its own paragraph and printing it in red would be enough to call attention to it. It has been known for a while, by those that work on the water, that the Chevron Long Wharf is protected by a restricted zone. Apparently most

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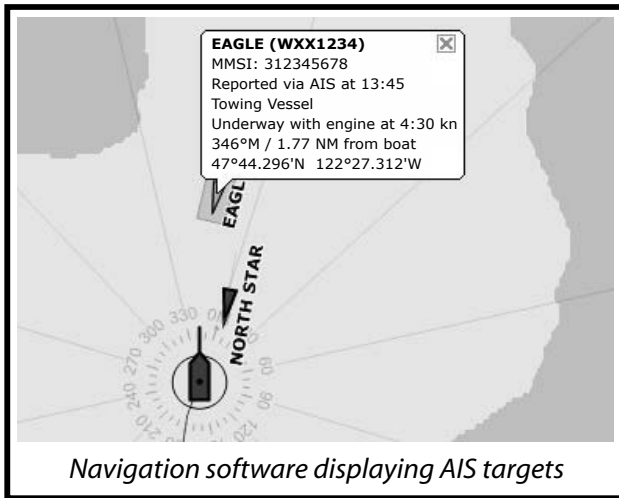
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LETTERS

sailors, especially racing sailors, do not keep informed of the various new rules. There are restricted areas around large ships and military ships, set up after September 11th. That might be something *Latitude* could include in an additional article or paragraph in *Sightings*: keeping sailors informed on the new rules and various restricted areas.

But I want to give credit to those who crossed the zone, realized their mistake, and dropped out. Andy Costello on the *J/125 Narrow Escape* (now renamed *Double Trouble*) was one of those who demonstrated great sportsmanship by doing so. I wish the others had also. We racing sailors shouldn't have to rely on protests to get people to do the right thing. Policing ourselves, especially those in the racing community, might keep the Coast Guard from making more rules to protect us from ourselves. Or worse, make it illegal to do the things that we enjoy.

Steven Bates
Wind Blown Hare, Wylie Wabbit #29
Richmond YC

↑↓ QUITE THE OPPOSITE IN SOUTH LAKE TAHOE

In response to the June 17 *'Lectronic*, in which it was reported that many boatyards in California seem to be offering



It must be the altitude, but hauling rates seem to be on the rise in Tahoe.

lower prices for haulouts than they did last year, I can report that no such thing is happening here at South Lake Tahoe. In fact, the new owners of the marina have raised the rates for a forklift launch from \$10/ft to \$18/ft! In addition, there is now a mandatory \$30 fee to inspect boats for quagga mussels. As a result, it will cost me \$480 to have my Coronado 25 put in the lake. The only other option would be for me to drive my boat

over Emerald Bay Road to the North Shore, as none of the boat ramps on the south shore have enough water. I'm bummed.

Alan Johnson
Coronado 25
South Lake Tahoe

↑↓ YACHT ENSIGNS AREN'T LEGAL OUTSIDE THE U.S.

After reading the June 12th *'Lectronic* item about flags on boats, I recalled that the yacht ensign is not legal outside of U.S. waters. So, I looked up the subject in *Wikipedia* and found the following:

"A special flag, looking like the national flag and ensign, but with a fouled anchor in a circle of stars in the canton, was created in 1848 as a signal flag to be used by U.S. yachts. This was not intended to be an ensign, but was intended to be used as a signal flag by a yacht to declare itself exempt from customs duties. However, many boaters started using this as an ensign, and eventually the government announced that they would accept this practice for boats in United States waters; but the national flag was still the only ensign allowable in international or foreign waters.

"The existence of the Yacht Ensign in United States law (46



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U.S.C. Section 109) was repealed by the Vessel Documentation Act of 1980 (Public Law 96-594). This leaves the national flag as the only allowable ensign for United States yachts (and other vessels). Nevertheless, the old yacht ensign is still widely used by boaters continuing a tradition which dates back to the 19th century. This is a legal option for undocumented vessels



How many port officials in Bermuda, El Salvador, the Cook Islands or the Seychelles would know that it's illegal to fly this ensign?

in United States waters, which are not required to wear an ensign. The states of Arkansas, Maryland, and Washington have each adopted flag protocols which provide that the U.S. ensign 'and the U.S. Yacht Ensign, with a canton of 13 stars, are interchangeable on all types of recreational vessels while in national waters.' Similarly, the United States Power Squadron's guide to flags and flag etiquette, prepared in consultation with the Coast Guard, Coast Guard Auxiliary, New York YC, and others, provides that the flag may be flown on recreational boats of all types and sizes instead of the national ensign in domestic waters."

Ed Johnson
Dakota, Hunter Passage 42
San Francisco

Ed — We're trying to wrap our minds around the concept of a yacht ensign not being "legal" outside the United States. After all, the officials in all the foreign countries we've sailed to wouldn't be able to distinguish an ensign from a national flag — or give a dang what was flying from the back of a small yacht. In fact, none of them seem to care if a boat even has a name and hailing port on her. It's been nearly three years since we had Profligate painted, and we never got around to putting her name or hailing ports back on. Nonetheless, not one official in Mexico or the United States has said 'boo' about it — not even Homeland Security. We will, however, have corrected the problem before this issue hits the streets.

↑↓ SMOKE ON THE HORIZON

As both a sailor who maintains cruising boats on both coasts and as a member of the State Bar for almost three decades, including almost a decade as a California prosecutor, I have been following the Bismarck Dinius prosecution with more than a passing interest.

Somewhat like Will Rogers, all I know about the case is what I have read about it in the print media and on the internet, as well as what I have seen in Dan Noyes' reports on KGO-TV. Given my lack of first-hand knowledge of the case, I have tried to reserve judgment about the propriety of Mr. Hopkins' prosecution of Mr. Dinius, as well as Mr. Hopkins' failure to pursue the prosecution of Mr. Perdock. That notwithstanding, if the factual allegations contained within Mr. Dinius' June 12th Motion for Recusal — particularly the suppression of exculpatory evidence — are true, it would appear that Mr. Hopkins' conduct in this case may be disturbingly

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LETTERS

similar to now-disbarred District Attorney Mike Nifong's misconduct in the notorious rape prosecution of members of the Duke University lacrosse team.

I would suggest that, as was done in the case of Mr. Nifong, Mr. Hopkins' conduct in this case be referred to the State Bar for examination and, if there is a finding of prosecutorial misconduct, disciplinary action ensue. I am somewhat surprised that KGO and Mr. Noyes, who routinely confront regulatory agencies with instances of suspected unlawful activity, have not pursued this avenue of inquiry and potential resolution of the issue of the propriety of Mr. Hopkins' conduct in this prosecution.

Moreover, given the notoriety of this case, I am also surprised that the Lake County Grand Jury, in its civil, governmental oversight capacity, has not initiated an inquiry into the propriety of Mr. Hopkins' treatment of both Mr. Dinius and Mr. Perdock. If the residents of Lake County are as outraged about Mr. Hopkins' handling of this prosecution as the print media would lead one to believe, all it would take is a request for such an inquiry to be made to the presiding judge of the Superior Court or to the foreperson of the Lake County Grand Jury to initiate such an action.

There may not always be fire where there is smoke, but common sense dictates that one should ensure that nothing is amiss when a black cloud of smoke persists on the horizon — the time may have come to bring this matter to the attention of both the State Bar of California and the Lake County Grand Jury.

Timothy G. Cronin
State Bar of California No. 91778

Timothy — And what about the State Attorney General's



Office, which gave the ok to the way the Lake County D.A. decided to handle the case? We'd like nothing more than for Attorney General Jerry Brown to brief us on who in his department approved of the Lake County D.A.'s decisions and why. We desperately want to believe that the supposed safeguards in the system do prevent corruption, but our confidence is slipping away by the day.

As this issue was going to press, Jerry Brown announced on his Facebook page that he was looking into the case.

As this issue was going to press, Jerry Brown announced on his Facebook page that he was looking into the case.

↑↑ I DONATED TO DINIUS' DEFENSE FUND

I sent the following letter to Mr. Bismarck Dinius: "I've enclosed a small check for your defense fund. Your case, as reported by *Latitude*, confirms my long-held opinion that the rate of criminality in the law enforcement community exceeds that in the general population."

Ralph Deeds
Birmingham, Michigan

Ralph — We hate corruption — such as we believe has occurred in Lake County — with a passion. Nonetheless, we still believe that the majority of people in law enforcement are decent people trying to do what can be a difficult and dangerous job.

Readers — You can contribute to the defense fund for Bismarck Dinius through Paypal — his ID is bismarckdinius@

The DIY Tradition!



When Elise Brewster decided to restore the hull of her wooden sloop, Corsair, to varnished bare wood, people told her that was "crazy!" But Elise was determined, and the result is a gorgeous improvement to the 1960 built Slabby Larson 28. I owe it to Cree, stated Elise – he was one of the few to offer encouragement and valuable advice. We welcome Do it Yourselfers (DIY's). In a June 2009 *Practical Sailor* article, the yard was listed first among reader picks for favorite DIY boat yards in the US! As fewer and fewer boat yards allow owners to do their own work, we're proud to support the DIY tradition.

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↑↓ **IT'S NOT IMPOSSIBLE TO GET INSURANCE**

In the last issue of *Latitude*, a reader complained that it was impossible for people with pre-existing health conditions to get health insurance. That's not true. All carriers who offer health insurance in California are required, by law, to provide a policy class for people with pre-existing conditions. You must apply and be denied health insurance three times, after which you are placed in a pool. Would this be the premiere-type health insurance? No, it would not. However, it would provide catastrophic coverage for those who want to take personal responsibility rather than be the recipient of another government bailout or hand-holding.

Kevin R. Kelly
Santa Cruz

Kevin — Thanks for the heads up. Given all the squabbling about health care coverage and health insurance, combatants rarely state the obvious — which is that the easiest and cheapest way to bring health costs under control would be for all Americans to follow basic diet and exercise guidelines. It's the old truism that an ounce of prevention is worth a pound of cure. In fact, we don't think any government officials, politicians, or lobbyists should be allowed to express their views on the subject without first admonishing everyone to eat and exercise more responsibly.

↑↓ **DROP THE POLITICS & GET BACK TO SAILING**

May I suggest that you drop the discussions about politics, other peoples' salaries, the availability of health insurance, who is a more responsible person and such, in favor of articles on sailing in all its forms?

There are thousands of sailors, and thus thousands of ways to enjoy boating. Trying to figure out who does it best is about useful as arguing about which is the best book in the world.

The June *Letters* contained two diatribes, parts of which were rather defensive and not very informative. For instance, why do you have to explain why you prefer the Caribbean over the South Pacific? You are free to enjoy whatever you like, and so is every other sailor. If anyone feels compelled to attack your way of living, ignore it and enjoy another sunset.

Anneke Dury
Freedom, Offshore 52
San Francisco

Anneke — In normal times we wouldn't be so political, but these aren't normal times. We think it's critical that as many people as possible become more aware of government waste and corruption. After all, when a local city manager does things like have a gang member relative get paid \$75,000 a year to repair parking meters, or when a certain group of \$100,000-a-year cops say they can do their job in 15 minutes a day, we think people need to know about it and decide whether they think their tax dollars are being spent wisely. So yes, we think it's our civic responsibility to use a little space to wave the red flag in an attempt to prevent this country from pulling a first world version of a Zimbabwe.

We want to emphasize that we're not whining on our own behalf. We've got a paid-off boat and could be content with the simple sailing/surfing life in the tropics. Our concern is with

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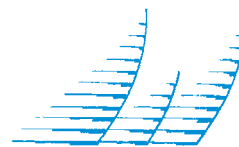
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LETTERS

the legion of hardworking people in the private sector who, despite their decreasing numbers, are being asked to shoulder the ever-increasing costs of an entitlement population and an ever-more inefficient and corrupt government. We're also whining on behalf of the next generation, who will have no option but to revolt.

Finally, no, we didn't have to justify why we like the Caribbean better than the South Pacific. We ran that letter specifically because we, unlike you, thought our response — that not all cruisers prefer primitive destinations — was informative. And while we thought our response was more offensive than defensive, we'll try to do better in the future.

↑↓ SHE DEVoured THE LATEST LATITUDE

We took our newest 'crewmember' for her first sail on our Farr 44 *Confetti* this past weekend. We didn't realize the latest edition of *Latitude* that we had on board would interest her more than the sailing!



COURTESY CONFETTI

Danielle Dignan & Dan
Zuiches
Confetti, Farr 44
San Francisco

Danielle and Dan — We're delighted to know that we're reaching the younger sailing audience, and that they're eating our stuff up.

She has good taste.

↑↓ WHO NOT TO BE

I'm writing in response to Gary Cyberspace's June *Letter*, in which he referred to Liz Clark and her plea for funds in disparaging terms, and in which he referred to the publisher of *Latitude* as "an old fart." In response, I wonder what his real last name is. I would guess 'Dick'. So for the sake of argument, let's call him Mr. Dick.

So, Mr. Dick, you'd have us more closely watch the way you live? We should watch Dick write snotty letters. We should watch Dick call the publisher an old fart. We should watch Dick belittle philanthropy. We should watch Dick make a fool of himself. To anybody reading, my advice would be, "Don't be a Dick!"

Bill Landon
Summer Delight
Boise, Idaho

Bill — As both we and Liz Clark are more public figures than most, it's only fair that we be prepared to accept whatever criticism — well intentioned or not — is directed our way. As Gary's criticism was of the level you'd expect to hear in a trailer park, we hope it didn't bother Liz. We know that it didn't bother us.

↑↓ FIREARMS ON BOATS IN MEXICO

Does the *Latitude* editor who answered the *No Name Because of Subject Matter* letter about the advisability of taking firearms to Mexico — and who said not to — and the editor who told writer John Daigh that those defending against pirates should be armed, know each other?

I spent 20 years — from late '85 to late '05 — living in Mexico aboard our 50-ft steel ketch *Inspiration*. We spent most of the time near La Paz. For all of that time we had firearms aboard. We had two .30 caliber revolvers and a 12-

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LETTERS

gauge shotgun. The pistols were kept hidden in drawers and the like. The shotgun was in a locked cabinet near the main companionway. Although we were boarded several times, we were never asked about firearms. And naturally, I never volunteered that information. I also had a homemade 'machete stopper' so I could fire light loads of 12-gauge shells from my steel flare pistol.

While in Mexico, I met with and discussed firearms with several other cruisers. We all agreed that we 'did not have firearms aboard.'

Soon after arriving in La Paz, I joined Club Gavilanes, a local hunting, fishing, and target shooting club. The club welcomes foreigners. I also took the data on my firearms to the local Mexican Army office and registered them with the Mexican government. The sergeant who registered my firearms didn't have the slightest interest in how or where I got them. Registering my firearms took a bit of reconciliation on my part, as I am a life member of the National Rifle Association. I, of course, oppose gun registration in America, but Mexico is a different country, and does not have the same freedoms that we do.

William F. Steagall, Sr.
Inspiration, 50-ft ketch
Channel Islands Harbor, Oxnard

William — We know that it can be legal for cruisers to have guns on boats in Mexico, but there are hurdles and there can be lots of red tape and problems. There can even be extended time in a Mexican jail. Consider the case of John Peerson, the 48-year-old U.S. captain of the multi-million yacht Reel Screamer. While on his way from Costa Rica to Miami earlier this year, he stopped at Mexico's Isla Mujeres to wait out some bad weather. The Mexican authorities boarded the yacht to search for drugs. When they were about to search, Peerson says he informed them that the owner kept a pistol, rifle, shotgun and ammunition on the boat as protection against pirates and thieves. The authorities weren't impressed, and threw Peerson in jail. Peerson spent a lot of money and 127 days in a Mexican slammer before a lawyer got things cleared up. No matter if it was a misunderstanding, we'd not risk 127 days in a Mexican jail just to be able to have guns aboard our boat. By the way, at last word the yacht still hadn't been released.

↑↓ **OUR NEW BABY BEING BORN IN SOUTH AFRICA**

My wife and I wanted to share this photo of our new Knysna cat, which is being built for us in South Africa. She's 49



TIM MAHONEY

49-ft cats only seem too big for the first year or so.

feet by 26 feet. That's too big, but we'll be living aboard full time. We'll be sailing her up from South Africa in December. I'd been thinking of cats for several years, but didn't become serious until my daughter and I did that sail from Vallejo to Sausalito aboard *Profligate*.

Tim Mahoney
San Francisco

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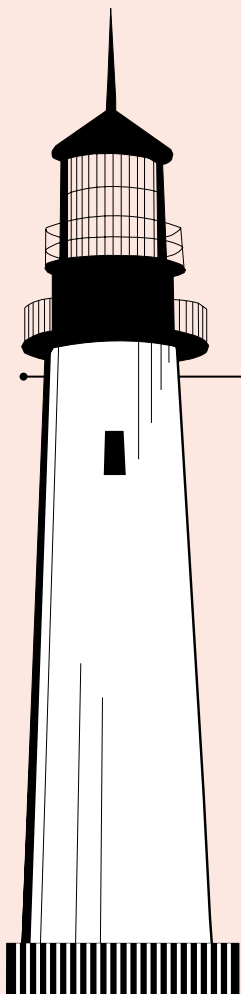
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LETTERS

Tim — Welcome to the cat club! Based on the experience of others, we think the only things you'll find "too big" about your cat are keeping her clean and finding berths for her. Beyond that, we think you'll quickly get used to maneuvering her and you'll love the spaciousness. We do, however, urge you not to make your plane reservations to South Africa too far in advance. Because cats are so much larger than monohulls of the same length, cat builders the world over are notorious for delivering them late — oftentimes many months late.

↑↓SEEING THE BLUES

I always perk up when you mention whales, as you did on your 'Lectronic report on *Profligate's* Baja Bash in late May. But I wonder if you actually saw blue whales instead of gray whales, as this is the time for blue whales to come north. In addition, they are much larger — up to 80 feet — have a small dorsal fin, but don't have barnacles. Grays, on the other hand, are only about 40 feet long, don't have a dorsal fin, but do have lots of barnacles. I suggest that you take a whale guide on your boat so you'll know what you're seeing — such as the thrill of a highly endangered blue whale, the largest animal ever on earth!

P.S. I love *Latitude!*

Esta Lee Albright
Valkyrie, Ranger 26
Monterey

Esta Lee — We're embarrassed that having seen so many whales over the years we've never taken the time to learn to identify the different types. But based on your description, we believe that we must have seen blues, as they were by far the biggest whales we've ever seen, and they had no barnacles. And they were spectacular!

It's still disturbing to us that we sailors don't have a surefire way of warning whales of our approach, as on several occasions we didn't see these behemoths until they were not more than 100 yards ahead of us. After all, the second to last thing we'd like to have happen is ram into and injure one of them. The last thing we want to happen, of course, is for one of them to get angry at our hitting them and thrash our cat to pieces.

↑↓DO YOU HAVE TO OWN A BOAT TO DO THE HA-HA?

My wife and I have been regular readers of *Latitude* since the mid '80s, when we started sailing and doing extensive coastal cruising. Thanks for all your hard work, because reading *Latitude* is almost as much fun as sailing. Unfortunately, we've been out of sailing for the past 10 years for a variety of reasons — kids getting seasick, being involved with school activities, and so forth. But with the kids grown and out of the house, we've been considering getting back into it. The Baja Ha-Ha has always looked like fun, but our perception is that it's only for people starting a long cruise. While that's a possibility for us some time in the future, we don't own a boat now and aren't even ready to buy one. But we've read that some of the *Latitude* staff have done the Ha-Ha a number of times, implying that you don't have to be starting a cruise to do it. We're interested in the logistics of doing a Ha-Ha if we aren't starting a long cruise. What is the typical time away from home, and is it necessary to have your own boat?

Don Murphy
Boatless in Ventura

Don — The Ha-Ha is open to anybody who wants to do it, not just folks starting a long cruise. Each year about 10% of the Ha-Ha boats return to California within a month. About

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LETTERS

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As for the Ha-Ha itself, this year's starts with the West Marine-sponsored Ha-Ha Kick-Off and Costume Party on October 25, and ends with the awards ceremony in Cabo 13 days later. For folks with very limited time, they can join their boat on Monday morning in San Diego for the start, then fly home 10 days later upon arrival in Cabo.

You don't need to have a boat to do the Ha-Ha — just crew for somebody else. If you're looking for crew positions, we suggest you visit the Crew List section of www.latitude38.com.

↑↓ THEY RAISED THREE KIDS ABOARD

I have a couple of additions for the June issue letter from Don and Nancy Chism, who have been out cruising for 32 years now aboard their Westsail 32 *Bag End*, and who wrote you from the Seychelles. You must have misunderstood their email, because they spent their first 12 years living aboard at Petri Yacht Harbor near the Antioch Bridge, not at the Antioch Marina. I know because my boat was berthed in the same marina for a good part of the time they were there. Even more impressive than their living aboard a Westsail 32 for 32 years is that they raised three children from kids to teenagers while living aboard.

I've also noted that the 'Over 30 Club' includes boats that have been in the same family for over 30 years. In that case, David Crabtree, my son, and I would qualify, as I purchased our Catalina 22 as a new boat in '73, and transferred ownership to him 30 years later in '04. We've sailed the boat together from the beginning, and still sail her together, often with friends.

Sam Crabtree
Catch The Wind, Cal 39
 Presently in La Paz

↑↓ SIMILAR VALUES

I want to comment positively on the publisher of *Latitude's* description of his values, as expressed in his response to a letter in the June issue. Even here in Oregon I get a lot of ribbing because I drive a 20-year-old Mazda 4x4 — pretty much required for our steep property — that I bought about five years ago for \$650, and our family van — an '88 Ford Aerostar — that we bought from the wrecking yard for \$600 a couple of years ago.

I'm just glad that there are others who feel the same as we do — that there's a lot more to life than money and 'things'. Our boat is an old Ingrid 38 that was built by Bluewater Yachts in '88. We haven't gotten to sail her nearly enough, but as tomorrow is my last day of employment with the government, maybe we'll get to go out more often. And yes, it was my choice to no longer work for the government. So now I'll get to do what's most important to me, which is to spend time with my wife and five children.

Tim Clauson
Seven C's, Ingrid 38
 Winchester Bay, Oregon

Tim — Just to be clear, we're not against 'things' — as long as those things are 'big bang for the buck' boats, surfboards, dual-purpose motorcycles and the like — as we believe they are

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LETTERS

the necessary tools for new adventures and ongoing personal challenges. An equally important quality of these 'things' is that they can be shared with others. It's probably a character default of ours, but we just get no kick from luxury or comfort. If other people love big houses, fancy jewelry, designer clothes, fine furniture and new luxury cars, we suppose it's good for the economy, but we just don't care.

↑↓ MORE DOGS ON CATS

I'm a long time *Lectronic* reader and devour the print version of *Latitude* whenever we get out to San Diego to go sailing. Anyway, I read a teaser about a couple who tried cruising with their two dogs and had a rough go of it. But things changed when they bought a cat. I tried to find the full story, but to no avail.

My wife and I just bought a '02 Alwoplast Crowther 47, and thought the article might be helpful. If you could send a link to it I would be most appreciative.

Jason Mart
Francis Mae, custom 47-ft cat
Broad Ripple, IN

Jason — We're surprised that you weren't able to find anything about Mark and Liesbet Collaert or the *Tobago 35 Irie*, as they check in fairly regularly. To recap, they took off cruising from San Francisco aboard a *Freeport 36* monohull, and after less than two days decided that their beloved dogs Darwin and Kali, both Australian shepherd mixes, couldn't take it. They immediately sold their boat and did extensive land-travelling in Central America. But that didn't satisfy Mark's hunger for sailing. So they bought a *Tobago 35* on the East Coast, and recently made it as far as St. Martin in the Caribbean. Kali and Darwin love sailing flat and all the room on the cat. Alas, Kali developed a tumor and had to be put down in Puerto Rico.

In any event, you can contact Liesbet at www.itsirie.com. We're certain that she'll enthusiastically share her thoughts about dogs on cats with you. And congrats on your new boat! We had no idea they were building cats such as her in Chile.

↑↓ SUGGESTIONS AND ENCOURAGEMENT NEEDED

I'm hoping for some advice on an educational voyage I'm preparing to do to southern Mexico. As background, I've



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We would have believed it to be impossible, but Kristian Beadle managed to live aboard inside of Campus Point while attending UCSB.

been living aboard a '64 Cal 30 while getting my Environmental Science Masters at UC Santa Barbara. I anchor right off the beach, which is just steps from the Environmental Science building, and literally row to campus each day. Despite the ups and downs of the student liveaboard experience, I'm keen to sail around the world, and figured I'd better get started now.

I was lucky enough to get an Ambassadorial Scholarship from

Rotary — a big thank you! — to study in Huatulco, Mexico, next year. This gives me the perfect excuse to raise anchor and go. One of my dreams is to do environmental education

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LETTERS

for kids, so my vision is to connect school kids in California and Mexico through my voyage, helping them learn together about the coastal impacts of climate change, which has been my area of study. I've partnered with Waterkeeper Alliance to stop at schools en route, such as at Bahia Magdalena, Loreto, and a few mainland harbors.

I'm looking for help in finding information about resources for a trip such as the one I'm planning. What would be a good strategy for a 28-year-old budding adventurer-educator in this economy? Or more generally, what approach would you take: going after gear donations, sponsorships, or just doing it on a shoestring? I'm planning to depart towards the end of the year. My boat needs improvements of course, and I'd love to make it all-solar, and have good communication and media gear.

Actually, a trimaran would be the perfect vessel for taking kids out when I visit ports. On that note, if anyone has a cruise-worthy trimaran they'd like to see go around the world on an educational cause, look no further. I should be setting up tax-deductible status soon. Suggestions, or just plain encouragement, would be hugely welcomed from the sailing community.

I can be reached at kristian@KIRIvoyage.com and you can see updates at www.KIRIvoyage.com.

Kristian Beadle
Santa Barbara

Kristian — Your frugal living quarters while studying at UCSB bring back fond memories. During our second year there, we lived in a Volkswagen bus and took all our showers in the dining hall where we worked as a cook. But living aboard a Cal 30 on the hook around the corner from Isla Vista Beach — we're impressed! We anchored our Freya 39 Contrary to Ordinary there many years ago, and damn near rolled our brains out!

As one alternative-living UCSB guy to another, the best advice we can give you is do your trip on a shoestring as opposed to hoping to get money from other sources. As all of the executives of companies that accepted TARP funds will tell you, it wasn't worth taking the money from the government. And as any writer here at Latitude will tell you, the hardest articles to write are those where you feel even slightly indebted to someone.

Here's something else that you might not want to hear. Taking a boat down to Huatulco to teach kids about the effects of climate change sounds like an expensive and inefficient way of doing it. If you travelled by land, you could visit 10 times as many schools. And just about anywhere in Mexico, you could find cruisers to take the kids out for an educational sail.

If you really want to sail around the world, we suggest you make that your overwhelming goal. And you'll find that countless opportunities will spring from it. As reported in last month's Changes, Jack Molan of San Carlos was able to buy a structurally sound Searunner 34 tri in Mexico for just \$20,000. If you worked your ass off for a year or two while living ultra simply — as you seem to be doing already — you could have your tri and be free to do whatever the heck you wanted with it.

DELIVERY SKIPPER BLUES

As was the case with several other skippers in the Ha-Ha, I paid to have our boat delivered back to San Diego from Puerto Vallarta. True to reputation, the trip was a genuine bash. But my purpose in writing is to share our experiences with the two very different delivery crews. The first was a human relations disaster, while the second was a delightful surprise.

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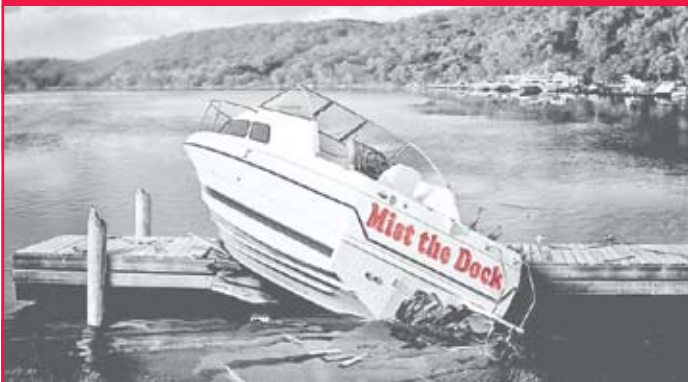
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LETTERS

We hired a relatively new professional skipper in Puerto Vallarta to take our boat all the way to San Diego. We interviewed him at length, and met with the owner of the motoryacht he usually runs. Everything looked good, including the skipper's local crewmember who would come along. The two had worked frequently together on other motoryacht voyages. We agreed to a daily rate, including a reduced rate for layovers. The written contact also made provisions for paying the return airfare for both crew.

I accompanied the two professionals on the first leg to Mazatlan with the understanding that I would probably leave the boat there or in Cabo. I wanted to be sure they were comfortable with the boat and her systems. The leg to Mazatlan was rather typical, with headwinds of 15-25 knots with 4- to 6-ft seas. The local crew member was sick for the entire trip, and I wasn't feeling too well myself. The skipper managed the leg mostly on his own and did a fine job. After all, this is what I expected.

There was, however, a problem when the bilge alarm went off one night. It could have been a false alarm or water could have actually been filling the bilge. The skipper was happy to look at the deep bilge, and not seeing much water, blew off the alarm. I insisted that we inspect every bilge area and every thru hull to be certain that it was only a false alarm. The skipper, who'd only had 12 hours on the boat, was outraged that I would question his judgment and experience. It turned out that the float was tripping because of the wild pitching of the boat. But the incident left a bad mark on our relationship.

There was another bad incident at night when the skipper was on watch. The autopilot went off because of low battery power. I later determined that it could only have been caused by the skipper's accidentally hitting a toggle switch that takes the alternator offline. He wasn't completely to blame because the switch is located in a very bad place. Nonetheless, he refused to take any responsibility. Accidents happen, but the incident caused the skipper to believe the autopilot was flakey and the alternator bad. In 14 subsequent days of bashing, neither belief proved to be true.

When we arrived in Mazatlan, the skipper was professional enough to sit down with me for a review of the first leg and discuss what we could do better. I was impressed with his candor. He indicated that the local crew was very unhappy because I had not given him enough work. The fact is, I'd felt uncomfortable asking crew to do 'donkey work' and did it myself. So I assigned him some lower level chores, we shook hands and I went off to the shower.

When I returned about 45 minutes later, the skipper and crew had cleared out. They hadn't even left a note. About 36 hours later I was able to track the 'professional' skipper down via email. He said he left the boat because she was "grossly unsafe," based on his doubts about the autopilot and alternator. He made no apologies for going back on his word, and for not telling me that he was leaving.

I felt it was proper to pay him for his one day plus a pro rata day for the extra few hours worked. This caused a major problem. The skipper, who would only speak via email, claimed that even part of a day should earn an entire day's pay. He further said that if I didn't pay him what he demanded, he would cause me extreme trouble by "requesting harbor masters in every port in Mexico to stop the boat on its way north." In the end, I paid him in full because I could not take the chance, however slight, that he really could cause trouble. It had been the delivery experience from hell, and we'd only covered about 1/10th of the distance to San Diego.

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LETTERS

After a three-day delay, I was introduced to Mark Meadows and his wife Emelie. They own an Ericson 38, have lots of travel experience around the world, and were very keen to try out the delivery experience. They had the right attitude and seemed to communicate well together. After a comfortable trial leg from Mazatlan to Cabo, they had demonstrated enough collective competence that I felt very comfortable with their doing the Bash by themselves.

Sure enough, for 12 days they drove my boat up the Baja coast into 25- to 35-knot winds and 8- to 14-ft seas. Even weatherman Don Anderson had recommended that they wait. As is usually the case, my boat, a Nauticat pilothouse motorsailer built in Finland, performed very well. But the crew took a thrashing. To their everlasting credit, they carried on with only two stops — even though I continually advised that they might want some more rest from the seas. They managed themselves and the boat extremely well for a couple who had never undertaken the Bash.

Sure, water entered the boat through openings that I never knew existed. After all, she had her sidedecks submerged a good bit of the way. It is probably important to point out that — as the couple quickly recognized — their own production boat would not have been able to make headway in those conditions.

Here are the lessons that I learned:

1) Always have a written contract —which I did — but make sure that every possible issue is covered.

2) Pay by the mile rather than the day. In the beginning, it seemed as though this would be 20% more expensive, but having paid by the mile would have cost me less — and there would have been no arguments about partial days.

3) Make sure you understand exactly what specific skills and experience the delivery crew has, and what they could fix without outside help. Tough questions must be asked so you develop the right expectations.

4) Beware of hiring powerboat crews to deliver a sailboat — even if yours is a powerful motorsailer such as mine. My first crew, having come from a powerboat, had trouble adjusting to the very different motion and size of my boat.

5) Think carefully before going along with your hired crew. Most delivery skippers don't want the owner aboard.

6) Establish general parameters for the delivery, but let the delivery crew be flexible to match the conditions. While my second crew was able to cope with rather rough conditions, I certainly would have holed up for better weather to reduce wear and tear on the boat.

I was very lucky to have Mark and Emelie deliver my boat. They were extremely professional in every aspect — and they had guts well beyond my expectations!

Scott Irvin Brear
Samantha, Nauticat 38 Pilothouse Ketch
San Francisco

↑↓ABC — ALWAYS BUY CABBAGE

We've enjoyed reading *Latitude* for many years, so when you asked if any sailors still keep logs, we decided it was time for us to respond. Ever since about '84, we've kept a log for every day that we've spent aboard the three boats we've had in the Sea of Cortez. The boats included our Columbia 23 *Yegua*, our Catalina 27 *Coriolis*, and our current boat, the Cape Dory 30 *Stork*. We've managed to use the boats a month or two of each winter. We've battled all around the Sea of Cortez on these boats, have loved them all, and have had many really good times — and a few rough ones.

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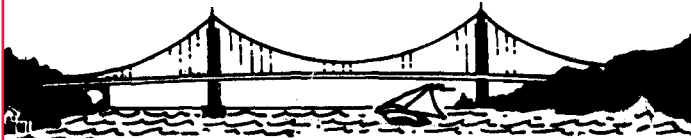
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LETTERS

meet and their boats. We also make trip notes, sometimes including sketches, about anchorages, odd rocks, reefs, and shoals that we discover, and bearings on landmarks so we can avoid the dangers when we return. We have included similar notes from other sailors when we believe their reports about such things.

Our log also includes entries about things like tricks for cooking food in the limited fashion available to us. And thanks to our log entries, we've evolved a pretty good way of baking bread in a pressure cooker. The log also enables us to remember ideas we come up with for solving many boat-related problems.

When in an anchorage, we will usually note the bearings of landmarks, so we can tell if the anchor is dragging and so we'll know the way out if we have to leave at night for some reason. We also make notes about shore hikes, expeditions, and stuff we did in towns along the way.

Sometimes we'll note mysteries that arise while cruising. For example, every few years someone asks *Latitude* about the clicking noises you often hear at night while at anchor. After the last round of this, we looked for, and found, an entry from our log from '85, where we noted that it must be "billions of baby barnacles biting on the bottom of the boat."

We also use the log to remind ourselves about how to best provision. For example, the ABC rule, which stands for 'always buy cabbage'. There is plenty of other unprintable doggerel as well. We also note the daily barometer reading, wind and wave conditions, and motor maintenance information as well as major boat projects that were undertaken.

You will notice a common thread here of helping to remember things. For as the years go by, it becomes harder for us to remember exactly what happened at a given time, or during an incident — to say nothing of when it happened. Our log, with a bit of searching — which is always fun — gives an account of what we thought about something at the time it happened.

Curiously, neither of us is particularly systematic or anal about the way we have kept our boats. We have the best we can afford in the way of sails, rigging, anchors, motors and so forth, but we've used our boats hard and don't worry too much about the cosmetics. As such, it's somewhat surprising that we've been so consistent about keeping our log.

Johnny and Pam MacArthur
Stork, Cape Dory 30

Taos, New Mexico / San Carlos, Sonora, Mexico

↑↓ ARE WE BUSTED AND GOING TO JAIL?

I have been an avid *Latitude 38* fan for decades, and read your magazine from cover to cover each month. I normally agree with your political stances. Being a former employee of the State of California, I also remain frustrated with the sometimes corrupt, incompetent and inefficient departments that exist at all levels of our government.

But in reference to your response to the "Going It Alone Is Very Rough" letter, I wanted to comment on the 23 prison guards who made over \$200,000 last year. As a retired Correctional Sergeant, I can assure you these 23 are not part of the 30,000 rank and file officers. The average officer, with some overtime, now makes about \$50,000 a year. After taxes, pension, union dues and other deductions, the monthly take home pay is modest — and often less than the family median income in many California counties. At these salaries, I understand that being a prison guard is now one of the most sought after jobs in the State — but that hasn't always been the case.

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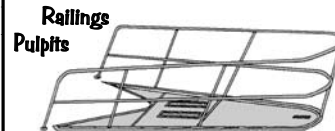
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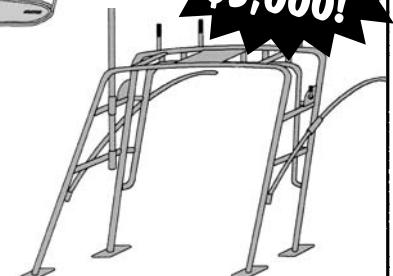
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LETTERS

Your statement that "Who said working for the government wasn't as lucrative as it is easy?" should be rephrased. There is nothing easy about being a prison guard. Each day that I walked into Soledad Prison, I said a prayer that I was going to walk out. When I started my career 25 years ago, Soledad was a very dangerous Level 4 facility. I could fill the pages of a book thicker than *Latitude* with endless stories of assaults, stickings, rapes, suicides and homicides that I responded to. The system runs 24 hours a day, 7 days a week. While most people were enjoying Christmas dinner, or Super Bowl Sunday or sleeping at home with their loved ones, I was often at work, in the middle of the night, dealing with gang bangers and low-lives. Easy and lucrative? I don't think so. I earned every red cent that I was paid. The carrot at the end of my stick was a pension, which I paid into — and also earned!

It was my choice to work for the California Department of Corrections, where I could make a living, with good medical benefits, and provide for my family. There is nothing easy or lucrative about being a Correctional Officer! They work in a dangerous environment, with the scum of the earth, and get little credit for their role as peace officers while providing a valuable and unseen contribution to our society.

Like the publisher of *Latitude*, I'm an old surfer. After two tours of duty in Vietnam with the Navy, I moved from San Diego to Hawaii in '70. When I landed on Oahu, I had only the clothes on my back, my surfboard and \$150 in my pocket. I ended up in Kona, where I worked as a bartender and dive master. I then transitioned into charter fishing, skippering the 40-ft *Lei Aloha*. I led this life for nearly a decade before getting a real job with the CDC in the mid '80s. I have owned a Swift 40 and Catalina 33, and my wife and I hope to get another boat in San Diego some day. I also own the record for the biggest black marlin caught in Hawaii.

Jim Hunter
Sun Lakes, Arizona

Jim — We couldn't agree with you more that being a prison guard is an unpleasant and dangerous job. As such, we can't imagine that anyone would begrudge \$50,000 a year to correctional officers who actually came into contact with prisoners. But when you're talking \$50,000 a year, aren't you talking about a salary from ages ago? While having dinner at Martin Joe's about two years ago, we sat at the counter with a guy who was a prison guard at San Quentin. When we asked him what it was like, he said his "real job" was actually owning and running a used car lot in Sacramento. He told us that he just worked at San Quentin because, by putting in three 12-hour days a week, he could make well over \$100,000 a year and get great benefits and a great pension. We're not sure it works out for the taxpayer, but we sure admire the guy's drive and ambition.

Confused about the conflict between what he and you said about guard salaries, we did some Googling. While we couldn't come up with any exact salaries for prison guards, we did find this recent statement in the Sacramento Bee: "The state's first comprehensive survey of public safety workers shows that the maximum pay of California's state correctional officers is nearly 40% more than that of their highest-paid counterparts in 10 states and the federal government. The state Department of Personnel Administration survey issued this week also shows that when total compensation is considered — everything from medical insurance to retirement benefits — state correctional officers beat the median top pay of the out-of-state groups by nearly 29 percent." Maybe it wasn't like that when you were working for the state, but it seems like today's correctional of-

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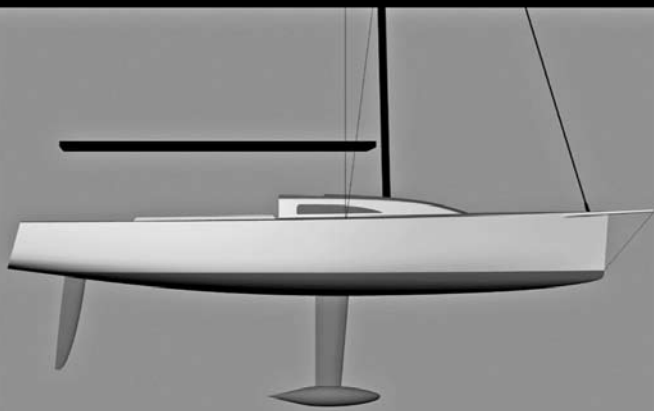
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LETTERS

ficers are kickin' it.

About 10 years ago we met a woman who said she was paid quite well, thank you, for teaching at San Quentin — including English to none other than Charles Manson so he could get his college degree. As one old surfer to another, we'd rather see the state spend more of its limited resources teaching English to children than lifers. And being an eye-for-an-eye supporter of the death penalty in clear cut cases, we wonder how much money the state could have saved for other programs if Manson had only been executed promptly about 30 years ago.

↑↓ A TRAIN RUNS THROUGH IT

Regarding the 'Lectronic item about being hauled at Knight & Carver in National City and having trains come right through



It may be smooth on the hard at Knight & Carver, but it's noisy as hell when the trains switch.

the middle of the yard after working hours, it's not unique. Up at the Seaview Fairhaven yard here in Bellingham, every boat that's hauled out has to cross the BNSF main line. And trains come through all

day, including four Amtraks. I know what you mean about nocturnal switching — the Brits call it shunting — as I live just above a yard — though hopefully not for much longer.

Geoffrey Harris
Bellingham, WA

↑↓ I WAS ECSTATIC TO FIND THE WHOLE MAG ONLINE!

Mine is a long story of how a guy from Toronto got hooked on your magazine. What's relevant is that I was a serious reader until West Marine stopped distributing it in Annapolis. When I found the complete magazine online, I was ecstatic! But there was no *Max Ebb*. Why is that? Thanks for all your wonderful editions. You write the book on real publications for sailors. I'm not angry, only envious that you are out of reach.

Rex Bradley
Tiger Regis, Edel 8.1
Annapolis

Rex — Thanks for the kind words. We no longer distribute in Annapolis because it costs so much to send the hard copy editions across country. But as you've discovered — and we hope everyone else does — complete issues, and in magazine form, are available for free online. And yes, a complete issue includes *Max Ebb*. We don't know how you missed him.

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

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

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

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LOOSE LIPS

Shakin' all over . . .

Believe it or not, this October marks the 20th anniversary of the Loma Prieta earthquake. Although the 'big one' for San Francisco will always be the 1906 quake, the 1989 Loma Prieta temblor is the one most of us alive will remember.

While it had nothing to do directly with sailing, it certainly touched the marinas, businesses and lives of sailors. We'd like to take a look back in our October issue at that day and its aftermath for boaters on San Francisco Bay. And we'd like most of that look to be through the eyes of those who experienced it — in other words, you guys. If your life as a sailor — or the life of someone you know — was significantly affected by the Loma Prieta earthquake, please let us know about it. Address emails (and photos, if any) to Ladonna Bubak at ladonna@latitude38.com, or snail-mail them to her at Latitude 38, 15 Locust Ave., Mill Valley, CA 94941.

Eight Bells — Bill Garvie.

William Charles Garvie, noted Bay Area boatbuilder and blue water sailor, passed away on June 5 surrounded by his family. He was 90.

Born in Los Angeles, Bill graduated from Eagle Rock High School and attended Glendale City College. Shortly after World War II broke out, he was accepted into the Mare Island Naval Apprentice School and later drafted into the Navy, serving as a SeaBee in various locations in California.

Bill began his boatbuilding career at Lowrie's Yacht Harbor on the San Rafael Canal in 1953. He later established his own yard farther up the canal in 1960, and served for many years as the San Rafael Harbormaster.

In the course of his 90 years, Bill built 18 wooden boats for himself. Many were of his own design. He sailed them offshore frequently, including trips to Hawaii and Tahiti. A particular favorite was the 27-ft sloop *Emily*, which he sailed to Hawaii and back in 1975. His last boat, *Sarah*, is a 38-ft gaff-rigged yawl designed by Thomas Clapham of New York — in 1880! Garvie began building the boat, named for his granddaughter, at age 80, and completed her six years later.

In addition to his boatbuilding and sailing accomplishments, Bill was an accomplished horseman who participated in trail rides all over the U.S. on his beloved Arab, Sabre. He was also reknowned in the kitchen for his fabulous pies, cookies and blueberry buttermilk pancakes.

Bill was among an increasingly rare breed of men whose word was their bond, whose contract was a handshake, and who was the living embodiment of a strong work ethic. "If a job is worth doing, it's worth doing well," was a mantra he often repeated.

Bill is survived by Florence Bacon Garvie, loving wife and partner of 55 years, as well as four children and seven grandchildren. Memorial contributions in Bill's name can be made to Marin Agricultural Land Trust (www.malt.org), which Bill and Florence supported from its inception. A celebration of Bill's life is planned for later this summer.

States get federal Clean Vessel Act money.

Department of Interior Secretary Ken Salazar announced last month that 28 states will be getting money under the Clean Vessel Act program. The grants will be used for construction and installation of sewage pumpout facilities and floating restrooms, to purchase pumpout boats, and to provide educational programs for recreational boaters. California's \$3.13 million chunk of the \$14.6 million pie — by far the largest grant — will go to the Department of Boating and Waterways to install eight sewage pumpout stations, purchase two sewage pumpout boats, and install up to 10 floating restrooms throughout the state.

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SIGHTINGS



PATRICK MEVES

At more than 2,400 square feet, 'Mama Cass' is larger than all of 'Santana's' upwind sail area, combined.



big mama's debut

A half hour before the start of the Master Mariners Regatta on Memorial Day weekend, we were in the midst of the usual melee of boats crisscrossing the starting area off Golden Gate YC when all of a sudden this huge white . . . thing . . . appeared in the corner of our eye. We turned to see Paul and Chris Kaplan's lovely schooner *Santana* flying one of the biggest sails we'd ever seen. It went from the top of the mainmast (which, you'll recall, is the back one on a schooner) to the bowsprit, with the clew half a boatlength to leeward. When filled, it floated a good 12 feet over the foremast. *Santana* glided through the fleet with every face aboard — and many of those on other boats — looking up and grinning. Mama Cass had made her debut.

Unfortunately, this fat lady didn't get to sing. The sail ripped on the foremast during a practice jibe so they weren't able to use it during the race. But damage was minimal, Mama is repaired and Kaplan looks forward to the next opportunity to try her out.

"We'd been talking about different light air sails for the boat, and the original drawings done by Sparkman and Stephens show some proposed sail arrangements using a sail something like this," says Kaplan, who has owned *Santana* since 1998, and was the one responsible for converting her back to her original schooner rig. (The boat had been built as a schooner in 1935 and converted to a yawl in 1941.) "It looked kind of like a 1930s Code Zero."

Enter Kame Richards, *Santana's* sailmaker.

"The boat already had an asymmetrical spinnaker that flew off the foremast, so we were thinking of a bigger one of those," says the founder of Pineapple Sails in Alameda. "Another option we talked about was a bigger fisherman — that four-sided sail that flies up high between the fore and mainmast on a schooner. Then I started fooling around with this absolutely marvelous sail design software that allows you to plug in the various parameters of any boat and create virtual sails — as outlandish as you want — just to see if they would work. And we came up with this one."

Mama Cass — named for the "big, voluptuous and beautiful" lead singer of the '60s folk rock group The Mamas and the Papas — adds 2,422 square feet of downwind sail to the boat — about twice the area of the asymmetrical that flies off the foremast. It was actually completed in time for last October's Jessica Cup, but the conditions weren't right to fly it. So Mama's big debut was planned for the Master Mariners.

Hoisting the sail in a sock was a given. Since there weren't any old schoonermen around who had ever seen a sail like this, much less used one, quite a bit of discussion went into how to control it once it was up. It was also assumed that the best, and perhaps only, way to jibe it was to sock it and reset on the other side. But as they sailed down through the Master Mariners boats, most of the talent aboard — including Kame and Sally Richards, Paul and Chris Kaplan, and Stan and Sally Honey — looked and looked and, you know, thought they could jibe without dousing. And they did. However, when they tried to jibe again, Mama caught on a foremast fitting and tore.

But all in all, when she was up and pulling, she looked pretty dang magnificent from any angle. "When you slack off the sheet, the sail just rotates out beautifully which allows us to sail pretty deep," says Kame. "My first thought when I saw it pull was 'It's all I could have hoped for.' My second thought was 'Wow, it could have been even bigger!'"

— jr

summer sailstice — all a cause célèbre should be

In ports around the world, they came, they saw, they sailed — some for the first time in their lives. We're talking about the phenomenon known as Summer Sailstice, the 'bonding' experience of going sailing

continued on outside column of next sightings page

SIGHTINGS

sailstice — cont'd

on June 20, which also happens to be the summer solstice for those of us inhabiting the upper half of the planet. To remind you, the summer solstice is when the sun reaches its zenith in the northern hemisphere, marking the official start of summer. It also happens to be the longest day of the year.

Those extra few hours of daylight were put to good use around the world on June 20, the ninth annual observance of the event. Starting in Shanghai, China, sailing clubs and individuals around the globe celebrated the day by hoisting sails and turning off engines. Reports from the various 'precincts' have filtered in and include notes of activities in Dutch Harbor, Alaska, Puerto Rico, Miami and even a first-time 'sail-in' by the Beaver Lake Sailing Club, located on the lake of the same name in the Ozarks. By simply going sailing, all of them became part of something bigger than sailing, which is part of the magic of Sailstice.

Locally, the hub of activities was the Treasure Island Sailing Center. Some 2,000 to 3,000 folks attended this free event, arriving either by car or boat — the latter filling Clipper Cove with up to 13-boat rafts and making the dinghy dock look like a Zodiac convention. There were booths ashore featuring everything from the art of Jim DeWitt (manned occasionally by Jim himself), to charter and sailing school reps, to West Marine, to representatives of sponsor Skyy Vodka and their various brands. Day-long music from five local bands played in the 'big top' tent near the entrance, while a boatbuilding competition had the sawdust flying at the other end. On the beach, kids loved the treasure hunt where they actually got to dig up buried 'treasure'. On the water, the eight boats that volunteered to take folks out for free sailboat rides were booked solid by 1:30 p.m. (As in past years, most of those taking rides had never sailed before.) There were also brokerage boats available for inspection, as well as some 'well used' ones, such as the 1910 gaff sloop *Polaris*. Just out of sight — though sailing a Treasure Island course — over 100 racing boats participated in the Summer Sailstice Regatta.

Online, you could sign up, share your thoughts and plans, and even register for cool prizes. You could also sign up to help fund the *Around the Americas* project, a 13-month sail all the way around both North and South America — including through the Northwest Passage and around Cape Horn — and a report the next day from skipper Mark Schrader indicated that more than 100 people did so. (See more on *Around the Americas* elsewhere in *Sightings*.)

All in all, it was a great way to usher in summer, a neat celebration of the sport, and cool way to join hands and show the world that movements don't always have to be negative or politically charged to make the world a better place. For more on Summer Sailstice past, present and future — including the possibility that southern hemisphere sailors may get their own Summer Sailstice South (December 20) next year — see www.summersailstice.com.

— jr

that sinking feeling

The only time most offshore sailors see 50-knot winds and 30-ft seas is in their worst nightmares. But Santa Rosa-based cruiser Dr. Jerry Morgan, 71, endured a very real encounter with such fury in late May, when a near-cyclone crossed his track while he was en route from New Caledonia to Australia. The tempest ultimately robbed him of his beloved Trintella 53 *Sumatra II*, and nearly his life. Jerry's now back home in the Bay Area, coping remarkably well with his loss — but so far he can't shake the frequent, all-too-realistic nightmares.

Like train wrecks, boat sinkings seem to come in threes — at least this season. First there was the mysterious sinking on May 3 at Nuku Hiva of the Port Angeles, WA-based Islander 36 *Emily Pearl*,

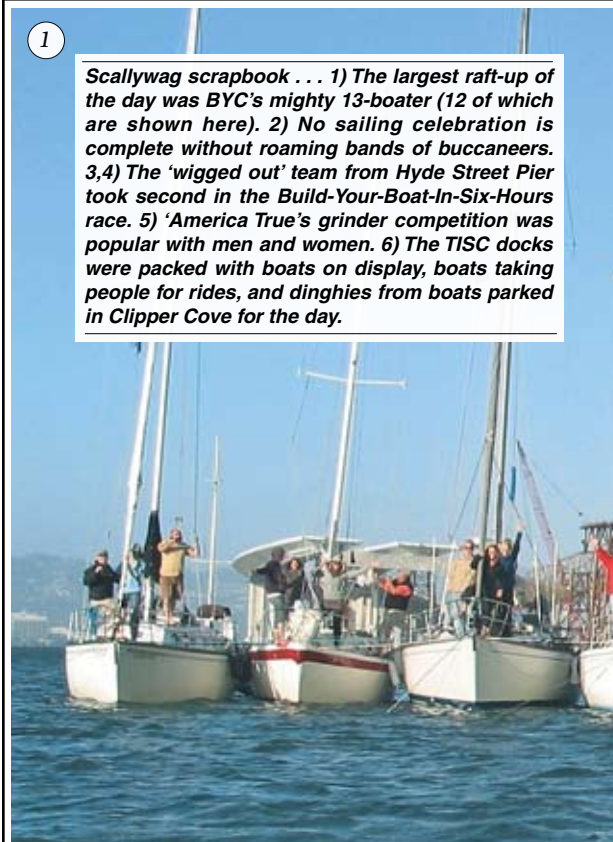
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man's best friend

Last month, an unmanned 45-ft sailboat broke loose of its mooring and began drifting toward Seabright Beach. Upon spotting the boat adrift, lifeguards swam out, intending to board and secure it. Unfortunately, although the boat was unmanned, it wasn't 'undogged'. The yellow Lab onboard did his watchdog duty and wouldn't let anybody get on. The lifeguards did the best they could, trying to hold the boat off the surfline until a Harbor Patrol boat could respond. Those



2



1

Sallywag scrapbook . . . 1) The largest raft-up of the day was BYC's mighty 13-boater (12 of which are shown here). 2) No sailing celebration is complete without roaming bands of buccaneers. 3,4) The 'wiggled out' team from Hyde Street Pier took second in the Build-Your-Boat-In-Six-Hours race. 5) 'America True's grinder competition was popular with men and women. 6) The TISC docks were packed with boats on display, boats taking people for rides, and dinghies from boats parked in Clipper Cove for the day.

— to a fault

fellows managed to get a line on, "But the dog ripped it off with his teeth!" said Deputy Harbormaster Don Kinnamon.

The boat eventually went onto the beach, whereupon the dog jumped off. By this time, the owner had shown up on Seabright Beach, where he was reunited with his dog. The boat was towed to the Santa Cruz Small Craft Harbor, where it will be repaired before returning to its anchorage off the wharf, Kinnamon said.

— jr

sinking — cont'd

whose skipper, Billy Landers has not been found. Then eleven days later Steve and Wendy Bott's Ventura-based J/44 *Elusive* sank from unknown causes, 500 miles north of Auckland, New Zealand. Luckily, they were buddy-boating with the San Diego-based Serendipity 43 *Scarlett O'Hara*, whose owners, John and Renee Prentice, rescued the Botts without harm. (See last month's *Sightings* for reports on both.) No sooner had we digested the shock of that calamity than reports came in of *Sumatra's* sad fate.

Since first heading south with the 2005 Baja Ha-Ha, Jerry has logged some 30,000 miles — cruising first as far south as Ecuador, then criss-crossing between South Pacific islands in recent years.

continued on outside column of next sightings page



3



4



5

ARIANNE PAUL

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED



6

GREG DAVIDS

SIGHTINGS

sinking — cont'd

On the morning of May 21, he was two days out of Ile des Pins, New Caledonia, double-handing *Sumatra* to Brisbane, Australia, with a fit, 38-year-old Kiwi named Stewart McCreadie, when disaster struck. Motorsailing into huge seas, with a triple reef in the main and no jib, the sturdy Dutch-built sloop suddenly rose up over a huge wave and slammed down hard with a loud "boom." She'd taken her licks before, but this time something sprang loose and Jerry soon discovered that floorboards in the cabin sole were floating. His dual bilge pumps were useless in trying to stem the flow of incoming seawater.

By the time he'd activated his EPIRB and called Coast Guard Alameda via satphone — their number was kept in plain view at the nav station — he realized he'd made a terrible mistake: A few days earlier *Sumatra* had dragged anchor in New Caledonia and gouged her keel on a reef. Jerry dove on her to inspect the damage, but concluded that it was superficial, and elected not to haul her for repairs until reaching Australia. Apparently that conclusion was wrong.

continued on outside column of next sightings page

j/80 review and

Back in March, in heavy conditions outside the Golden Gate, the J/80 *Heat Wave* lost its keel and capsized during the Doublehanded Farallones Race. Only through the cool-headed and heroic actions of skipper Dave Wilhite — who among other things dove under the turtled boat to retrieve the handheld VHF — did he and crew David Servais survive to tell the tale.

The failure on *Heat Wave* was not the hull-to-keel joint. It was the keel sump itself — the molded portion of the hull to which the keel is bolted. It turned out to be the second such failure suffered by a J/80 in a 12-month period. (The other



SPREAD, LATITUDE / ANDY; ALL OTHERS COURTESY SCARLETT LUCY

best practices

was a boat off Long Island Sound — again, thankfully, with no injuries.) Following the *Heat Wave* incident, J Boats, Inc., launched an investigation, bringing in experts from several different fields to try to figure out what was going on.

The sum total of their findings is not yet available, but a lot of work has been done, and as you will see if you log onto the J/80 website — www.j80.org — J Boats has put together a nine-page document called *J/80 Review and Best Practices*. As far as we know, this is the first document of its kind to address the care, inspection, and assessment of a specific older composite

continued in middle column of next sightings page



Spread: With Jerry at the helm, *Sumatra II's* six wonderful years of voyaging began on the starting line of the 2005 Baja Ha-Ha. **Insets:** After drifting helplessly for what must have seemed like an eternity, Jerry was finally pulled to safety by the determined crew of islanders.

sinking — cont'd

Although they were 350 miles off the Queensland coast, within two hours of their issuing a *mayday* — roughly 11:30 a.m. — a small plane was overhead. The pilot dropped two self-contained, gas-powered pumps, but the first missed the target and the second broke free of its tether before Jerry and Stewart could haul it in. By then they were at the mercy of the ocean's fury, as the engine had been drowned and the sails had been shredded by 50-knot winds. The slowly submerging, heavy displacement hull wallowed helplessly in the 25- to 30-ft breaking seas.

With no hope of pumping her dry, the Australian Rescue Coordination Centre (RCC) advised the endangered crew that the 320-ft container ship *Scarlett Lucy* had diverted to rescue them, but it would be well after nightfall before she would arrive.

Once on the scene, Fijian Captain Aseri Qio deftly maneuvered the 4,000-ton ship within 1,000 yards of *Sumatra*, but advised Jerry and Stewart via radio that they'd have to come to him. Reasoning that getting into a liferaft in such conditions would be suicide, Stewart unlashed the 9-ft RIB, hauled the heavy 4-stroke outboard and its tank to the bow, started it on deck and launched it into the blackness. Then, with Jerry in the bow, he somehow piloted it without swamping it to the ship, where both men grabbed onto cargo netting that was draped over the side. But as they began to climb to safety, the unladen ship lurched violently, and Jerry fell back into the dinghy. Soon after, when the RIB began to drift back toward the prop, he panicked and jumped into the frothing ocean.

For the next 45 minutes he drifted helplessly, too exhausted to swim. Finally, he got close enough to grab onto a tethered life ring, but was washed off the netting again before he could reach the outstretched arms of the crew on deck. Unable to help himself, he thought seriously about unclipping his life jacket and just letting go. But thoughts of his family inspired him to summon inner strength. "I've gotta hang on for my kids and grandkids," he remembers thinking. When he finally drifted near the ship again, Stewart, perched safely on deck, screamed at the top lungs, "Clip onto the life ring!" Jerry followed "his hero's" orders, and the jubilant crew of South Pacific islanders slowly hauled him to safety.

What's next for Jerry? Time will tell. Other than substantial liability coverage, *Sumatra* was uninsured, so will not be replaced. But although Jerry's cruising days may be over, he still hopes to get out on the water often, perhaps crewing on deliveries or skippering some sort of commercial vessel. And in his eternally upbeat manner, he says he's toying with the idea of writing a book about this terrifying ordeal. Lord knows, it would have no shortage of drama.

— andy



Jerry poses with his savior, Fijian Captain Aseri Qio.

angel of the mooring

In February, 2007, the mooring field at Angel Island's Ayala Cove got a facelift. Twenty-seven ecologically friendly helix moorings were installed in an effort to reduce impact on the seabed. The original contractors installed the field with an incorrect orientation, so boats' bows now point toward Richmond instead of Belvedere. This has caused no end of confusion for boaters who were used to the previous set-up — we've seen boats tied up every which way since the switch,

continued on outside column of next sightings page

SIGHTINGS

angel island — cont'd

which makes it difficult to navigate through the field.

In the original installation, a short length of nylon line was used to hold the mooring chain off the sea floor, but more than a few boats were treated to fouled props at low tide, when the line would float on the surface. The Department of Boating and Waterways, who funded the project, acted quickly to fix the problem — a minor miracle in itself, considering it's a state agency.

Unfortunately, the non-floating line used in the fix was apparently easy to cut, as evidenced by the disappearance of about five mooring balls over the past couple years. Whether the lines were cut by vandals or boaters who had somehow become entangled is moot. The fact remained that something needed to be done — again.

Angel Island Park Superintendent Dave Matthews reported last month that the five missing buoys had been repaired — with chain — and the entire field of buoys had been color-coded. Since we'd been suggesting this very treatment for a while, this writer and her husband just had to check it out. And we were impressed. Each row is painted a different color, so all you have to do is grab two moorings of the same color (remember to always tie off both the bow and stern,

continued on outside column of next sightings page

j/80

boat.

The J/80 was first launched in 1993. There are now some 1,200 of them sailing in 15+ countries. The American-built ones were the first J/Boats to be constructed using the SCRIMP resin-infusion system; while the European boats were built using the old standby: hand-laid, open-mold technique. The J/80 hull and deck are built with balsa/E-glass sandwich construction, and the hulls are heavily reinforced in the keel sump area with six closely-spaced transverse floors bonded and tabbed into the interior of the boat.

While no one can say for sure what caused the failure of *Heat Wave's* keel sump — the boat was not recovered — the document goes into great detail on how to survey a J/80 hull and, just as important, assess how the boat is used. For example,



— cont'd

drysailed boats are more subject to keel stresses and strains than those kept in the water. But the review doesn't stop at the hull. Also included are extensive guidelines for surveying the rig, bowsprit, chainplates and just about everything else on the boat.

The review is part one of a two-part look at the J/80. Part two will be a photo-documented inspection process using an old, damaged J/80 'guinea pig'. We'll let you know when that goes up on the site.

"There are few industry guidelines regarding proactive maintenance, inspection and periodic replacement of key components on aging composite boats," notes the *Best Practices* document. Kudos to J/Boats for doing some groundbreaking work to change that.

— jr

angel island — cont'd

and that anchoring is never allowed).

We'd hoped to test out the newly repaired buoys on our visit but, by the time we made it to the island one sunny Saturday, they were all occupied. We settled on a pair in the middle of the field and, after putting on an outstanding show for our neighbors while picking up the moorings (it was windy, yeah, that's it), we got busy doing a whole lot of nothing. And we weren't the only ones.

Adam Correa and Kathe Hashimoto were lounging in the cockpit of their Sausalito-based O.L. 33 *Tamara* when we caught up with them on the docks. "We usually like to walk around the island," Kathe said, "but we're just taking it easy today."

East Bay residents Carl Johnson and Cristina Revilla — who we featured in last month's *Boatyard Tour* article — stopped by the island aboard their Ranger 33 *Bamboleiro* while waiting for friends coming from Hawaii to sail under the Gate. "We've only just discovered Angel Island," said Carl. "But we'll keep coming back."

They'll keep coming back, that is, unless Governor Schwarzenegger gets his way and closes the island — along with 219 more of the state's 279 parks — in a misguided effort to save the state money. And

continued on outside column of next sightings page



Looking Good (clockwise from here) — Going down to the sea again in 'Sea Fever'; friends don't let friends sail alone; remember when we were all this flexible?; 'Sea Star' powers to weather; embarking the Embarcadero; big waves on the Bay; Westsail 43 snugged down and truckin'.



PHOTOS LATITUDE / JR

SIGHTINGS

angel island — cont'd.

regardless if the park closes, he wants to get rid of the Department of Boating and Waterways, a self-funded agency that actually benefits the people it serves, as demonstrated by their timely response to the Ayala Cove mooring field issues. Allow DBW to go away and just watch boating services in California go down the tubes.

To find out what you can do to help keep Angel Island open, go to www.calparks.org. To voice your concern over the possible loss of one of our most efficiently run government agencies, answer the Recreational Boaters of California's 'Call to Arms' at www.rboc.org. Whatever you do, don't just sit there and do nothing — or you may not get the chance to do that very thing at Angel Island in the near future.

— *ladonna*

a lap around the americas

Having already sailed in all of Earth's oceans, two-time circumnavigator Mark Schrader is now captaining a unique expedition dubbed Around the Americas, which aims to raise awareness of the issues threatening the marine environment — including global climate change.

As the name implies, the expedition, which departed Seattle's Shilshole Marina on May 31, will take Schrader and crewmembers David Logan, David Thoreson and journalist Herb McCormick around both North and South America aboard a specially equipped 64-ft cutter named *Ocean Watch*. Along their 24,000-mile route, which will initially take them through the Northwest Passage, the crew and guest researchers will conduct a variety of scientific studies and will host on-board educational presentations at 30 pre-determined port stops in 11 countries.

Several specially selected teachers are also expected to join specific legs of the trip, as marine education is a primary focus of the project. With that in mind, bilingual, science-driven curricular materials and a K-8 teacher's guide will be available at the project's website (www.aroundtheamericas.org) by mid-summer, as well as an Around the Americas Informal Educator's Toolkit for use in museums and after-school enrichment programs. Topics include ocean acidification, coral

reef ecology, changes in sea level, sustainable fisheries, and marine biodiversity. Lessons on atmospheric aerosols, underwater sound, and sea ice will directly relate to projects in the on-board research program.

This ambitious project is a joint collaboration between the Pacific Science Center, the

University of Washington's Applied Physics Laboratory, and Sailors for the Sea, a Boston-based nonprofit founded by David Rockefeller, Jr. Look for further updates here and in *Lectronic Latitude* as the team completes its unprecedented lap around the Americas.

— *andy*

ready, tech — go!

Given the improvements in technology, more sailors than ever are working from their boats, either while at the dock or while cruising far and wide. Naturally you can't do this if you're an airline pilot or restaurant manager or run a day care center. But in some cases it's

continued on outside column of next sightings page

off the couch and

As we often say, the best way we know of to get youngsters off the couch and out into the fresh air is to offer them a chance to go sailing — with the kids themselves at the helm. That's precisely what happens at a wide variety of youth sailing programs which run throughout the summer all over the Bay Area.

Last time we checked, there were at least a dozen local yacht clubs that offer summer programs for kids as young as 7 in Optis, El Toros, Lasers or other fun starter boats. By instilling in your children a love of 'playtime' on the water, you'll be giving them a gift of active physical thrills that they can build on throughout their lives. The cost of most programs is reasonable, and some even offer scholarships.

There's no time to waste though, as some programs geared up last month, and

COURTESY OCEAN WATCH



'Ocean Watch' in Victoria, BC.



into a dinghy

many long-established programs fill up quickly. One of the newest on the roster (found within the YRA Calendar at www.latitude38.com under Yachting Youth) is Tiburon YC's weekend Opti program for kids 8 to 13, which is now in its second season. We're told they still have a few nice boats to fill for their 10 a.m. to 2 p.m. sessions, which run through the end of August. [Call Pat for full details at (415) 435-3650 or (415) 272-6222.] For this, and other programs, kids *do not* need prior sailing experience, but they do need to prove they can swim.

A half-dozen YCs also offer programs for older teens (up to 18), typically using more challenging boats. So check out the listings, pick up the phone and get your kids into some healthy summer fun — even if you have to use a pry bar to do so.

— andy

technology — cont'd

possible for headhunters, tech consultants, writers, active investors and others.

Currently, the Grand Poobah is doing much of his work aboard the 63-ft catamaran *Profligate*, now back in California from Mexico. Our tools are an iPhone, an AT&T data card, and an Amazon Kindle.

The iPhone gives us phone capability, somewhat useful access to the internet, and countless other features that range from being a waste of time to being very helpful. The AT&T data card gives us surprisingly high-speed internet access on the boat, by which we mean it's often as fast as or faster than the internet connection we have at our office in Mill Valley. To have this capability on the hook, as opposed to having to go ashore or sign up with some wi-fi access system, is wonderful.

The Kindle is a bit of an overlap of both the iPhone and the AT&T data card. We're tech gadget skeptics, but an enthusiastic recommendation from Dietmar Petutschnig and Suzanne Dubose of the Las Vegas-based Lagoon 440 *Carinthia*, who are now in the South Pacific, encouraged us to give it a try. We're glad they did. Thanks to the Kindle, before we roll out of the bunk each morning, we've scanned the *New York Times* and the *Los Angeles Times* for the left-of-center perspective, and the *Wall Street Journal* and the *Financial*

continued on outside column of next sightings page



LATITUDE / LADONNA

technology — cont'd

Times for the right-of-center perspective. The only downside is that we know these publications automatically download into our Kindle at about 3 a.m., so we'll often pick up the gizmo in the wee hours and overdose on news before the sun has even come up. While not for business purposes, Kindle is great for those standing long night watches, because it will read to you whatever you want, in male or female voice, at whatever speed you want. The entire works of Mark Twain or Charles Dickens, to cite two examples, are only about \$5.

The major limitation of our onboard business set-up is the range of cell phone coverage. We're within range up to about five miles off the coast of California, but the only places that have coverage in the Channel Islands are Avalon and Two Harbors at Catalina. It's our understanding that antenna boosters can increase cell phone range up to 25 miles, but we've not used one and we're not sure if they work with data cards. We'd also like to get some input from folks who have used data cards in Mexico. We know that cell phone range is often

continued on outside column of next sightings page

100 entries

A couple of months ago, we decided that we wouldn't be too disappointed if we ended up with only 100 entries for the 'Sweet Sixteen' Baja Ha-Ha, which departs San Diego on October 26 for Cabo, with R&R stops at Turtle Bay and Bahia Santa Maria. After all, the local, state, national and world economies are all suffering.

But maybe it's because of the bad economies that sailors are signing up for the Ha-Ha at a surprising rate. After all, there are few places in the world where you can enjoy a more healthy, exciting, satisfying and economical life than when cruising on a sailboat in tropical Mexico.



LATITUDE / RICHARD

for the ha-ha

Whatever the reason people are signing up. We received paid entry #100 on June 21. Let's see, we've been getting two entries a day, there are another 70 days to the September 10 entry deadline . . . holy smokes, does that mean we'll end up with 240 boats!? Of course not. At least we hope not!

For those new to West Coast sailing, the Ha-Ha is the 750-mile rally for cruisers. Goals one through three are everyone's getting to Cabo safely while making scores of new cruising friends. Engine use is permitted for safety, comfort, or convenience. Because it's a rally

continued in middle column of next sightings page



technology — cont'd

much greater down there. For example, while doing the Baja Bash a few weeks ago, we sometimes had cell phone coverage 40 miles offshore.

Our bill from AT&T comes to about \$250 a month, which includes lots of phone service, web access for the iPhone, five gigs of data card access, text messaging and more. iPhones are now available for as little as \$99. Many data cards are now free with the ubiquitous two-year service agreements. The Kindle is about \$359, but you have to pay for subscriptions to newspapers, magazines and the like. Usually there are discounts, and there are major discounts on all books.

Cell phone providers wouldn't be cell phone providers if they didn't engage in somewhat deceptive pricing, would they? In the case of AT&T, they give you five gigabytes of internet access for your data card for about \$60 a month. For heavier users, such as ourselves, this isn't enough. If we go over the five gigabyte limit, they charge us 49 cents per extra megabyte. If you were to use a second five gigabytes worth, it would come to not another \$60 a month, but another \$250 more a month! It's better just to buy a second data card, in which case it's only another \$60 per month. Weasels!

Doña de Mallorca manages her condo rentals in Punta Mita from aboard *Profligate* using her Verizon data card. She gets unlimited usage for \$60 a month. AT&T has no such plan, and when we tried to sign up with an unlimited plan from Verizon — surprise, they no longer offer it. Weasels! For what it's worth, de Mallorca's Verizon data card is always slower than the AT&T data card, and sometimes cuts out or doesn't work at all.

For folks like us, who started sailing when radio direction finders were the height of technology, all the new stuff — while not perfect because of pricing and geographical limitations — is pretty fabulous.

If you have experience working aboard your boat, we'd love to hear what you use, what it costs and how satisfied you are. *Gracias.*

— richard

hauling for less

You know how everything is less expensive in Mexico? Well, not everything is. Take hauling your boat. Most folks who cruised Mexico this winter figured it would be much less expensive to have their boats hauled south of the border where workers are paid much less. But that's proving not to be true.

One reason is that these are hard times for boatyards in the States. Since they know they're not going to get bailed out by taxpayers as are the auto companies, banks and unions, they've had to become leaner and more efficient, and then pass those savings along to customers.

Jim Milski of the Lake City, Colorado, Schionning 49 *Sea Level* did a lot of comparison shopping in Mexico and California before he hauled his cat. When he compared the numbers, he decided the most economical choice was Driscoll Boat Works in San Diego, where he stopped after completing his Bash. The price he got from Driscoll's was a little less expensive than Napa Valley Marina, and less than any of the yards in Mexico — although sometimes not by too much.

Milski's decision wasn't based only on price. He felt more confident hauling at an American yard than a Mexican yard, because he believed the former were much more likely to have insurance in case something went wrong — such as if his cat were to be dropped or otherwise damaged. It didn't hurt that he hauled at a yard where the workforce was extremely experienced, and where the same people working on his boat also work on multimillion-dollar yachts. Convenience was yet another factor. Jim and his wife Kent could walk from their hauled-out boat to the Joe Cocker concert at Humphreys on the Bay!

Milski was a happy guy when his boat touched water again early in June, feeling that he'd gotten top quality work at an excellent price. "It pays to comparison shop," he said with a smile.

continued on outside column of next sightings page

SIGHTINGS

hauling — cont'd

That's particularly true in these times, when it seems that boatyards up and down the coast have sharpened their pencils when it comes to quoting prices for haulouts and other work. If you were to haul your boat right now, there is a very good chance it would cost you less than it did a year ago. So if you're in Northern California, page through the latest *Latitude* and dial boatyard numbers for the best deals in years — then get haulin'.

— richard

the driscoll dynasty

As a result of hanging around with Jim Milski during his haulout at Driscoll's, we became friends with Chuck Driscoll, who's in his late-50s and a lifelong avid sailor and surfer, a member of a family that has had a huge presence in the San Diego sailing scene since after the end of World War II — and a great guy. Chuck's granddad was the dean of the law school at the University of Wyoming in Laramie, but moved to San Diego and joined the San Diego YC. Back then, all the boats were on moorings, and what are now Shelter Island and

Harbor Island were just mud in the middle of soon-to-be-dredged San Diego Bay.

From humble beginnings, Chuck's dad Gerry became a major force in San Diego sailing, both on the water and in business. Back in the day, PCs were the popular racing boats, and on Friday afternoons junior high and high school kids such as Gerry earned money cleaning the bottoms of PCs after they'd been hand-cranked up to the

end of the Kettenburg long pier. Cleaning bottoms led to other boats jobs, such as painting and repairs. Then Gerry built a Starlet, and got the license to build 110s. Before long, Jerry and his brother Harland had leased waterfront land from the Port of San Diego — land the family still leases — and were running their own boatbuilding company and boatyard.

Four generations of the Driscoll clan have been enthusiastic San Diego sailors, but Gerry was perhaps the most successful. He won the prestigious Star Worlds in '44, and the Congressional Cup in '64 and '65 on Cal 40s. Gerry was also the project manager and helmsman in America's Cup campaigns in the '60s and '70s, aboard *Constellation*, *Columbia* and *Intrepid* — the latter two being 12 Meter boats the Driscoll yard would later completely rebuild.

"The America's Cup was gentlemen's racing back then," laughs Chuck. "The teams would each rent one of the mansions back in Newport as a base, and there would be challenger series in June and July, a defender selection in August, and the finals in September. It was basically a bunch of business guys enjoying a summer of sailing in Newport."

On the boat business front, Gerry hooked up with Olin Stephens, and built about a dozen S&S designs over the years, almost all of them in wood. Among them was the 51-ft *Brushfire*, which was a Cruising Club of America (CCA) design back in the day when people raced finely finished yachts. She's now owned by none other than

continued on outside column of next sightings page

ha-ha

rather than a race, the ethos of the event is that everyone who finishes is a 'winner'. However, those who sail each leg are presented with special lime-green 'soul sailor' Ha-Ha shirts.

All boats must be over 27 feet long, and have been designed, built and maintained for open ocean sailing. There must be at least two sailors with overnight navigation experience on each boat. The overwhelming number of Ha-Ha legs to date have been in light to moderate winds from aft; nonetheless everyone has to be prepared for the possibility of rough weather.

Why do the Ha-Ha? The biggest reasons are that it's a hell of a lot of fun



Chuck Driscoll.



— cont'd

and a great way to meet people. There's also a roll call and professional weather forecasting each morning for safety. And don't forget the overflowing swag bag, stuffed with shirts, hats and this and that. If you're budget person, you'll like that fact that Ha-Ha discounts on goods and services in California and Mexico can easily exceed the \$350 entry fee. But don't take our word for it that the Ha-Ha is worth doing. Ask some folks who have done one.

For complete information, to sign up, or to see a complete list of entries, visit www.baja-haha.com.

— richard

driscoll — cont'd

Dennis Conner, who frequently races her on San Diego Bay.

Over the years, boat design and construction changed radically. Driscoll's was in competition with the likes of Kettenburg, which had been a production wood boat builder, and Carl Eichenlaub, a colorful San Diego legend. "People started to want stripped-out racing boats, and they wanted them built fast," says Chuck. "When it got to the point that buyers were asking Eichenlaub to build them a racing boat in six weeks, my dad decided to phase out of boatbuilding and stick to repairs."

Another major change came with the '92 America's Cup, as Raul Gardini's *Il Moro di Venezia* Italian syndicate took over the entire Driscoll yard and made many improvements for it to become their base.

In '94, Gerry and Chuck's brother Tom, the current president of Driscoll's, purchased the lease on the nearby Kettenburg site, mark-

continued on outside column of next sightings page



PHOTOS LATITUDE / RICHARD

SIGHTINGS

LATITUDE / JR



ERIC SIMONSON/WWW.H2OSHOTS.COM

The Media Cup runneth over — spread, the start of the second race off the ballpark. Left, the BAADS fleet was out in force. Above, CBS weather anchor Roberta Gonzales and hubby Randy Hahn (voice of the San Jose Sharks). Inset opposite page, FC Gold Pride's Cristina Dennison steers the J/105 'Frisky'.



driscoll — cont'd

ing a change to an era. Three years later, Chuck's other brothers Joe and Mike, and his sister Mary Carroll, took over the Knight & Carver yard and marina in Mission Bay, which they run to this day under the Driscoll name. It wasn't until '98 that Chuck, who had left the family business many years before to be a marine surveyor, rejoined the fold to run the main Driscoll yard at Shelter Island. Lest you think that's all of the Driscoll's there are on the San Diego waterfront, brother John has operated his own yacht brokerage for many years, and Kathy, another sister, runs the nearby sportsfishing base, one of the biggest in the world.

As for Chuck, he's got a pretty sweet setup. He lives in an older house on the waterfront between the San Diego and Southwestern YCs. It comes with a detached pier that juts into La Playa Cove, and moored to the pier is *Endymion*. This 48-ft yacht was designed by Gerry and built at the Driscoll yard in '84 — the last boat to be built in the yard. "It's fallen to me to be the keeper of that family yacht," says Chuck. Work for him is just a quiet 10-minute bike ride away from his home. Chuck's always loved to surf, but no longer being quite as quick or limber, he's taken up stand up paddle surfing. "I'm hooked on it!" he says. After work he can just hop into his inflatable and buzz around Pt. Loma to a fine but uncrowded spot off Sunset Cliffs.

But make no mistake, Chuck is still passionate about sailing. He does the 125-boat Wednesday night beer cans aboard the J/105 he co-owns with sailing legend Lowell North, founder of North Sails. On weekends he races either the J/105 or his Star. In the past, he's also sailed Lasers on Thursday nights, but hasn't had a chance to sail his yet this year.

Many of the Driscoll kids sail on boats such as 29ers, Moths and

continued on outside column of next sightings page

first media cup

The action was hot in and out of AT&T Park on June 14. Inside, the Giants battled the A's. Outside, in the Bay, local media personalities 'battled' it out aboard sailboats in the first-ever Media Cup. A benefit for both BAADS — the Bay Area Association of Disabled Sailors — and the new www.GoSailingSF.org website, the Media Cup was sailed aboard a fleet of 10 volunteered boats including four J/120s, two Catalina 34s, and several other local racing boats. Participants included media and sports personalities from CBS 5, Comcast Sportsnet, AM 960, Live 105, KTVU 2, the San Jose Sharks, and FC Gold Pride, the Bay Area Women's Professional Soccer (WPS) franchise. There were two races around the South Bay that started and ended in McCovey Cove, as well as a parade of participating boats. While the big boats were off racing, the colorful little BAADS dinghies sailed back and forth across the Cove. The sailing activities were periodically flashed up on the JumboTron inside the stadium, with announcer Jon Miller explaining what folks were seeing, and plugging BAADS and GoSailingSF.org.

"This was one of the funnest days of



a winner

my life," said CBS weather anchor Roberta Gonzales of her day aboard John Wimer's J/120 *Desdemona*. It was an oft-heard sentiment at the après-sail festivities aboard *Bay Lady* at Pier 40 where participants gathered to enjoy food, a frosty beverage, and the after-sail glow. This year, everyone was declared a winner in a 10-way tie. "Next year, it's game on!" said CBS 5's Jim Bernard, throwing down the gauntlet to other media to come out and play.

Media Cup organizer Erik Simonson gives special nods of thanks to the San Francisco Giants organization, South Beach YC, South Beach Harbor, all the skippers who volunteered their boats, and all the volunteers who helped make the event happen — as well as for support from Lucca Ravioli, Half Moon Bay Brewery, Lagunitas Brewery, Sail California, J World, Seashine Boat Cleaning and Detailing, Marine Media Alliance, UK Sailmakers, Skyy Vodka, Dry Creek Wines, Spinnaker Sailing, Pineapple Sails, and Comcast Sportsnet. A particular tip of the hat goes to Waypoint Pizza, who delivered hot pizzas to the post-race festivities via a speedy boat ride all the way from Tiburon!

— jr

driscoll — cont'd

so forth. Brother John, who was a Star North American champ in the mid-'80s, purchased the S&S 47 *Chimera* that Driscoll's built many years ago, and in a sign of the times, has been stripping her out, removing the lifelines, and turning her into a daysailer. He takes family and friends out two or three times a week. Brother Joe owns a 50-ft Riva powerboat. "I'm not old enough for a powerboat," laughs Chuck. Gerry, the patriarch of the sailing family, now lives in Pasadena.

Chuck has seen many evolutions on the San Diego waterfront in the last 50 or so years. The move from wood boats to glass; the development of Shelter and Harbor Islands; the end of the tuna clipper era; the explosion of plastic boats in the '60s and '70s; and the decline of old line companies such as Kettenburg.

The newest development is the welcoming of mega motoryachts, not only at Driscoll's on Shelter Island, but also at Knight & Carver and at the Marine Group, both of which are located in the southern part of San Diego Bay. "These 150 to 200-ft yachts bring a tremendous amount of money into the San Diego economy," says Chuck. "Although the owners are being more careful with money recently, it's nothing for one of them to pump \$250,000 to \$500,000 into the local economy in just a couple of months. The money is spread all around: to boatyards, painters, bars and restaurants, interior decorators — and so on. At Driscoll's and the few other yards on the West Coast that can handle such big yachts, our job is to try to land some of these big projects to keep our workforce employed, but to never forget that the heart and soul of our business has always been the small boat owner. In any event, the guy who brings his Catalina 30 to our yard is likely to have it worked on by the same guy who worked on a \$75 million boat the day before. In that case, we think everyone wins."

— richard

UP A RIVER . . .



It seems everywhere you turn, there's a new story about the decline of participation in sailing. But here in Northern California, the biggest events just aren't bearing that out.

With its largest fleet ever — 152 starters — the 19th annual Delta Ditch Run was a solid rebuttal to the naysayers. Featuring 130 monohulls, the race also brought out 22 multihulls, eight of which were F-18s — beach cats that are wildly popular around the world, yet relatively sparse in the States. The 20 percent growth over last year's race is all

Imagine waking up from a nap, looking up and seeing this coming at you — these four boats return the favor to this hapless little stinkpot.

the more amazing given that the event, jointly run by the Stockton Sailing Club and Richmond YC, was missing the Bay Area contingent of one of its stalwart classes — the Melges 24s which stayed on the Bay to tune up for their Nationals later in the month.

It wasn't a real barn-burner year, but no one we talked to was complaining as there was pretty solid breeze all along the course. The first monohull to

finish — Don Jesberg's Melges 32 *Viva* — finished the 67.5-mile course at about 6 p.m., after 7h and 28s on the course.

"We're still waiting for someone to break the record," said Stockton SC's Bob Doscher. "But almost everyone finished before dark."

The overall winner, Scott Easom's Moore 24 *Eight Ball* finished less than 1.5 hours later. Correcting out 42 seconds behind was Ben Landon's Thompson 650 *Flight Risk*, which finished just 1.5 minutes ahead of Andy Hamilton's Wylie Wabbit 24 *Ghost Dog* which, in turn, just

NO PADDLE NEEDED



pipped Caleb Everett's Moore 24 *Tortuga* — which had battled with *Eight Ball* for most of the race — by five seconds. Mark English's Moore 24 *Numa Boa* rounded out the top five.

The trend in the top five — namely that they're all pretty light displacement boats — extended all the way down through the top 25, which included only one boat from the heavy-displacement divisions. By comparison, last year's relatively slow race, where most people didn't finish until after dark, produced pretty much the opposite result.

Split into three classes, the 22-boat multihull division had it all this year. Long Beach-based Olympic medallists Pease and Jay Glaser brought some starpower to the F-18s and took away the top honors in that class with a 5h, 30m, 57s performance on *Breakfast at Bill's*. In Multi 2, it was Jim Lawson's Klamath Falls, Oregon-based Corsair 31-RS *Water Wings* that finished a little over an hour later. But the fastest elapsed time of the race came from the Multi 1 Division and Bill Erkelens' Modified D-Class Catamaran *Adrenaline*, which finished

in 5h, 13m, 46s. Eight minutes later, Peter Stoneberg's Formula 40 *Shadow* notched the class win on corrected time after Stoneberg and the *Shadow* crew donated a Windex to the Benicia Bridge.

"We had a pretty exciting moment when we were blasting down toward the Benicia Bridge, frantically calling the bridge-master to raise the railroad bridge for us, quickly pleeeeeeze!!!!" Stoneberg said. "Our 68-foot rig, plus the 3 feet step-up off the water, plus a pretty high tide made us *very* nervous that we weren't going to make it under

UP A RIVER . . .

GRANT KIBA



GRANT KIBA



CAROLYN FITZ-GERALD



GRANT KIBA



RANDY CAMPBELL



ERIK SIMONSON/WWW.H2OSHOTS.COM



Clockwise from top-left — "All aboard" the 'Marrakesh' Express . . . 37; the race is just as friendly; without their trapeze wires, these skiffies get a little out of sorts; Pease and Jay Glaser fly a hull; "What could be better than this?"; it wouldn't be a Ditch Run without Hank Easom and 'Yucca' . . . winning their division; not much room there at the rocks — looks like everyone was up on the rules regarding continuing obstructions?; plenty of clearance at the Carquinez Bridge; 'Uagain' tries the sideways crab to Stockton; the Viva 27 'Cat Sass' proving that not all cats land right-side up when they fall.

the 72-foot mean high water bridge. Sure enough, the bridge-master replied that a train was coming, the bridge stayed down and our masthead Windex shattered on the bottom of the bridge just as the train arrived. I wonder if the weight of the train on the bridge made a difference. Upon further inspection the top of our rig cleared by a mere three inches. Thank

God it was flat water and we had some rake, or we might indeed be buying that new carbon rig we've been dreaming about."

That's a good point, and we asked a civil engineer friend, who said the bridge probably deflects one or two feet with a train on it — both scary and good to keep in mind in the future if you have a rig

that tall.

Of course, being that it's the Delta, there are hazards beyond the bridges, shoals and riverbanks.

"The real pucker was worrying if a water skier was going to wrap his rope around our rig at 80 MPH and end up like a yo-yo at the end of his string," Stoneberg said. "Did you guys see the



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water ski racers behind the twin engine, nitro-methane burning tow boat? And I thought *we* were crazy."

Shadow may have had a near-miss with the bridge, but Keith Rubin's *Anacortes*, Washington-based *Viva 27 Cat Sass* capsized. The boat was successfully recovered.

If you missed this year's Ditch Run, start making plans for next year; the date has been set for June 12th, with the chance it will start an hour earlier. That would mean the buses leave an hour

earlier, but it also would mean more time for the party. Any arguments?

— *latitude/rob*

DELTA DITCH RUN 6/6

OVERALL — 1) **Eight Ball**, Moore 24, Scott Easom; 2) **Flight Risk**, Thompson 650, Ben Landon; 3) **Ghost Dog**, Wylie Wabbit, Andy Hamilton; 4) **Tortuga**, Moore 24, Caleb Everett; 5) **Numa Boa**, Moore 24, Mark English; 6) **Weckless**, Wylie Wabbit, Tim Russell; 7) **Kwazy**, Wylie Wabbit, Colin Moore; 8) **Paramour**, Moore 24, Vikki Fennell; 9)

Gruntled, Moore 24, Bill Erkelens; 10) **Penguin**, Moore 24, Matt Dini. (130 boats)

HEAVY 1 (PHRF -9-90) — 1) **Yucca**, 8 Meter, Hank Easom; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Stewball**, Express 37, Bob Harford. (12 boats)

HEAVY 2 (PHRF 99-147) — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **Uno**, Wyliecat 30, Steve Winner; 3) **Dreamtime**, Olson 911, Roger Craine. (14 boats)

HEAVY 3 (PHRF 150-222) — 1) **Happyhouka**, Cal 27, Greg Goodman; 2) **Gypsy Lady**, Cal 34-1, Val Clayton; 3) **Winsome Wench**, Newport

UP A RIVER . . .

30 Mk. III, Robbie Gabriel. (13 boats)

LIGHT 1 (PHRF 27-72) — 1) **Super Fly**, Cheetah 30, Steve Mollering; 2) **Gladiator Racing**, Cheetah 30, Eric Rimkus; 3) **Skiffsailing.org**, 11 Meter OD, Rufus Sjoberg. (16 boats)

LIGHT 2 (PHRF 84-108) — 1) **Flight Risk**; 2) **Bandit**, Melges 24, Mike Wolfe; 3) **Still Crazy**, Hobie 33, John Shampain/Robert Plant. (11 boats)

LIGHT 3 (PHRF 120-156) — 1) **Ghost Dog**; 2) **Weckless**; 3) **Kwazy**. (13 boats)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch; 2) **Loose Cannon**, Andy Goodman; 3) **Wile E Coyote**, Dan Pruzan. (13 boats)

MOORE 24 — 1) **Eight Ball**; 2) **Tortuga**; 3) **Numa Boa**. (27 boats)

OLSON 30 — 1) **Dragonsong**, Sam McFadden; 2) **Enigma**, Randall Lesley; 3) **Hoot**, Andrew Macfie. (7 boats)

CRUISE — 1) **Ghost**, Ticon 34, Bill Goldfoos; 2) **Indy**, Islander 36, Michael Matthews; 3) **Elli**, Newport 28, Doug McDougall. (4 boats)

MULTIHULL

F-18 — 1) **Breakfast at Bill's**, Capricorn, Pease & Jay Glaser; 2) **Sling Shot**, Hobie Tiger, Philip Meredith; 3) **Freedom**, Hobie Tiger, Mark Lewis. (8 boats)



GRANT KIBA

'Dragonsong' was the Olson 30 to beat in their seven-boat division.

MULTIHULL 1 — 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **Mystery Machine**, Hobie Miracle 20, Kent Bliven; 3) **2012**, Multi 23, Al Brousard. (7 boats)

MULTIHULL 2 — 1) **Water Wings**, F-31RS, Jim Lawson; 2) **Air Apparent**, F-24 MK. 1 Modified, Ken Schmidt; 3) **Blue Water**, Seawind 1100, Michael Ropers. (8 boats)

Complete results: www.stocktonsc.org.

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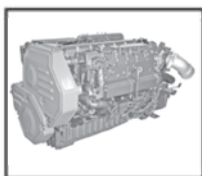
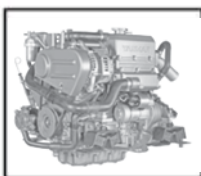
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NICK JAFFE

Tell someone that you're planning to cross an ocean in a 26-ft boat you've never seen, much less sailed, and they're likely to gently suggest that you're off your rocker. Tell them the same thing over the internet and 'gentle' goes out the window. The perceived anonymity of the internet gives naysayers the confidence to not only say what they want,



Nick Jaffe.

but also how they want. And sadly, it's often cruel.

"I'm scared of some of the sailing bulletin boards," says Nick Jaffe, who has singlehanded his Contessa 26 *Constellation* from Europe to New York, and left the Bay Area last month bound for Hawaii. "Some of those guys are mean buggers. I can just imagine, if something happened to me, that they'd start a thread on all the things I did wrong."

But for all the negative comments Jaffe has received over the internet — very few, for the record — the positive experiences he's had, thanks to his website *www.BigOceans.com*, outweigh them 100-to-1. "When someone gives me stick, I immediately want to take down my site," he chuckled when we spoke to him before his departure. "But then I think about all the great things that have come out of having it."

Jaffe, a 28-year-old Australian software developer and artist, has gained a worldwide following thanks to his site. On it, he's chronicled every step of his quest to sail from Europe to Australia.

Through it, he's made friends before ever meeting them. To say his website is integral to his success so far is an understatement.

Though he was born and raised in the coastal city of Melbourne, Jaffe started sailing only about four years ago by crewing on race boats. "I hated going around the buoys," he said. "I just wanted to go somewhere." But once he

researched the cost of boats Down Under, he quickly scrapped the idea as unattainable.

Instead, he moved to Germany to pursue a master's degree in fine arts. But that wasn't far enough to escape the dream of sailing somewhere far away. "I quit school and went hitchhiking," he recalled. "I ended up in Norway, inside the Arctic Circle, sleeping on the side of the road. I remember thinking that it would be amazing to see the Lofoten Islands by boat."

Back in Berlin, Jaffe read every sailing book, researched every boat, and finally settled on a 1972 Contessa 26 he found in Southampton, U.K. "I bought it in June '06, sight unseen — I can never do anything by halves," he admitted. By European standards, the \$10,000

price tag for the bare bones *Constellation* was quite a deal. But to get the boat at that price, Jaffe agreed to pay off the boat in six months

— if he missed a single payment, he'd lose the boat and every penny invested in her.

"When I wasn't working, I was studying," he said. Indeed, in six months, he worked through the materials for several licensing courses, including the notoriously tough Yachtmaster certification. "I just couldn't afford to take the test."

With the boat finally paid



off, Jaffe left Berlin, moved onto the boat — which was on the hard — and got a job at a local pub. "Every paycheck went straight to the chandlery," he laughed. It took a couple more months of hard work to get the boat ready to launch, after which, Jaffe could be found on the water every day, whether on his boat or crewing for others.

When *Constellation* was finally ready for a shake-down cruise, a



This small pile of provisions is all that remained after 'Constellation's 30-day Atlantic crossing.

Sticker shock — Sponsor stickers on 'Constellation' imply a big budget. Not so, says Nick. "One sticker represents \$1,000 — now long gone — another two solar panels, and so on. Brewer's is a 'big' sticker!"



BIG OCEANS, TINY BOAT

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friend joined Jaffe for a jaunt across the North Sea — their goal was to make it to Amsterdam non-stop. They made it as far as Belgium. "We got caught in horrible weather," Jaffe said. "Johannes vowed to never sail on a small boat again."

Not wanting to tempt fate on the North Sea again, Jaffe entered the canals and made his way to Amsterdam. "I was going to go to Hamburg and work for a year," he recalled, "but I needed to keep going, needed to keep the momentum."

To singlehand from Amsterdam to Oz, one generally needs an autopilot or a windvane — *Constellation* had neither. To get the money for a vane, Jaffe literally had to beg, borrow and even steal a little. "I borrowed some money and sold a bunch of stuff on eBay to get the vane," he said. "But then I was totally broke — no money at all. I had to saw off the ends of the dock to make the mounting blocks!"

By then it was September, and every-

one had left or packed up for the season. "When I'd tell people I was going south," Jaffe said, "They'd say 'You can't do it, it's crazy.' I just told them I had to try."

Jaffe considers September 17, 2007, his official start date, as that was the day he sailed out of Amsterdam for good. He made his way south, exploring the French coastline before getting ready to make the jump across the Bay of Biscay. He consulted a weather service which told him that if he left the next day — and took no more than three days to make the crossing — he'd be fine. But if he was out there any longer, the front that was moving in would nail him.

"I loaded the boat up with fuel and powered through," he said. "There was no wind at all, so the windvane wouldn't steer the boat. I hand steered the entire trip. I got 9 hours of sleep during the 96-hour trip. It was just epic — I was off my tree when I arrived in Spain! And the next day, a boat was towed in that had got caught in the front — their rudder had been smashed off."

Jaffe spent the next several weeks exploring Spain and Portugal, spending Christmas with a welcoming Portuguese family. But time was running short — again — and he needed to make the jump to the Canaries. Again, everyone told Jaffe he was a nutter for even trying to do it so late in the season, but he didn't want to give up the momentum he'd built.

"I had epic swells for the first couple days — 20-23 feet — but then it flattened out and I had the greatest sail of my life."

Once in the Canaries, Jaffe's sailing days were put on hold. "I had a sponsor who sent me two solar panels for the Atlantic trip," he said, "but it took two months for them to get there from Norway." By the time they arrived in late March, every other boat had already left. "I was behind everyone by a month or two. But it was a weird year — the seasons

were out of whack by that much in my favor."

Despite a "horrific" cross swell for the



'Captain Ted' Biggs — and many others — spent countless hours helping Nick get 'Constellation' ready for the rest of her journey home.

first three days of the trip, Jaffe soldiered on until he popped out of the tradewinds. "I sat for a few days," he laughed. "But I called my friend Rich Jones [on a sat phone donated by a Dutch family], who checked the weather charts and gave me a waypoint where there was wind." Jones was right and Jaffe landed in Barbados 30 days after leaving the Canaries.

From Barbados, he quickly made his way up to Antigua, where he waited a week for the weather to clear. With no money, he could afford little more than Top Ramen and flour for provisions, and nothing for fuel, for his planned non-stop to New York City.

"I was eating Ramen and pancakes every day," Jaffe said, "so I thought about stopping at Bermuda to get more food. But you know what the hardest part of any journey is? Leaving. So I blew off Bermuda."

But a strange thing happened when he crossed the Gulf Stream: "I was moving at about four knots . . . toward Nova Scotia! Then I was heading south at four knots. I couldn't work it out." A frantic search through an old Don Street book gave him the answer: Sometimes a clockwise eddy occurs on the north side of the Gulf Stream.

Jaffe's weather buddy checked satel-



LATITUDE / LADONNA

NICK JAFFE

lite images and confirmed he was caught in a 60-mile-wide eddy. And he had no choice but to ride it south and hope he could slingshot himself out, à la Apollo 13. His luck held, and the eddy spit him out right on course for the Big Apple.

About 150 miles offshore, Jaffe claims he saw the worst weather of his entire trip. "I thought, after all this, I was going to sink the boat this close to land." But *Constellation* rode the seas like a pro and delivered him safely to the shores of Manhattan — 28 days after leaving Antigua.

After a surprisingly eventful trip on Long Island Sound — the boom cracked, engine exploded, genoa blew out and electronics got fried — Brewer Yacht Yard hauled *Constellation* and got started setting her straight. Jaffe, in the meantime, worked to earn the money to truck her cross-country to Berkeley.

"One guy emailed and told me



'Constellation' at rest in Antigua.

that I was cheating by not going through the Panama Canal," recalls Jaffe. "I had to remind him that the Canal isn't a natural phenomenon, so that's 'cheating', too. As far as I'm concerned, the only legitimate ways to get around this continent are Cape Horn and the Northwest Passage."

Once again brushing off the inexplicable rudeness of a few strangers, Jaffe relied on the kindness of others to put

Constellation back together, from the boys at Brewer, who donated labor and gear, to a cadre of Bay sailors eager to get Nick sailing again. "She's way better kitted out now than ever before," he admitted.

On June 7, a month after arriving on the West Coast, *Constellation* sailed out of Half Moon Bay in the company of three new Bay Area friends. After a couple hours, they broke off one by one, said their good-byes, and headed back to the Bay. "The hardest part about this trip is making all these great friends and then leaving them behind."

As this issue went to press, Jaffe and *Constellation* were roughly halfway to Hawaii, their first stop on the way south to Australia (follow his track and blog on www.BigOceans.com). "I hope to make it home by November. Everyone keeps telling me I can't do it," Nick said with a wry smile. "But they've been telling me that the whole way."

— *latitude*/ladonna



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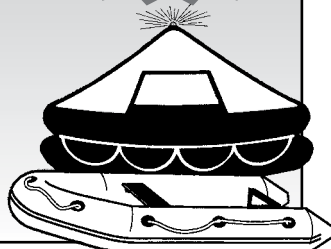
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MAURU'URU FOR THE MEMORIES —

"I've been dreaming about sailing to Tahiti for as long as I can remember," said Joan Martin of the Sitka, Alaska-based Hans Christian 33 *Tender Spirit*. "Now that we've made it here, I feel like I'm finally living my dreams."

Whether you set sail from California, Mexico, Panama or South America — as members of this year's Pacific Puddle Jump fleet did — you'll cross more than 3,000 miles of open ocean before making landfall in French Polynesia. But it's not simply the daunting distance that makes arrival here a major milestone for any South Pacific circuit or circumnavigation. The primeval beauty of the Marquesas, the prolific lagoons of the Tuamotus, plus the raw beauty of Tahiti's rugged peaks and fragrant gardens combine with deeply revered cultural traditions to make these archipelagos some of the most highly anticipated destinations in the world of sailing.

This year, despite the sorry state of the economy — or perhaps because of it — the annual migration of international cruisers to this mid-Pacific crossroads was as big as ever, if not bigger. As in years past, we dedicated lots of ink to profiling many of these adventure-hungry passagemaker's in our April and May issues, after getting to know them at our annual Puddle Jump kickoff parties at Nuevo Vallarta and Zihuatanejo.

A first this year — thanks to our friends at the Tahiti YC — was being able to offer fleet members exemptions from having to post the usual cash bond — roughly \$1,400 USD per person — upon



Above: An opening show started the event with style. Below: The Moorea rally starting line.

East Coast-based boats that were heading west via Panama.

When they asked us how they could show their appreciation, we encouraged them to show up for the fourth annual Tahiti-Moorea Sailing Rendezvous — and guaranteed them a good time if they did. Held June 19 - 21 this year, the event is hosted by Tahiti Tour-

JULIE TURPIN



JULIE TURPIN

arrival in the islands. Soon after that eye-opening news hit the radio waves, our email in-box began smoking with inquiries from up and down the Americas, as well as a wide variety of European and

isme, the Papeete Port Authority and several other partners, including *Latitude 38*.

By the time the fleet

converged at Papeete's downtown quay, the entry roster had grown to 60 boats from at least a half-dozen countries, making this year's Rendezvous the largest yachting event ever staged in French Polynesia!

As you might imagine, the fleet included sailors from all over the world, and each crew had its own fascinating back story. There was, for example, Gerald and Mike Traum, a father-son team from Cape Mendocino, CA who'd wintered in Hawaii aboard their *NorSea 27 Eva*, then spent 43 days beating to windward to reach Tahiti. The Australian Murcott family — with three kids — bought their Beneteau 423 *All the Colours* in France, then sailed to Africa, across to Brazil

LATITUDE / ANDY



TAHITI-MOOREA SAILING RENDEZVOUS

and up the Amazon before crossing the Caribbean and entering the Pacific. Canadian David Ratner has been cruising for years aboard his SC50 *Incantation*. He and his 10-year-old daughter Hailey doublehanded 4,200 miles to Polynesia from the Patagonian canal region of Chile. The name given to Seth and Elizabeth Hynes' Lagoon 380 cat, *Honeymoon*, explains why they bailed out of promising careers to take a year-long cruise. British film-maker Mike Lipscombe talked his girlfriend, Veronica Coassolo, a recording artist and

neophyte sailor, into leaving the limelight of Hollywood behind and exploring the Pacific with him aboard his Jeanneau 45, *Apple*.

At Friday's opening reception on the quay, entrants were given 'welcome bags' with T-shirts and other swag, and

were invited to blast around the harbor aboard a feather-light Polynesian sailing canoe. Event co-sponsors shared their knowledge of the region's delicate marine ecosystems, the cultivation of black pearls, and more, while musicians and dancers entertained in festive costumes.

That evening, the nearby Tahiti Tourisme office hosted a splendid cocktail party where cruisers — spruced up in their least-wrinkled attire — were welcomed to the islands by local dignitaries, including the ministers of tourism and sport.

Unfortunately, the trade winds



Spread: The fleet gathers at Moorea's spectacular Opunohu Bay. Above: The Las Vegas-based Lagoon 440 'Carinthia' receives a warm Polynesian welcome.



MAURU'URU FOR THE MEMORIES —

were on a temporary sabbatical Saturday morning, leaving the fleet with less than 8 knots on the nose for the 16-mile rally to Moorea's dramatic Opunohu Bay. As the heavier boats struggled to compete with the lightweight leaders, the Rally Committee eventually shortened the course. This was, after all, a 'fun' rally.

As fleet members entered the anchorage, which skirts a dream-like palm-fringed beach, elaborately costumed greeters paddled out to meet them, just as their ancestors had done in the age of Cook and Bougainville. Ashore, the 'Ren-

devous village' had been set up, where friendly Tahitian students welcomed the sun-baked sailors to Moorea with a special punch made with exotic, locally grown fruits. Musicians playing drums, ukuleles and guitars set a festive mood, as dancers performed moves that had been passed down by countless generations.

That evening, many in the fleet enjoyed a waterside dinner at the nearby Hilton Resort. With its rustically elegant over-water bungalows and exquisite

amenities, dining beneath the stars at such a posh venue was a rare splurge for most, especially since much of the fleet had only recently arrived from the sparsely developed Tuamotu atolls.

Sunday was dedicated to beach games and watersports, all designed to showcase age-old Polynesian sports that are still actively practiced today. Teams with names such as Aussie Blokes, Bugger Aye, and Whiskey on the Rocks were formed, representing three boats each.

As in years past, the day's highlight



TAHITI-MOOREA SAILING RENDEZVOUS

ALL PHOTOS LATITUDE/ANDY & CHRISTIAN DUROCHER

was racing in six-person outrigger canoes. With a broad-shouldered Tahitian in the bow position setting the pace, and another in the stern seat steering, teams of sailors paddled ferociously in a series of 100-meter sprints as if their lives depended on it.

The fruit carrier's race was another

crowd-pleaser. Set up as a relay race, each team supplied two runners, the first of which had to shoulder a wooden pole laden with coconuts and banana stalks at each end, then run a lap around the village before passing their unique 'baton' to his or her teammate. It's probably safe to say that some competitors hadn't

run so hard in decades.

After a break for a bountiful Polynesian *Maa* lunch, teams of four challengers each tried their hands at the coconut game. The first player had to artfully remove the outer husk, the second had to crack the nut in half with a rock, the third had to scrape out all the coconut meat using a special tool, and the fourth had to squeeze out as much milk as possible through a fine cloth. The team with the fullest cup of juice won — but sadly, no one had thought to bring along any rum to go with it!

Clockwise from upper left: Sailors of all ages competed in the age-old fruit carrier's race; Elizabeth is livin' the dream aboard 'Honeymoon'; canoers stroke to the finish; making the ancient moves; Mike of 'Eva' shows some muscle; the chieftain shares his technique; gyrating to the drum beat; husking in a hurry; Hailey wins a prize; a bountiful Polynesian luncheon; girl power brings home the bananas.



MAURU'URU FOR THE MEMORIES —



LATITUDE / ANDY

The final contest drew more takers this year than ever before. A local chieftain demonstrated the proper technique for lifting three huge, rounded stones that had been laid out at his feet, weighing 80, 150 and 200 lbs. The first was doable for many of the younger sailors and a few fit seniors — men and women alike. Then several managed to raise the 150-pounder to their shoulder with a combination of strength, finesse and sheer determination. But only a burly Tahitian could budge the largest stone

"Do as I do." The highlight of the final dance show was when dozens of cruisers — young and old — joined in.

— as one cruiser noted, Tahitians seem to be born buffed!

At the awards ceremony late that afternoon, primary organizer Stephanie Betz thanked all who'd participated and invited them back again the next time they found themselves in Tahitian waters. The SC50 *Incantation* had sailed

to an easy win in the yacht rally, but skipper David Ratner was most proud that he'd done it with his pre-adolescent daughter, who'd been sailing with him off and on since she was two. Winners of the beach games were presented with gifts that ranged from black pearls to hand-carved sailing canoes, and every participant was given an iridescent pearl shell, etched with the event's logo, as a memento.

As the sun began its slide toward the horizon, another troupe of musicians and dancers entertained the crowd, then encouraged all to follow their moves in a final dance.

The next day, the fleet began to split apart again, some bound for the Cooks or Samoa, and others headed north to the Marshalls or Hawaii. Along the way they would undoubtedly reflect on the friendships they'd forged and the laughs they'd had during the three fun-filled days of the Rendezvous. So thanks, Tahiti — or as the Tahitians say, *mauru'uru* — for the memories.

— **latitude/andy**

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ARE YOU READY TO HA-HA?

Despite our gloomy economy — or perhaps because of it — there's no shortage of sailors eager to head south this year. Since the Ha-Ha Rally Committee opened online registration May 1, 100 boats have already signed up with homeports as diverse as Kauai and Montreal. The smallest so far is Stephen Yoder's Westsail 28 *Siempre Sabado* out of Oregon, and the largest so far is Bob Callaway's Washington-based MacGregor 65 *Braveheart*. You'll find the complete list at www.baha-haha.com.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event, in addition to all sorts of other hot sailing topics at *Latitude's* 3-times-weekly news portal, **'Lectronic Latitude'** (found at www.latitude38.com).

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MEET THE FLEET

Among the important dates to note (at right) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 9. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watch-standers. Get a headstart on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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IMPORTANT DATES

Sep 9 — Mexico-Only Crew List and Baja Ha-Ha Party, Encinal YC in Alameda; 6-9 pm.

Sep 10 — Final deadline for all entries.

Oct 18 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct 24 — Informational Meeting about the Pacific Puddle Jump, West Marine, San Diego, 5 pm.

Oct 25, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct 25, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct 26, 11 am — Start of Leg 1

Oct 31, 8 am — Start of Leg 2

Nov 4, 7 am — Start of Leg 3

Nov 6 — Cabo Beach Party

Nov 7 — Awards presentations hosted by the Cabo Marina.

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PLEASE NOTE: There is no phone number for the Baja Ha-Ha Rally Committee.

Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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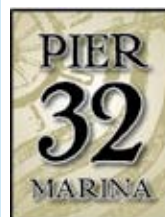
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TRANSPAC 2009

By the time this issue of *Latitude* hits the stands, all but one of the divisions in the '09 TransPac will have crossed the starting line off Pt. Fermin.

With 50 entries grouped into fairly-tight rating bands of like vessels, the numbers aren't quite up to those in the last two editions, but given the economic climate in which owners have had to make the decision to go, and the quality of those entries, the 45th race should be memorable and make for some pretty good spectating for those of us stuck sailing from our desks and watching the race tracker.

While impressive in breadth, the international flavor of the fleet — entries have come from Australia, Japan, Peru, Mexico and Spain — isn't as noteworthy as is the homecoming of sorts for a couple West Coast brainchildren recently returned from a tour abroad: four TP 52s

and eight ULDB 70s, including Chris Welsh's participation-record holder, the Spencer 65 *Ragtime*, signed up for the trip. Oddly enough, one of the iconic designs most associated with the race for the last 40-odd years — the Cal 40, which had its own class of 13 boats in 2005 — is not represented.

To update you on some of the boats we mentioned in last month's *Sightings* piece about the race, Jim Partridge's wild-looking new, canting-keel Antrim 49 *Rapid Transit* is in the final stages of build at Berkeley Marine Center. We'd be

2006 Pacific Cup overall winner Tom Akin has chartered Mark Jones' TP 52 'Flash' for this year's Transpac, and assembled a rock-star crew including Paul Cayard, Jay Crum, Hogan Beatie, Paul Allen, and Will Paxton. Sporting new aft-deck extensions plus a deeper keel and heavier, lower-CG bulb, and square-top main, 'Flash' has a lot more power, and pace, than she did in the 2008 Pacific Cup.

really surprised if the boat makes it to the start. Sadly, another boat we'd hoped to see race, Southern Californians Sue and Barry Senescu's new Antrim Class 40 *Yippee Kai Yay* will not be making the trip.

Neville Crichton's R/P 100 *Alfa Romeo* is the no-brainer bet for elapsed-time winners. The silver-hulled sliver might never have had the chance to race if the TransPacific YC hadn't brought the entry requirements in line with most of the world's best-known offshore races by setting an upper length limit at 100-foot LOA, and dropping the prohibition against using powered sailing systems like winches. They should be fun to watch on the tracker.

With most of the ratings determined and the class breaks announced, it's time to anoint a boat in each division and special class as the boat we're bet-



ting on to win. While we've had some of the more superstitious sailors out there ask us not to choose them for fear of the as-yet unproven "Latitude Jinx," we have to believe that most people with a chance to win don't believe in ghosts. And if you are afraid of undue expectations, look at it this way: unless you're in Division 1, you didn't see this before you left; and if you want to win any kind of team sporting contest, you'd do well to believe you can win with preparation, talent, good chemistry and dedication — so no bitching!

If you go back ten years, the fleet only had 23 boats; in light of the current economic climate, we have to give a shout out to the YC for rounding up such a good fleet this year. You can do your part by following the race on its massively-improved website, which you'll find at www.transpacrace.com.

Division 1 — *Flash*, TP 52, Tom Akin: This division should prove to be a pitched battle between quite a few awesome boats, but we expect Akin's chartered *Flash* and John Kilroy Jr.'s TP 52 *Samba Pa Ti* to be duking it out right up to the end.

Both have some extremely talented and experienced sailors aboard with lots of offshore miles, including a few Volvo Races among the two crews. *Samba* has guys like Stu Bannatyne, Justin Ferris and Robbie Naismith aboard. The boats are pretty different as far as TP 52s go; *Flash* — which will feature Paul Cayard and Jay Crum aboard — has much softer hull sections than *Samba*, and therefore less form stability, but a bit more performance at deeper angles and in lighter air. *Flash* has received a makeover, with a new keel that added seven percent

more righting moment than the original configuration, and a new sailplan with a shorter-footed, square-top main that should give the boat some extra pop.

Division 2 — *Pyewacket*, SC 70, Roy P. Disney: The sleds have come home to roost and as they've accumulated back on the West Coast, this quintessential TransPac class is back with eight boats. In the "classic car" division, our money's on the 'new' *Pyewacket*, which will have many of the usual suspects aboard from the program's illustrious history, like Robbie Haines, Ben Mitchell, Doug Rastello, Gregg Hedrick and Rick Brent, as well as fresh blood like *Morning Light* navigator Piet Van Os. These guys will be tough to beat.

Division 3 — *Criminal Mischief*, R/P 45, Chip 'Dr. Megadeath' Megeath: The



TRANSPAC 2009

Criminals will be on the prowl for a follow up to their division wins in last year's Pacific Cup and this year's Cabo Race. Despite being the shortest boat in the division, *Criminal Mischief* is the scratch boat. The other boat in the Division that could factor into the podium is Bob Barton's Bay Area-based Andrews 56 *Cipango*, which sits at the opposite end of the rating spectrum, but took second in Division and second overall last year.

Division 4 — *Reinrag2*, J/125, Tom Garnier: In the middle of the rating band for the class, Tom Garnier's defending overall winner *Reinrag2* is a damn good bet to at least take her division, if not the race overall.

Division 5 — *Horizon*, SC 50, Jack Taylor: John Shampain is navigating what was the top SC 50 in this year's Cabo Race.

Division 6 — *Relentless*, 1D35 T, Tim Fuller: Teaming up with Eric Shampain, John Fuller's *Relentless* should be familiar to Bay Area readers: it was previ-

ously Andy Costello's turboed *Double Trouble*.

Division 7 — *Charisma*, S&S 57, Alejandro Perez Calzada: If the "Manuel Doreste" listed on the crew roster is the same one who sailed Solings for Spain in the Olympics back in the 90's, then we're pretty sure this is going to be a talented group aboard the Barcelona-based entry in a division of only displacement boats.

Special Classes —

Doublehanded — *Relentless*: Philippe Kahn's Open 50 *Pegasus* will be tough and has a good chance to set a new doublehanded record for the race. But look for the Tim Fuller/Eric Shampain duo on *Relentless* to come out on top on corrected time.

Hawaiian Boats — We haven't really seen any of these guys sail, so we'll pick this one solely by boat type. On those

grounds, frankly it's a toss-up between Gib Black's SC 50, hull number #1 *Roy's Chasch Mer*, and Reed Barnhard's Hobie 33 *Bloodhound*. Both boats are tailor made for the course. So we're going to have to flip a coin — *Bloodhound*.

SC 50 — *Horizon*

SC 52 — *Hula*, SC 52, Maury Myers: With guys like Scott Easom, Chris Lewis, Rob Kane and Mark Towill, *Hula* should be well-sailed.

Sled — *Pyewacket*

Tall Ship — There's only one, so we're going to go with *Lynx*, the sleek, black 78-ft square tops'l schooner.

TP 52s — *Flash*

Elapsed Time — *Alfa Romeo*, R/P 100, Neville Crichton: No question about this one . . . new race record?

Overall — *Reinrag2*

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How hard could it be? The GPS displays the position, the digital weather files predict the wind and current, and the routing software knows the polars and optimizes the route. So when a friend of a friend asked if I was available to navigate an ocean race on the East Coast, of course I said yes. All I had to do was push the buttons and take the credit.

It was a long flight, a long taxi ride, and a long trip in the yacht club launch. It was overcast, raining, and almost dark when we finally found the right boat in the mooring field.

"What's with this rain in the summer?" I complained after stowing my gear and introducing myself to the crew.

"Don't worry, it's predicted to clear up a day after our start, so we'll have clear skies for star shots," assured the owner and skipper. "And now that you're here, let's get started with the pre-race briefing."

This was the first indication that we were entered in the Celestial Only Division. No GPS, no internet weather, no computer for route optimization.

"That's why we asked you to bring your sextant, Max," explained the skipper as he assembled the crew around the table in the boat's main salon. "We get a big rating credit for entering in the Celestial Division. Yes, we're going to do it the old fashioned way."

"All the better," I said with concealed terror. "It's been a long time since I used celestial in anger, but I'm up for it."

Fortunately I did have the old sextant with me, but I thought this would be like TransPac, where all they want is a couple of token lines of position in the logbook for show. Now I learned that celestial would be our primary means of finding our position all the way across — and me without so much as a nautical almanac or a copy of *H.O. 249*.

Our skipper went on to lecture the crew about the boat's safety gear, how we would have our harness tethers clipped in all the time on deck, the watch system, and a hundred other details. Meanwhile, I slid over to the chart table and discreetly turned on the computer. It had a broadband internet connection as long as we were in port. I typed Lee Helm's email address, then the message:

"Lee, Max here. It turns out we are

entered in the Celestial Division. Do you have a program for sight reduction? Is it small enough to email? Please respond ASAP, much appreciated."

The skipper had turned the lecture over to the cook, who was outlining the menu, the operation of the stove, and how galley clean-up would be rotating among the various watch standers.

No response from Lee. She must be off-line. Maybe a "tweet" would reach her:

"MAYDAY!" I typed. "Entered in Celestial Division. Need sight reduction program!"

Thank Poseidon she was monitoring her portable device, whatever it was. She replied almost immediately:

I'm on campus, will send via remote.

Thank Poseidon again that she had remote access to her computer. And a few minutes later there was an email, with an attachment, in my webmail inbox. But something must have gone wrong — the attachment was only 140 kilobytes, just a fraction of the size of the average digital photo, and certainly not big enough to be an entire celestial navigation software package. I dragged it into a new folder anyway, and clicked on what looked like the executable.

The program was up and running instantly, without so much as a hint of an installation wizard to wade through.

I breathed a huge sigh of relief. It was the program I had remembered: the old DOS program with a nice, simple command-line interface. And it seemed to be running fine on the ship's hardware. Just in time, too, because right after our cook finished disclosing where all the night watch snacks were stowed, the skipper turned it over to me.

"Now Max will say a few words about celestial navigation on this race."

I brought up the screen for "dawn, dusk and transit times" to see what sort of objects we would have. Not much Moon — it was preceding the Sun this week, along with most of the other planets.

"All the action will be at dawn on this voyage," I said. "As you

all probably know, celestial navigation works best when it's dark enough to see the stars and planets, but light enough to see a clear horizon. For a good position



fix it's useful to observe several different celestial bodies at about the same time. This means I'll have to be up before dawn every morning, when I can get the Moon, Venus and Jupiter. Maybe Mars, too, although I see it's only about two degrees away from Venus so it won't provide any new information."

As I spoke, my confidence increased, thanks to this little program. It was making me look smart.

"We'll lose the Moon after a day or two," I continued. "So the pre-dawn Venus and Jupiter shots will be important. The Sun will be rising at . . . let's see . . ."

Something was wrong. This thing was putting sunrise at 2 a.m. and sunset at 4 in the afternoon. Fortunately, the DOS window with the nav program did not completely cover up the window for incoming messages. *U R in EDT zone. GMT-4. Lee.*

Of course. Lee had read my mind; I had been subtracting seven instead of four from GMT to get local time.

"Sunrise is at 5 in the morning, so the

*"U get 2 have
all the fun."*



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Sextants are fancy protractors that measure the angle of celestial bodies above the horizon. Some of them are also collectible antiques.

half hour before sunrise will be the most important part of the navigator's day."

I outlined where each of the major planets would be, and explained that sometimes, with a bright Moon, there is enough light to see the horizon and take good star and planet sights all night, but that would not be the case on this trip.

Then I demonstrated the program I had just installed, inputting a sample sextant reading, a time, and an approximate position to show how it came back with a precise line of position. And I gave them my one-paragraph explanation of celestial navigation:

"At any given time, there's only one spot on earth that is directly under the Sun. If you are at this spot, the Sun appears right overhead, or 90 degrees above the horizon. The computer can calculate, for any second of the year, where that spot is. Same for the Moon, planets and stars.

"The sextant is just a fancy protractor that measures the angle of the Sun above the horizon. If you measured the angle of the Sun above the horizon and found that it was 90 degrees, you would be at that spot directly underneath.

"But what if you measured 89 degrees? Then you would be somewhere on a circle one degree away — or a circle with a radius of 60 nautical miles, because a minute of angle on the earth's surface is one nautical mile. If you measured 30 degrees up from the horizon, the circle would have a radius of 60 degrees or 3,600 miles. Now, we can't draw such a big circle on a flat chart, so the computer also gives us instructions for drawing a line that approximates the part of the circle that goes through the part of the ocean we're on."

"Ah, so that's how it works," said the watch captain.

It was really three paragraphs, but they seemed to get it.

I didn't bring any sight reduction tables or plotting sheets. HELP!"

"All the rest is details," I added. "There are books of tables to do it without the computer, and to correct for certain errors, but the machine can do it better."

"That program will be great to have as a back-up, Max," said the owner. "But you know, to qualify for the Celestial Trophy, we have to submit all our sight reduction calculations by hand."

"Uh. . . sure, no problem," I said.

Now I was in real trouble. But the topic of discussion moved back to meal planning and how many glasses of wine would be served at dinner. So I was free to sneak back onto the computer for help.

"Lee!" I typed. "Thanks much, program runs, but they want hand calcs! Now what do I do?"

She answered quickly:
U get 2 have all the fun.

I typed back:

"No, really. I didn't bring any sight reduction tables or plotting sheets. HELP!"

No prob. U have calculator with trig? was her next reply.

"Yes, we have that," I typed after a panicked search through the contents of the chart table.

Formula:

$$LHA = \arccos\{\sin(Ho) - \sin(dec)\sin(Lat)\} / \{\cos(dec)\cos(Lat)\}$$

LHA=long difference btwn U and obsrvd body. Lat=latitude, dec=declination

It wasn't at all clear how I could get a line of position out of that formula. But Lee had only stopped typing because she was at the 140 character limit, and the next tweet explained in more detail.

LOP is vertical. Formula gives longitude if U know latitude. Called TIME SIGHT. Use with noon sight 4 running fix.

Lee's formula might get us to the finish, but apparently it would not let me

take a round of star shots to get a good fix every morning. I typed back to Lee:

"Aren't there some easy formulas that will give me the intercept and azimuth of the line of position, just like the regular sight reduction tables?"

Lee had them ready to send:

$$Hc = \arcsin\{\sin(lat)\sin(dec) + \cos(lat)\cos(dec)\cos(LHA)\}$$

$$z = \arccos\{\sin(dec) - \sin(lat)\sin(Hc)\} / \{\cos(Lat)\cos(Hc)\}$$

(z=azimuth east or west from N or S, depending)

At least with those formulas I could get an actual line of position.

DR is hard part, came another message from Lee. All about crew discipline. Crew has 2 log all speed/course changes. Will send spreadsheet 4 adding up lots of small legs 2 plot vector sum.

The spreadsheet she sent did exactly that. Entering time, course and speed for every short leg of a watch, it added up all the distances and courses and gave a single course and distance to plot. And, even more useful for working on a bouncy chart table, it also presented the answer in east/west/north/south distances, to make it easy to plot on a paper chart without having to measure any angles.

But I suspected that to compete for the Celestial Trophy we shouldn't even be seen using a calculator, let alone a spreadsheet. I searched the chart table again — maybe there was an *H.O. 249* hiding in the back somewhere. No luck. But I did find a small black book titled *H.O. no. 208, Navigation Tables for Mariners and Aviators*, by Dreisonstok. It was much too small to be a book of sight reduction tables, but I took a look inside anyway. Every page was full of cryptic tables

Every page was full of cryptic tables of numbers. . .

of numbers, except for a few pages of incomprehensible instructions near the back.

SIGHT REDUCTION BY H.O. 208

- ___ LHA < 90 → b same sign as Lat, t = LHA
- ___ LHA > 90 → b opp. sign as Lat, t = 180-LHA
- ___ d + b < 90 → add z"
- ___ d + b > 90 → subtract Z"

date _____

time _____

		GHA or Longitude	
		Longitude or GHA	
Lat L	Dec d	LHA	t
b	A	C	Z'
b or d	B	D	Z"
d or b	A + B	C + D (-10,000)	Z + Z' +/- Z'
d + b or d - b	Hc	Z"	

b, A, C, Z' from Table I, enter with L and t
 B, D from Table II, enter with d + b (or difference between d and b)
 Hc from Table II, work backwards with A + B (used B column)
 Z" from Table II, work backwards with C + D (use D column)

I typed back to Lee:
 "Have you ever heard of *H.O. 208* by Dreisonstok? We have a copy of that, but I can't figure out what it does."

Cool! Lee answered. *UR saved. 208 is logarithmic solution to nav triangle. Will send worksheet with better instructions.*

The attachment with Lee's *H.O. 208* worksheet arrived a minute later, along with another message:

Good luck, gotta run 2 class. Hope its not 2 cloudy. The real problem = keeping good DR.

I opened the attachment and displayed the sight reduction form on the screen. "What a mess," I thought to myself, looking at all the steps and all the different cases and exceptions that had to be handled differently, and the

five-digit numbers that had to be added and subtracted by hand. All to save two pounds.

By that time, the pre-race orientation class was almost over. The skipper asked if I had anything else to add.

"Here's the form we'll be using for sight reduction by hand, no calculator necessary," I said, pointing to the worksheet on the screen and holding up the copy of *H.O. 208*. "I like this method because the book of tables is very small and saves weight."

"We sure could have used that form last year," said the skipper. "The guy who navigated brought a little book like that too, but he didn't have that form and it took him all day just to figure out the instructions."

"Keeping a good dead reckoning plot is going to be critical," I lectured. "If it stays cloudy, we could go a long time between sights, and the currents are variable, so every time there's a change in course or speed, it needs to be

logged in. Don't worry about too many entries in the log to plot; I have a program to convert multiple legs into a single vector for the chart."

"Max," said the owner, putting his hand on my shoulder, "I can't tell you how great it is to have a navigator who comes fully prepared."

— max ebb

Here's a link to an old sight reduction program posted in a discussion group on the Marion-Bermuda Race website (copyright status unknown): <http://racetobermuda.ning.com/forum/topics/celestial-navigation-software?groupUrl=gulfstreamstrategy&>



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THE RACING

It's time once again for all the Racing Sheet that's fit to print and some that's not! June was a crazy month, on the Bay and beyond, and it took some doing to try and fit all the action into these pages. We start with the **Autonet Melges 24 Nationals** before giving a breakdown on the first time the **ICSA Spring Championships** have been held on the Bay in more than 20 years. Then we move onto a rip-roarin' **Coastal Cup** before checking out the second **American Sailing League** Event at Pier 39. Then it's on to Club Nautique's first-ever **Armed Forces Cup** before heading up to Huntington Lake for the **Moore 24 Nationals**. Then we finish off with a report from the **Catalina 25/250 Nationals**. Enjoy!

Autonet Melges 24 Nationals

With the 2009 Autonet Melges 24 Nationals trophy on the line, Brian Porter's *Full Throttle* was over early at the Alcatraz start for the eighth and final race of the St. Francis YC-hosted regatta sailed June 12-15. But the four-time national champion never threw in the towel, and had ground down two-thirds of the 21-boat fleet by the time they reached Crissy Field.

As the fleet short-tacked up the City-front in a healthy flood, Porter and his crew — brother John, Harry Melges and Andy Burdick — kept grinding away.

With Vince Brun's *Bailout* and Dave Ullman's *Pegasus 505* sitting 1-2, the Lake Geneva, Wisconsin-based *Full Throttle* crew knew they had to get up to fourth place to get into a three-way tie for first, which they'd win on the countback. At the first weather mark, they'd worked their way into fifth, but were a good dozen boatlengths behind the fourth place boat.

"We knew we had to get fourth to win, and we just kept working hard," Porter

Porter and crew were trading tacks with the fourth-place boat — which they passed with 50 yards to spare before the finish off the Presidio. That fourth vaulted them to the top-spot for the week, and earning them a three-peat in the Nationals after winning in 2007 and 2008.

Brun finished second and Ullman third. Bruce Ayres' *Monsoon* — in fourth overall — topped the seven-boat Corinthian Division for boats with no pros aboard. The top local finisher was regatta chair Kristen Lane's *Brick House 623*, which vaulted into seventh overall on the strength of a 1-6 final day.

AUTONET MELGES 24 U.S. NATIONALS (6/12-14)

OPEN — 1) **Full Throttle**, Brian Porter, 20 points; 2) **Bailout**, Vince Brun, 20; 3) **Pegasus 505**, Dave Ullman, 20; 4) **Monsoon**, Bruce Ayres, 27; 5) **pTeron**, Dan Kaseler, 39. (21 boats)

CORINTHIAN — 1) **Monsoon**; 2) **Elwood**, Jim Caputo, 44; 3) **Lounge Act**, Loren Colahan, 51; 4) **Smokin'**, Kevin Clark, 73; 5) **Personal Puff**, Dan Hauserman, 103. (7 boats)

Complete results at www.stfyc.org



PETER LYONS/WWW.LYONSIMAGING.COM

Dave Ullman's 'Pegasus 505' Team works upwind at the Autonet Melges 24 Nationals. Nobody came off the water saying the bats are comfortable, but nobody said they're not fun . . .

Francis YC Junior Director Mike Kalin, PRO John Craig and Regatta Chair Rolf Kaiser. The ICSA/APS Team Racing Championship was hosted by Cal Maritime and Cal at Treasure Island Sailing Center — Clipper Cove makes an ideal team racing venue — and run by Bryan MacDonald.

The ICSA Women's National Championships got underway first, and the conditions couldn't have been better. The breeze started in the 10- to 12-knot range and built to 18-20, with a few squirts into the low-20s as the afternoon wore on. But that alone wasn't what made it so good. The breeze direction was initially pretty right-heavy, which coincided perfectly with the flood that built with the breeze from the 10 a.m. start time on. Then, as the

ICSA Nationals

The nation's top college sailing teams took to the Bay May 25-June 3 — for the first time since 1988 — to contest the three spring College National Championships. The sailors got everything they were promised: plenty of breeze, awesome race management and just about the most fun you can have in a Collegiate FJ short of, well . . .

But the kids who showed up — many of whom are native Californians attending East Coast schools — were there for one reason only: to take home a national title. The Women's Nationals and ICSA Gill Coed championships were both co-hosted by Stanford and St. Francis YC under the direction of Stanford Coach John Vandemoer, St.



The 'Full Throttle' gang clockwise from left, John Porter, Harry Melges, Brian Porter and Andy Burdick won their fourth Melges Nationals.

said. "Harry kept putting us in the right spots and going in the right direction. We were fast . . . upwind and down."

On the first run, *Full Throttle* made up a lot of time and by the time the peloton was headed back upwind to the finish,

LATITUDE/ROB



Old Dominion had a rough set, including at least one capsize that dropped them to fourth overall behind B-division winner Boston College and a College of Charleston team that leapfrogged into second place. It was a phenomenal finish to the '09 ICSA Women's National Championships. Macky — who hails from Auckland, New Zealand — was awarded the Quantum Sails Female College Sailor of the Year Award.

Next up was the team racing. Posting a 13-4 record, the Boston College Eagles took the ICSA/APS Team Racing Championships in front of a huge crowd of spectators on May 31. The Eagles edged out Georgetown at 10-7 and Yale at 9-8 by going 2-1 in the "final four" round to match the two wins in that round by St. Mary's, which finished at 12-5 after opening the regatta with six straight wins. The defending champion Eagles counted two San Diegans in their winning roster: Adam Roberts and Tyler Sinks, the former sailing every match along with senior Brian Kamilar, while the latter was part of a rotation that included Taylor Canfield and Parker Dwyer. Sticking the tacks for those guys were Carrie Amarante, Lauren Gillyoly, Andrew Schneider, Evan Cooke, Christian Manchester, Sandy Williams, and Danny Bloomstine.

Finally it was time for the big dance on June 1, and the St. Mary's Seahawks, who had prepared for the regatta with a

week of heavy-air practice in Santa Cruz before the event, pushed to the fore in short order. Going into the final day they were clinging to a slim, six-point lead at the ICSA/Gill Coed National Championships. Nipping at the Seahawks' heels was Yale, who, after a slow start, had sailed themselves back into contention the day before with a stellar day in breeze that started in the 10-knot range and never topped more than about 20 knots. The Elis

erased a 30-point deficit, successfully negotiating the ebb-heavy day and the very abrupt transition to the flood in the late afternoon flood, which didn't happen until the last two-race set.

After the previous week's ICSA Women's Nationals came down to the final set, we honestly didn't think that any of the subsequent events could top it for drama. But along came the ICSA/Gill

day progressed and the ebb began to take over in the afternoon, the breeze swung back to the left. The result was a much greater percentage of the course area in play for the beats. Throw in all-day sunshine and, well, it was nothing short of perfect.

Yale led after the first day with 73 points, with senior Jane Macky and Newport Beach-raised junior Marla Menninger solidly in third place in A-division, while senior Katherine Hagemann and sophomore Elizabeth Brim were solidly in second in B-division. Old Dominion Junior Katrina Williams and crews — senior Alissa Ayres and junior Ashley Brusso — led A-division by 13 points and had Old Dominion sitting in second overall with 79 points. Boston College freshman Anne Haeger and San



PETER LYONS/WWW.LYONSMAGING.COM

Diego-bred junior Briana Provancha had a nine-point lead in B-division to keep the defending national champs in third place overall and in the hunt with 88 total points.

With the stage set for an epic final day, the women didn't disappoint. Yale and Old Dominion traded the lead before the final set of the regatta when Macky and Menninger reeled off two bullets while

THE RACING



LATITUDE/ROB

LATITUDE/ROB



LATITUDE/ROB



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LATITUDE/ROB



Clockwise from top left — breeze and fog, vintage San Francisco Bay; The Georgetown California contingent — Charlie Buckingham, Carly Chamberlain, Sydney Bolger and Michael Campbell; rotating off the beach; breeze on!; Sportsman of the Year Adam Roberts; Austin Dias and Jessica Williams not built a sailing program and successfully broke College Sailing's unofficial 'Rule 69'; St. Mary's Seahawk Michael Menninger and his dad Bill; equal boats and tons of talent equal tight roundings; Stanford's young squad qualified for all three championships; Boston College took the Team Racing Title.

Coed National Championships . . . which came down to the final set! Throughout the regatta, St. Mary's and Yale kept pushing each other further ahead of the rest of the field. On the final day, the two traded the lead after the final A-division set put St. Mary's behind by three points. But sophomore Michael Menninger — brother to Yale's Marla — and

crew Jennifer Chamberlin finished with a 6-1, putting Yale — which posted a 14-16 — in the 'hurt locker' during both pre-starts, and garnered the title for St. Mary's.

It was a happy stretch for for the Newport Beach-based Menninger family. Patriarch Bill, dad to Michael and Marla, could be seen watching from shore wear-

ing a Yale jacket and a St. Mary's sweatshirt. Formerly a longtime sailmaker, Menninger's offspring had a successful 10 days on the Bay. In addition to winning A Division and the women's national title, Marla was named an All-American crew. A week later, Michael won B Division for coed dinghies, a national title and All-American honors to go with it.



LATITUDE/ROB



GLENNON STRATTON/WWW.GTSPHOTOS.COM



LATITUDE/ROB



LATITUDE/ROB

Yale didn't quite get to the promised-land for Dinghies, but they did take home the Fowle Trophy which is awarded to the top overall performance in both the three Spring championships and the three Fall Championships — Sloops, and Singlehanded Men's and Women's.

Another Californian had an awesome regatta which capped off an awesome year. At June 3's Awards Banquet, Georgetown Sailor Charlie Buckingham, from Newport Beach, took home the Everett B. Morris Trophy for College Sailor

of the Year honors — as a sophomore! Adam Roberts, younger brother of St. Francis YC Race Coordinator Melanie Roberts, had a good event too, taking home not only the Team Racing Nationals Trophy for Boston College, but his fourth All-American honors. He was also the unanimous choice for the Robert Hobbs Sportsman of the Year award.

But these weren't the only the All-Americans who call California home. Boston College's Sinks got the nod as well, while on the women's side, Ful-

lerton's Allison Blecher from College of Charleston, San Diego's Megan Magill from St. Mary's and Long Beach's Sydney Bolger from Georgetown all received the honors as well. Georgetown's Carly Chamberlin, from Newport Beach, and College of Charleston's Britney Haas, from San Diego, as well as Roger Williams University's Kaytlin Hall from Santa Monica were named All-American crew.

With all of these California sailors doing so well, it was a bit of a shock

THE RACING

PETER LYONS/WWW.LYONSIMAGING.COM



Jane Macky and Marla Menninger.

that Stanford was the only team from the Pacific Coast Collegiate Sailing Conference — which includes California teams — that qualified for all three national championships. UC Irvine, with Bay Area-raised Jack Porter, qualified for Team Racing, but apart from those two schools, no other teams did. Given that it's a lot harder to qualify for Coed these days with the recent introduction of a semifinal system, it's nonetheless encouraging that, despite being a ways off the leaderboard, these young teams have just that much more experience for the next couple years.

College sailing can't be supported a few big programs alone, and the bulk of them are student or volunteer-run teams. To recognize this, the ICSA awards the James Rousmaniere Award for Student Leadership, to a student who's made a significant contribution to the sport. This year's award went to Austin Dias. When Dias arrived at Cal State Channel Islands, the young school, which didn't officially open until 2002, didn't have a sailing team. In fact, the school didn't have *any* athletic team, nor did it have an athletic director. But with the help of his crew, and girlfriend, Jessica Williams, he built a viable program for the PCCSC.

California's sailors weren't the only ones recognized. USC Coach Mike Segerblom, who's had about as big an impact as any one person could on both college and youth sailing in California, was deservedly honored for his contribution also.

Coastal Cup

Robert Plant and John Shampain's Hobie 33 *Still Crazy* crushed the fleet in Encinal YC's Coastal Cup after finishing at 7 a.m. on June 19. The beneficiary of the staggered start — the two smaller-boat divisions leave June 17, and the larger boats leave the following

day — *Still Crazy* was able to just squeak by the finish off the West End of Catalina Island before the strengthening Catalina Eddy smothered the rest of the fleet.

"We were thinking, 'uh-oh,'" Plant, an architect from Newport Beach said. "It had been a wonderful trip up until then, and it started lightening quickly."

The Hobie, with co-owner John Shampain navigating, Erik Shampain and Danny Shields — all of whom met through Oceanside YC years ago — had smoked down the 360-mile course, over which the 27 boats in this year's quality fleet saw breeze into the low-30s.

"Wet and wild really sum it up," Plant

A winner, Ed Feo's Newport Beach-based Andrews 45 *Locomotion* — sailed by a crew of longtime regulars including Chuck Simmons, Chris Dineen, Kerry Deaver, Erik Berzins, Richard Whitely, Scott Poe and Dave Millett — the choice was pretty clear.

"Based on the wind information and the routing software, we worked our way out between 40 and 50 miles offshore," Feo said. "We took one gybe inside late on the first night, and then came back out three hours later."

The day before, the *Still Crazy* crew had done pretty much the opposite, sailing closer to rhumbline than any other boat, and shooting the gap between Santa Cruz and Santa Rosa Islands, where they picked up some extra pressure.



COURTESY STILL CRAZY



From left — It was a breezy year, as you can tell by these before and photos of the 'Still Crazy' crew; look how much they aged! 'Locomotion' notched a class win and was the overall runner-up; Andy Costello's 'Double Trouble' had some rudder trouble, namely that most of it broke off 40 miles west of Monterey.

said. "It was just enough breeze that it was both a little scary and a little manageable. For the first two hours, three of us were soaking wet from the spray. On the Hobie we're close to the water. Our feet are always hitting swells."

While other boats were tearing kites, *Still Crazy* was tearing up the race track, and the crew sailed a mostly incident-free race, only ripping out the mainsheet cleat and bending a spreader in an unforeseen jibe. The Wednesday starters definitely held the breeze longer east of Pt. Conception, which made the routing solutions different for those two divisions.

For the overall runner-up and Class



PETER LYONS/WWW.LYONSIMAGING.COM

"We use weather router Rick Shema, and his analysis suggested the wind was about the same across the course, so there was no need to sail the extra distance," he said. "We rolled the dice and said, 'hey, let's do it.'"

They carried the breeze through the islands and even picked up a little extra between them. Plant said their boatspeed never dropped below 12-15 knots during that time. One of the only other boats to shoot that gap was Steve Carroll's Express 27 *Tule Fog*, which he double-handed with Patrick Lewis to a win in Class D third overall.

"We possibly made a mistake by heading in too far behind Santa Cruz Island," Carroll said. "But we were on layline and doing 14 knots. Through the final night we struggled to keep one knot of boatspeed going against a 1.5-knot current. The last half of the night through the

finish we were beating against a southerly wind and couldn't get up to the layline. We saw a couple of lights one night, and other than *X-Dream*, didn't see another boat. I was sure we were too far in and would wind up DFL."

Tule Fog had sailed a similar track to *Still Crazy*, Carroll and Lewis did have a little more onboard drama.

"If we had to do a sail change, we'd try to do it during gybe, if we could take it down and set something else," Carroll said. "Patrick convinced me we could do it without. We proved him wrong."

They did that by breaking their spinnaker pole, but thanks to the loan of a spare by fellow Express 27 fleet member Phil Krasner before the race, they were able to keep pushing.

"That kept us going," Carroll, who normally sails *Tule Fog* in SSS events on the Bay out of Richmond YC, and jumps aboard Ray Lotto's *El Raton* in the class events.

But all drama aside, the race had its moments for the duo.

"Davenport was possibly the most enjoyable part of the trip," Carroll said. "We broke out of the overcast skies into beaming

sunshine and 20-plus knots of breeze. We carried that across Monterey Bay before it backed off. Even so, we continued doing 10 to 16 knots through the night."

For the Thursday starters, including *Locomotion*, there was a lot more breeze at the top of the course.

"It seemed like our trip was pretty smooth compared to what went on some other boats," Feo said. "We knocked down about six times. It was like sailing a dinghy — get the bow down and keep the boat under the rig, that was mission number one. We blew up the spinnaker staysail getting the bow down after a knockdown, and our spare spin pole broke loose. It took out the stern pulpit. Other than that, I think we damaged the anemometer in one of the knockdowns because it seemed to be reading pretty



'Team Harken' won the second American Sailing League event.

PETER LYONS/WWW.LYONSIMAGING.COM

low after that — the breeze had to be in the low-30s."

There were six retirements including Douglas Storkovich's Andrews 56 *Delicate Balance*, which dropped out with unspecified equipment failure, Steve Stroub's SC 37 *Tiburón*, which ran out of spinnakers, and Andy Costello's J/125 *Double Trouble*, which suffered a broken rudder. *Double Trouble* navigator Jeff Thorpe elaborated:

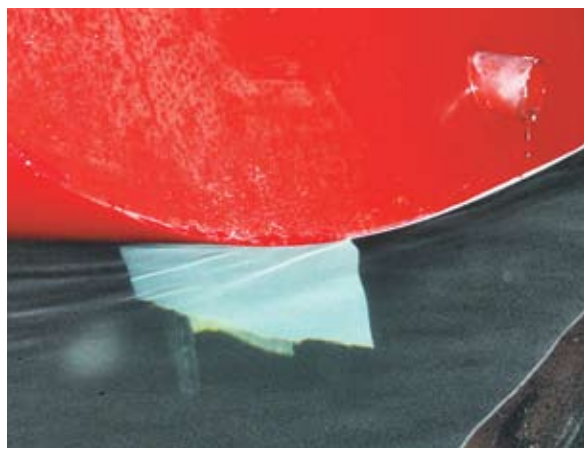
"We were side by side with [Per Peterson's Andrews 68] *Alchemy* about 40 miles off Monterey. We went by [Bob Barton's Andrews 56] *Cipango* like they were standing still, while doing a consistent 22-24 knots of boatspeed in 30 knots of wind. We had just peeled to the 1.5 oz and the boat got really squirrely and hard to drive. We wiped out and, when we looked over, we were left with a 12-inch nub of the rudder. The post was still there, the core and skins just snapped off."

With just that stub of a rudder, the storm jib and motor, the *Double Trouble* crew were able to fetch Monterey in 30 knots of breeze at 110 degrees true.

"We're very fortunate we had that little sliver of rudder," Thorpe said. "If we'd gotten past Monterey, there's no way we would have been able to get back upwind. We would have been dragging sheets and probably ended up at Port San Luis."

Stroub's *Tiburón* was also having a great race when, after a short stretch, they were left with only a .5 oz kite to get them all the way down to Catalina. "The boat was lit up, and it was really fun to drive," said crewmember Rusty Canada. "We were sailing with the A5 in

COURTESY DOUBLE TROUBLE



THE RACING

25-30 knots with boatspeed in the low 20's and never below 15. We had to peel from the A5 down to the A4 because the breeze went behind us. With the weight on the bow, we wiped out with both kites hoisted and full. We were able to get that one sorted, but a little while later, we wiped out *again* and ripped the A4, so we put the A5 back up. A little later we wiped out again and the spin sheet shackle blew off the clew. It's too bad. We were having a great time — chewing up the Farr 40, right on our predicted track, even beating our numbers slightly. We missed out on the perfect race."

Locomotion's performance was good enough to beat Tom Akin's TP 52 *Flash* — which had some issues of its own — boat for boat. Pretty impressive given the report from the TP 52.

"Those were highest sustained speeds we'd ever seen," said *Flash's* Will Paxton. "We were planing in the mid-20s and hit a bunch of 26s — not surfing, but 26 knots and hammering."

A casualty of that pace was the boat's rudder, which nearly dropped out of the boat after falling from the top bearing. But a quick repair got everything back together again. In the end there were

plenty of grins to go around.

"I've never gone so fast and under so much white water," Paxton said. "There's no better way to shake out your boat than the Coastal Cup."

There was some discussion of whether or not the staggered start was a good idea, and Plant acknowledged that it had worked in *Still Crazy's* favor. But he said he still likes the idea of the bigger boats chasing the smaller ones, and in lieu of the one-day gap between the two, suggested that maybe 12 hours might be more appropriate. You can find complete results at: www.encinal.org.

American Sailing League

Despite having to switch crew mid-way through the regatta, *Team Harken* romped to a win at the second annual American Sailing League event at Pier



The Coast Guard won the inaugural Armed Forces Cup hosted by Club Nautique.

39 May 30-31. Winning all but one race, skipper Howie Hamlin and crew Fritz Lanzinger, Matt Noble — who sustained a knee injury on a spinnaker take-down the first day — and substitute

Paul Allen, capped off an impressive regatta with a huge win in the four-lap final race sailed for all the marbles on Sunday afternoon.



THE BOX SCORES

We would like to keep a running tab on Beer Can results through the summer — and we need your help. We don't have the time or manpower to chase down results. You have to either post them on a website or send them directly to the race editor at rob@latitude38.com. Our format, lo these many years, is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). The following are the only results that were posted online for June. Don't forget the *Latitude 38 Beer Can Challenge*: sail every night at a different beer can race in any given week, then send us photo documentation, and we'll send you some swag to commemorate your pursuit of sailing satisfaction. Happy Summer!

EVENING SERIES

VBVC MONDAY NIGHT MADNESS (5/13)
(nothing posted for June)

BENICIA YC THURSDAY NIGHTS (6/4)

A FLEET — 1) **Bluefin**, Noble Griswold; 2) **Bay Loon**, Grant Harless. (2 boats)

B FLEET — 1) **Stolen Moments**, Deborah Lyons; 2) **Too Tuff**, Tom Hughes; 3) **Kelika**, Mike Weaver. (4 boats)

C FLEET — 1) **Yippe!**, John and Johanna Wright; 2) **Triton**, Barney Flynn; 3) **Katie Bay-B**,

Mike Munn; 3) (3 boats)
CORSAIR — 1) **Gaijin**, Pete Adams; 2) **Flash**, Brett Nelson; 3) **Wings**, Bill Cook. (3 boats)
Complete results: www.beniclayachtclub.com

CYC FRIDAY NIGHT SERIES (cumulative for 8-race, 1-throwout spring series)

J/105 — 1) **Vim**, Garry Gast, 15 points; 2) **YIKES!**, Sue Hoeschler, 17; 3) **Alchemy**, Walter Sanford, 18. (9 boats)

SPINNAKER 3 — 1) **Vague Unrest**, Rhodes 19, Phil Simon, 19 points; 2) **Wuda Shuda**, Soverel 26, Craig Page, 20; 3) **Dragonfly**, Rhodes 19, Kevin Cole, 21. (12 boats)

NON-SPINNAKER 3 — 1) **Fjording**, Cal 20, Tina Lundh, 10 points; 2) **Tension II**, Cal 20, John Nooteboom, 17; 3) **Fantasea Islander**, Islander 28, Kevin Reilly, 17. (9 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson, 17; 2) **QE3**, Tartan 10, Tom Perot, 21; 3) **Jarlen**, J/35, Robert Bloom, 24. (15 boats)

SPINNAKER 2 — 1) **Yucca**, 8 Meter, Hank Easom, 22 points; 2) **Tiburón**, SC27, Steve Stroub, 25; 3) **Shenanigans**, Express 27, Bill Moore/Nick Gibbons, 28. (15 boats)

NON-SPINNAKER 2 — 1) **Summer Sailstice**, Ranger 33, John Arndt, 13 points; 2) **Seaya**, Catalina 380, Mark Thompson, 16; 2) **Mimicat**, Hinckley 38, Robert Long, 24. (15 boats)

Complete results: www.cyc.org

GOLDEN GATE YC FRIDAY NIGHT SERIES (6/5)

1) **Jam Jam**, Melges 24, Neal Ruxton; 2) **Snafu**,

Canadian Sail, Maurice Quillen. (All 7 other boats DNF after time limit)

IYC ISLAND NIGHTS SERIES (cumulative for 5r/1t spring series)

DIVISION A (PHRF 0-138) — 1) **Rascal**, Wilderness custom, Rui Luis, 4 points; 2) **Crinan II**, WylieCat 30, Bill West, 11; 3) **Taz!!**, Express 27, George Lythcott, 11. (6 boats)

DIVISION B (168 raters) — 1) **Bewitched**, Merit 25, Laraine Salmon, 4 points; 2) **My Tahoe Too!**, Capri 25, Steve Douglass, 9; 3) **Dire Straits**, J/24, Steve Bayles, 11. (5 boats)

DIVISION C (Spinnaker 139-189) — 1) **Crazy Eights**, Moore 24, Aaron Lee, 4 points; 2) **Casiopeia**, Islander 36, Kit Wiegman, 8; 3) **Galatea**, Aphrodite 101, Ken Viaggi, 15. (8 boats)

DIVISION E (Spinnaker >190) — 1) **Domatrix**, Santana 22, Heidi Schmidt, 6 points; 2) **Bodrum Sunset**, Catalina 27, David Ross, 9; 3) **Chili Pepper**, Santana 25, David Lyman, 10. (4 boats)

DIVISION F (non-spinnaker) — 1) **Svenska**, Peterson 34, Fred Minning, 4 points; 2) **Knotty Sweetie**, C&C 32, Martin Johnson, 7; 3) **La Paloma**, Wilderness 21, Andrew Green, 14. (8 boats)

COLUMBIA 5.5 — 1) **Tenacious**, Adam Sadeg, 5 points; 2) **Wings**, Mike Jackson, 8; 3) **Seabiscuit**, Kevin Sullivan, 10. (4 boats)

Complete Result: www.iyc.org

MPYC WEDNESDAY NIGHT SUNSET SERIES (cumulative after 11r/1t spring series)

PHRF A — 1) **Bustin' Loose**, Pulford, 18

Hamlin showed why he's a two-time world champion in the 18-ft skiffs, mastering the grueling demolition derby sailed in chop and 20-knots of breeze.

"It's so much fun to sail in a short course format, with all the boat traffic



and the Cityfront," Hamlin said. "It's like sailing in Sydney harbor."

Saturday's qualifying heats were a gearbuster with multiple boats knocked

out of various races for one problem or another, and all six teams worked feverishly Saturday evening, repairing snapped carbon prods, torn sails and other equipment.

Five teams made it to the start line, *Gym Class Fitness*, *Harken*, *Skiff Sailing*, *Switch Clothing* and *West Marine*. *Team Spot* made it to the racecourse but before they could get into a race, equipment issues forced them back to the beach for repairs.

Shoreside, the event drew a significant spectator presence, and with Skip McCormack adding insightful analysis in an accessible way on a P.A., it was pretty evident that there were plenty of folks who accidentally got sucked into the action. While this year's Spring event was

smaller in scale than the inaugural event last year, we've got to give a shout out to Commissioner Jeff Causey and the rest of the volunteers who put a lot of effort

into making the event happen.

Originally envisioned as a chance to build on the scope of last year's event, Causey and the ASL folks were confronted by the same economic realities facing everyone else, and the sponsorship they enjoyed last year failed to materialize this time around. We're stoked they didn't just fold up the tent, and found a way to keep the event going. The Bay is the only place in America with any significant presence of 18-foot skiffs, yet traditionally there's only been one regatta per year for the boats. In Australia, they sail weekly!

If we have one complaint about this year's event, it was the lack of complimentary lunch and frosty beverages served in the VIP room upstairs like last year. But given the state of the economy, we'll let it go . . . this time. All kidding aside, the next event is August 29-30; don't miss it. Stay apprised of the latest developments at: www.americansailing-league.com.

The USO On SF Bay?

Club Nautique ran its first-ever Armed Forces Cup May 27 in Alameda, attracting crews of three from each of the five

points; 2) **Calphurnia**, Duncan, 41; 3) **Loca Motion**, Chaffey, 49. (6 boats)

PHRF B — 1) **Fleeboflam**, Chaffin, 12 points; 2) **Santy Anno**, Cailliet, 61; 3) **Joss**, Duncan, 63. (11 boats)

SHIELDS — 1) **October**, Jackson, 20 points; 2) **Harriet**, Stratton, 28; 3) **Stillwater**, Hobson, 29. (6 boats)

Complete results: www.mpyc.org.

SAUSALITO YC SUNSET SERIES (cumulative after 4r/0t spring series)

J/105 — 1) **Streaker**, Ron Anderson, 6 points; 2) **Jose Cuervo**, Sam Hock, 12; 3) **Hazardous Waste**, Chuck Cihak, 13. (5 boats)

DIVISION A — 1) **Gammon**, Tartan 10, Jeff Hutter, 9 points; 2) **MinFlicka**, Hanse 37, Magnus Le Vicki, 11; 3) **Nancy**, WylieCat 30, Pat Broderick, 16. (7 boats)

DIVISION C — 1) **Mimicat**, Hinckley, Robert Long, 15 points; 2) **Ohana**, Beneteau 47, Steve Hocking, 16; 3) **Quicksilver**, C&C 39, Carl Robinette, 21. (9 boats)

DIVISION D — 1) **Tackful**, Santana 22, Frank Lawler/Cathy Sterhoff, 11 points; 2) **Encore** Alerion 28, Dean Dietrich, 13; 3) **Trasher**, Merit 25, Harriet Lehmann, 14. (13 boats)

MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein, 7 (1 boat)

SOUTH BEACH YC FRIDAY NIGHT SERIES (6/19)

CLASS D (Spin <114) — 1) **Tupelo Honey**, Elan 40, Gerard Sheridan; 2) **Jolly Mon**, J/120, Chris Chamberlin; 3) **007**, J/105, Bruce Blackie. (8 boats)

CLASS E (Spin >115) — 1) **Highlighter**, Islander 36, Bill Hackel; 2) **Luna Sea**, Islander 36, Daniel J. Knox; 3) **Jane Doe**, Olson 911SE Bob Ismirian. (6 boats)

CLASS F (Non-spin <130) — 1) **Fancy**, Ericson 33, Chips Conlon; 2) **Spirit of Elvis**, Santana 35, Martin J. Cunningham; 3) **Seaview**, C&C 115, Pete Hamm. (4 boats)

CLASS G (Non-spin > 131 except Catalina 30) — 1) **Rollover**, Catalina 34, Lynn Guerra; 2) **Double Play**, Yankee 30, RDK Partners; 3) **Star Ranger**, Ranger 26, Simon James. (9 boats)

CLASS J (CATALINA 30) — 1) **Friday's Eagle**, Mark Hecht; 2) **Huge**, Bill Woodruff; 3) **Availon**, John R. Ford. (8 boats)

ST. FRANCIS YC WEDNESDAY EVENING SERIES (cumulative for 7r/0t spring series)

KNARR — 1) **Fifty-Fifty**, Jon Perkins, 15 points; 2) **Gjendin**, Graham Greene, 29; 3) **Snaps III**, Knud Wibroe, 32. (15 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 26 points; 2) **Windansea**, David Wilson/Don Wilson, 31; 3) **Elsie**, Michael Goebel, 31. (13 boats)

IOD — 1) **Young-**

ster, Ron Young, 19 points; 2) **Undine**, Adam Wheeler, 24; 3) **Whitecap**, Hernandez/Team Whitecap, 28. (8 boats)

VYC WEDNESDAY NIGHTS (6/17)

A FLEET — 1) **Tutto Bene**, Beneteau 38S5, Vetter; 2) **X-TA-C**, Olson 29, Sweitzer; 3) **De'gagel**, Ranger 23, Ruszler. (4boats)

B FLEET — 1) **Splash**, Beneteau, Mullinax; 2) **Lita-K III**, Catalina 42, Karuzas; 3) **Halcion**, Pearson 34, Parker. (6 boats)

Complete results: www.vyc.org



Remember James Dillworth from last month's feature 'Welcome to the Party?' Well here's his spectacularly renewed 'Tuna looking good.'

THE RACING

branches which teamed up with Club Nautique skippers aboard the school's Colgate 26s. After four races it was Coast Guard Lieutenant JG Jesse Stewart, Lieutenant JG Christina Hawn and Lieutenant Ryan Hawn that came out on top, finishing ahead of the Marine Corps, Air Force and Navy with the Army bringing up the rear.

"These folks were so thankful to have been recognized," said Marianne Armand, who explained that the idea behind the regatta was to tangibly acknowledge the contribution to the country made by servicemen and women. "They repeatedly mentioned how nice it was to have people publicly acknowledge that they are appreciated, not to mention how thrilled they were to be out on the water in playful combat. While they were respectful and courteous to one another, when it came down to it, they all wanted to win."

Moore 24 Nationals

After three months of preparation, Scott Easom won his first Moore 24 Nationals at Huntington Lake, June 22-



PETER LYONS/WWW.LYONSIMAGING.COM

Lani Spund's 'Kokopelli' at last month's Spinnaker Cup. The results are at www.sfyc.org.

24. With the weather starting to warm up, the start line was set way down the lake which threw a monkey wrench in traditional tactical calls. You don't want

to hit the beach too early because you won't get the benefit of the lift off the Boy Scout camp and the boats outside might get you if they have steady breeze.

The final race of the day saw four boats vying for second overall. Easom's *Eight Ball* had first in the bag, but in sportsman-like fashion sailed the final race. Where they took us all to school and winning by a good 15 boatlengths. Second was David Hodges and Scott Walecka on *Adiós* and third went to Conrad Holbrook on *Topper II*. The Fennell family on *Paramour* came in second for the regatta, crediting dumb luck and good karma as the keys to their success. Third went to Bart Hackworth on *Gruntled*. Defending champions Walecka and Hodges secured fourth, and Scott Sorenson on *Vitamin M* rounded out the top five.

The teams also participated on the fourth annual Moore 24 Trailer Olympics, in which teams of four must complete a series of boat safety skills including pushing a trailer, heaving a line, and throwing a life preserver accurately.



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Photo Courtesy of Dan Phelps (Spinsheet)

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Competitors must then chug a beer and "flipcup" — place the cup right side up and use one finger to flip it upside down. The team with the fastest time wins. It came down to the wire with team *Eight Ball* setting the bar high with a time of 1m, 47s. But the Fennell family clinched the win by a two-second margin, thus flipping the racing's finishing order.

Thanks to Mike Gross and John Super for running a great race committee.
—Vikki Fennell

Catalina 25/250 Nationals

The Catalina 25/250 National Regatta was held June 20-21 on the Berkeley Olympic Circle. Folsom Lake sailor, Scott Hefty, *Ho'O Kolohe*, won the Catalina 25, and Petaluma Sailor Mike Bolger, *RxScape*, won the Catalina 250 championships. This was a combined one design regatta for each class.

The Berkeley YC hosted the event and rolled out the welcome mat to all participants. They urged all participants to race in their already scheduled

Friday night Beer Can race followed by an informal BBQ at the club. This provided the out-of-towners the opportunity to experience racing on the Olympic Circle and meet and visit with many local sailors.

The Catalina 25s and 250s had the first start in PHRF Division 1 for the Friday night Beer Can race. There were about 15 boats in the division, one Catalina 25 and one 250. A nice touch was that the race started at the normal start/finish line, but finished at the BYC

clubhouse.

The National Regatta started Saturday morning at 11 a.m., followed by two more races that day. The first two were windward/leewards 4 miles long.



John and Drake Jensen enjoy some father-son time at Whiskeytown. We ran out of room to write it up, but we'll try to wrap-up all the various lake regattas next month's Racing Sheet.

Photo: Latitude 38/Rob



Photo: David Dibble



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THE RACING

LANCE BERG



Craziness at the Prince of Wales Area G Qualifier; keelboat aren't supposed to do this . . .

The third was 5.7 miles and finished at the BYC Clubhouse. The wind was consistent out of the west-southwest at 11- to 16- knots for all three races. The *Ho'O Kolohe*, Catalina 25, and *RxScape*, Catalina 250, both had three great starts and never lost the lead, finishing with bullets in all three races. Second place at the end of day one was held by Paul Zell's *Sparky*, from Half Moon Bay with a 2-2-3 in the Catalina 25's, while Russ

Johnson on *Vida Boa* from San Ramon had three seconds.

Racing resumed at 11 a.m. Sunday morning with two races scheduled. The first was in about 8 knots of wind out of the west-southwest. The boats were fairly spread out at the windward mark. On the second leg it was evident that new wind was consolidating the fleet. As they

closed on the leaders it was evident that new wind was about 30 yards in front of the second place boat. About a quarter of a mile from the leeward mark, the wind line finally reached the leaders and it was a new boat race to the finish. The final race of the regatta was sailed in 17 to 20 knots of wind out of the West. For the Catalina 25s it was a tight race to the finish with Paul Zell finishing two seconds ahead of Hefty for his first bullet of the regatta.

— Scott Hefty

Race Note

Mano a Mano— St. Francis YC hosted the **Area G quarterfinal for US Sailing's Prince of Wales Bowl** Match Racing Championship. Sailed in J/22s, the event drew some of Northern California's top talent, with former Olympian Russ Silvestri going 5-0 in the deciding second round robin to beat out Mark Ivey (4-1) and Chris Rast (3-2) for the spot at the semifinals at San Diego YC this month.

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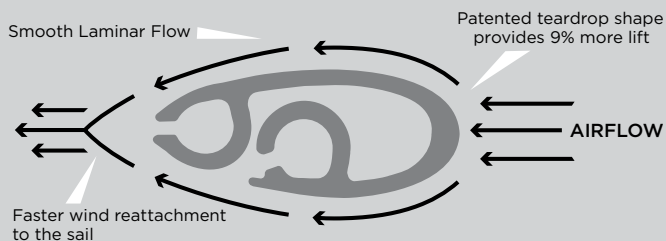
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WORLD

With reports this month on **Provisioning Options in the Realm of Chartering**, a regular contributor's observations on **The Less-Traveled Corners of the Eastern Caribbean**, and miscellaneous **Charter Notes**.

Eat, Drink and Be Merry: Recipe for a Successful Charter

As our managing editor likes to say when proposing a noon-time respite from the office grind, "Hey, ya gotta eat!"

While you may skip a meal once in a while during a normal work week, the joyfully physical activities of a typical sailing vacation — such as swimming, snorkeling, hiking and trimming sails — tend to make mealtimes inordinately important. That's why we've decided to tackle a subject we rarely touch on in these pages: provisioning. After all, a well-fed crew is a happy crew.

During the many years that we've been taking charter vacations, we've found there are many possible approaches to the process of provisioning. Deciding which strategy is right for your particular charter largely depends on the area you'll be sailing in and the needs of your crew.

Of course, on crewed yacht charters it is assumed that you'll be served fine gourmet cuisine based on your predetermined culinary preferences. But when booking a bareboat trip, some or all of your group will typically need to be actively involved in meal planning and have a game plan for where, when and how to provision.

In the Greek Isles and along Turkey's Turquoise Coast you normally end up stern-tied to a village wharf, often surrounded by inexpensive bars and restaurants, with markets nearby also. So there's no need to provision more than

Meals in Mexican towns are cheap and delicious, but out in the Sea of Cortez there are very few places to dine out or shop.

the bare essentials before you start out. The opposite extreme is sailing in Mexico's minimally developed Sea of Cortez. Once you leave the La Paz charter base, there is virtually nowhere to buy food or dine out for miles and miles, so you have to bring along everything you'll need in the galley, right down to the limes and hot sauce.

Naturally, charter companies adjust their provisioning options to the realities of each cruising ground, and in our experience most standard provisioning packages provide more than enough food for normal palates, with a good variety of entrée choices.

Usually, you'll be allowed to choose between 'full provisioning', meaning all breakfasts, lunches and dinners, or 'partial provisioning', where it's assumed you'll have three or four dinners ashore during a week aboard. If you wish, you can nix certain foods from the options, such as seafood, pork or whatever. And yes, most companies will be happy to organize vegetarian menus too. Ideally, all the items you have ordered will be aboard your boat prior to your arrival, or shortly thereafter, so you can throw off the docklines and get out sailing as soon as possible. In fact, one of the strongest arguments for letting the charter company do it all is that by doing so you won't waste a minute of your precious sailing time.

That said, lots of folks like to customize their orders or thoroughly self-provision, especially if they are 'foodies' who take pleasure in whipping up their favorite concoctions for their boatmates.

Depending on where your charter base is, pre-trip shopping can be relatively easy, and sometimes add to the overall cultural experience — particularly where



ALL PHOTOS LATITUDE / ANDY

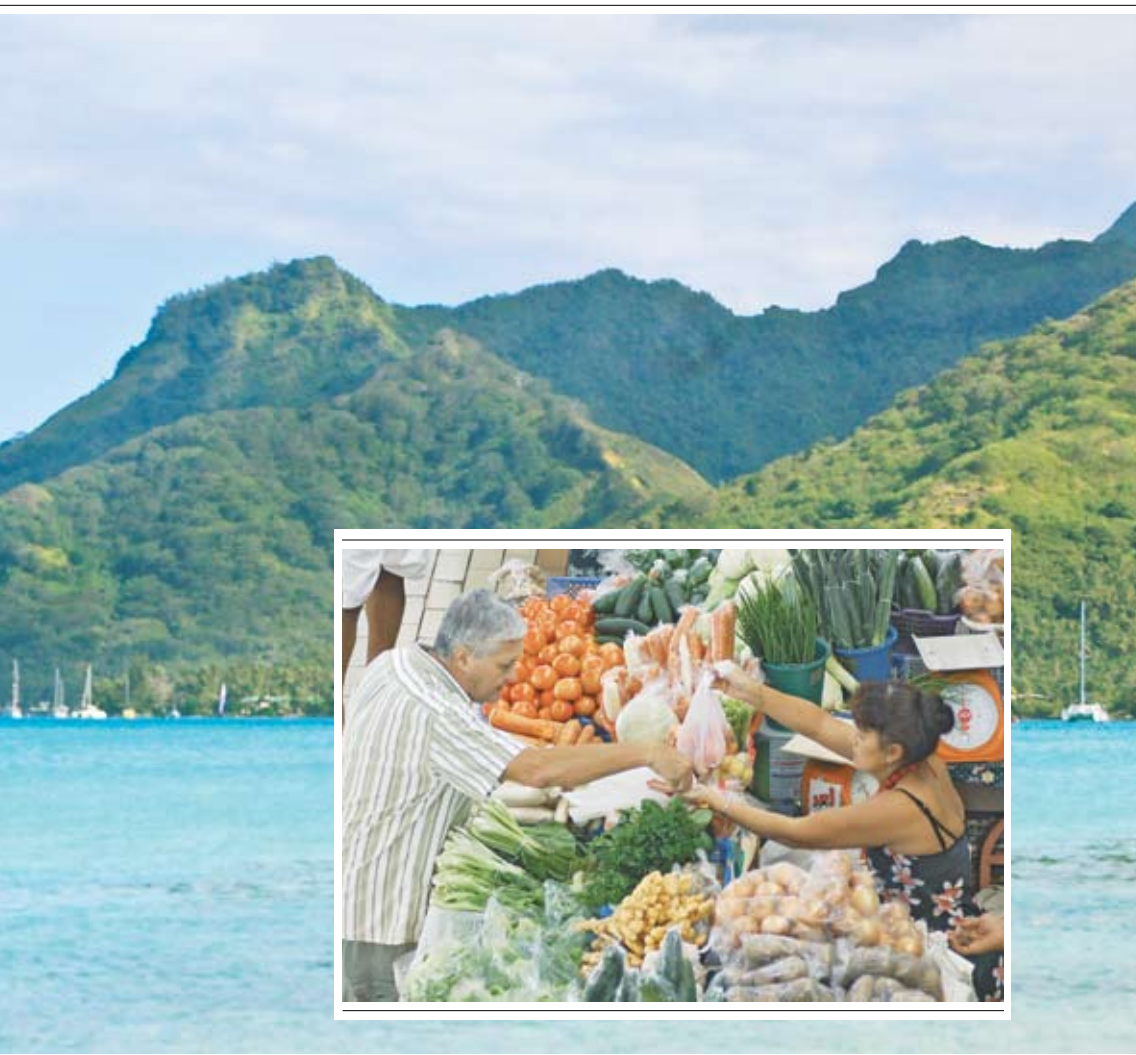
there are old-style open-air markets, such as in Guadeloupe, Martinique or Tahiti. Unless you fly in a day or two early, however, you may find that you've squandered the better part of a day getting it all together. Remember, everything tends to take longer in the laid-back regions that make prime charter destinations, and you can't always get everything you're after in one supermarket unless you are in a highly-developed tourism center like St. Maarten. Even there, the big stores are a long taxi ride from the charter bases.

Will you save money by self-provisioning? Possibly, but not necessarily. And if you do, it probably won't be much. On a recent bareboat trip to Tahiti's Leeward Islands — where appetizers in swank restaurants can cost \$35 and up — we were thrilled to pay \$50/day/person for full provisioning, including several cases of drinks. And the food provided was both plentiful and delicious.

You can save a few bucks, however, by bringing a variety of costly staples with you, but lugging the extra baggage is a hassle that many charterers would



OF CHARTERING



food and pampering service, we also cherish the serenity of those open-air dinners at the cockpit table with the sky above peppered with twinkling constellations and the warm trade winds washing over us.

Decisions about beverages are important too. Even if you order no other provisioning, we highly recommend that you have your charter outfit supply your boat with cases of water and juices, plus sodas and/or beer. It's just much less hassle that way. And whatever you do, don't underestimate the amount of water you'll need to stay hydrated in tropical venues — order more than you think you'll need!

If you're into cocktails, we suggest you bring along the maximum quantity of spirits allowable by the local customs regulations — typically two liters, but check tourism websites. After all, you never know when you might find yourselves hosting a cocktail party with new friends. The exception to this advice is when chartering in the Caribbean, where booze is generally very cheap. If you're in the habit of bringing along a few special bottles of wine, we

should remind you that liquids can no longer be 'carried on' flights. But our winemaker friend claims it won't get ruined in your airliner's unpressurized baggage hold. Champagne, of course, is a different story. It's probably best to plan on making your celebratory toasts with the favorite local spirit, be it rum, ouzo,

If you relish an evening cocktail or two, be sure you understand the cost of booze where you are heading. You might want to bring your own.

Spread: When cruising expensive venues like Tahiti, you'll probably want to eat aboard more than elsewhere. Inset: Shopping in the traditional open markets is a cultural treat.

rather avoid. We remember one report, though, from a young Bay Area gal who put together a tight-budget trip with friends, then brought along several styrofoam coolers jam-packed with frozen entrées which, she claimed, were still only half-thawed by the time she stowed them aboard in the Caribbean. We realize that's a bit extreme for most sailors, but it's not a bad idea to throw at least a few favorite snacks, and perhaps some packaged sauces and special spices, in your sea bag.

We remember that on one multi-family trip years ago, when all the kids were grade-school age and finicky eaters, we brought along a huge duffel bag nicknamed "the coffin" that was stuffed with all sorts of cereals, crackers and snacks that we knew would keep the whining and whinging to a minimum and save us some cash. (A big box of Frosted Flakes can cost close to \$10 on some Caribbean islands.) These days, of course, extra bag

charges might cancel out most of your savings, but it's still smart to have some favorite snacks on hand to pacify overtired youngsters — as well as adults. (We can think of a few fully-grown chocoholics who get downright testy when going through 'withdrawals'.)

At the opposite extreme, some folks choose to dine out every evening, which, of course, gives them maximum exposure to local cuisine and keeps galley chores

to a bare minimum. In places like the BVI and the Leeward Antilles (St. Maarten, St. Barth, etc.) there are enough good eateries to make this plan easily doable, although costly. But we have to say that, as much as we like finely prepared



tequila or perhaps even kava.

Just as good food and drink are essential to health and happiness in day-to-day living, a little thoughtful culinary planning can have a huge influence on your charter's success.

— *latitude/andy*

Exploring the 'Middle Antilles' Part Two

Last month, in the first installment of Art Hartinger's two-part report on exploring the central portion of Eastern Caribbean islands, we left off with him telling us how much he and his crew loved the friendly people and laid-back atmosphere of the former British colony named Dominica. They'd begun their Sunsail charter in French Martinique. The story continues:

We stopped for lunch at a place just outside the entrance to the Falls, called the River Rock Café. There were three entrée choices: goat, fish or shrimp, and we tried all of them accompanied by plantain, rice and root vegetables — it was all excellent. We ate outside on the deck, overlooking the river and lush green countryside.

We made arrangements for a boat ride to "Champagne," a snorkeling area near Soufriere in the Scott's Head Marine Reserve. Kimani Roberts met us at 9 a.m., and we rewarded him with an Obama button. This spot has good snorkeling, but the volcanic, champagne-like bubbles that come up from the sea bed are the main attraction. Swimming in and out of the bubbles was great fun.

Crewmembers admire an Antiguan's catch while getting some tips on fishing Caribbean waters.



We got back to our cat, *Bigorneau*, and moved her over to the dock at the Anchorage Hotel to take on water before setting out for Guadeloupe. Geoff cleared customs for us, and also visited the doctor because he had a bit of a nasty cut after slipping on a rock at Trafalgar Falls. We paid \$10 USD for 100 gallons, then shoved off after sampling one more rum punch at the hotel.

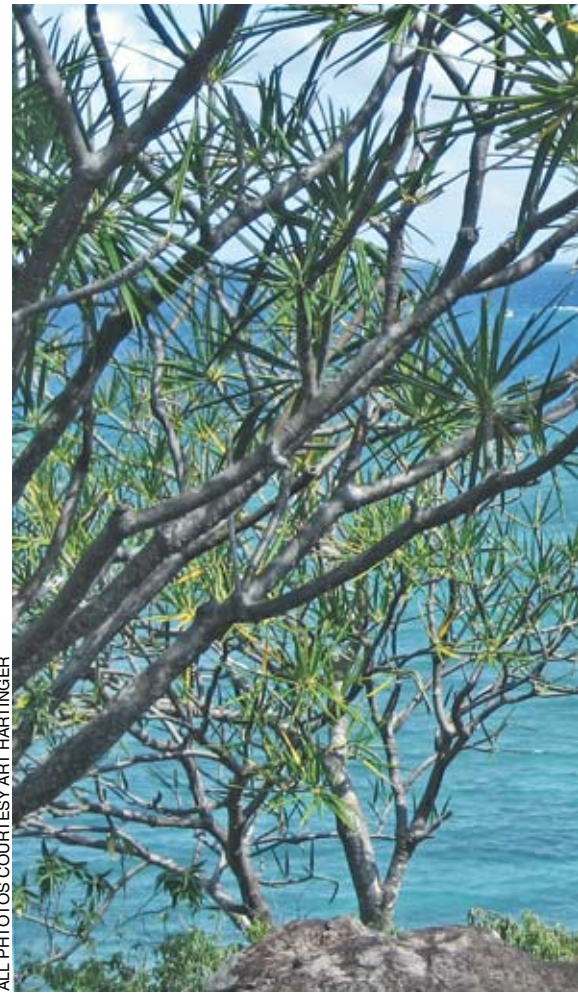
We departed about 1340, sailing up the coast in light winds about 18 miles to Portsmouth. Well outside of the anchorage, a boat approached and its driver, Foustin Alexis, suggested he could give us a tour up the Indian River. He also set us up on a ball again (\$10 U.S. for the night), and agreed to come by at 8 a.m. to show us the renowned Indian River.

I dinghied in early to check out the local bakery, and we found lots of brown breads. After some bread with jam and coffee, Alexis arrived and we headed up the Indian River in his boat.

The river tour is considered a "must" for those visiting Portsmouth. Alexis turned off his motor at the entrance to the river, and rowed up, telling stories about the river, while pointing out birds and crabs along the bank. Up river, there is a small café serving food, tea and other drinks. Although interesting, I found the trip a bit too touristy — it reminded me of the Jungle Cruise at Disneyland — but we did spot a boa along the banks. We liked Alexis and rewarded him with an Obama bumper sticker.

It was then time to push on to the north. We departed toward Guadeloupe at about 1115, and crossed the Dominica channel in 20+ knot winds, arriving at

Guadeloupe's sister isles, Les Iles de Saintes in the mid-afternoon. I'm convinced that the French like to congregate in crowded marinas. We opted not to stay in Bourg des Saintes, which looked crowded, and instead anchored in Baie Marigot. This is a beautiful



ALL PHOTOS COURTESY ART HARTINGER

anchorage, although slightly exposed to the swells out of the northeast which were happening during this trip. We had the lovely anchorage all to ourselves.

From Marigot, it was a 15-minute walk to Bourg des Saintes, a delightful little village, very French with cozy cafes and good shopping. There was evidence of the strike here, as banks and customs were closed, and you could see plumes of smoke from fires on the main island of Guadeloupe. But we had a great time cooking dinner, then doing some nighttime swimming with the bio-luminescence after dinner.

Donna woke me up at 0400 to point out the Southern Cross. I had always thought the Southern Cross was not visible from northern latitudes, and in fact, Wikipedia specifically states that "it is today visible only from the Southern Hemisphere." But there is no question that we were looking at the Southern Cross. (In fact, Donna also woke me up the following morning while at Marie Gallante to confirm our sighting, after I'd expressed some doubt.)

Later that morning, most of the crew went shopping in Bourg des Saintes, while Nathan and I readied the boat

OF CHARTERING



'Bigorneau' lies in a tranquil bay while crew members stretch their legs ashore. Obviously, you can still find uncrowded anchorages.

to cross to the small French islands of Marie Gallante. We set sail in the early afternoon for the 14-mile crossing. Upon arrival, we chose to anchor just south of Pointe de Folle Anse, where we were one of just three boats along a beautiful two-mile stretch of beach.

We had originally hoped to spend the night in Iles de la Petite Terre, some 20 miles to northeast of Marie Gallante. But the 10- to 12-foot northerly swells and 25-knot winds made this proposition too dicey. So we opted to enter the harbor at Le Desirade, a small island about eight miles to the NE of Iles de la Petite Terre. This would give us a good position for the 65 mile passage we were scheduled to make the next day.

Along the way, we heard the fabulous and unmistakable sound of line stripping off the fishing reel, and Robert retrieved the first of two barracudas. The Doctor exercised her surgical skills, and expertly filleted these fish, which we named Jean-Pierre and Jacques. She also sautéed them in a brown butter, and they were among the best fish I've ever tasted — a

perfect complement to Jenny's risotto.

Le Desirade is definitely off the beaten track. Sunsail had recommended we not even go there. We were faced with venturing in over a 6-foot bar between breaking waves, with the wind blowing 25 knots and 10-foot seas. But we went in anyway (as Plan C was to head to the main island of Guadeloupe, which we wanted to avoid). We were definitely a novelty at Le Desirade, and I doubt any other charter boats ever go there. The harbor is very small, and we were the only boat at anchor besides an unattended 20-footer. We dinghied in for more supplies, and thankfully the 8-a-8 store was open. They even had ice!

As I looked around, I noticed the local gendarmes with binoculars trained on *Bigorneau*. A lot of other locals were also intrigued. It turns out that Jenny was taking a shower off the stern in a red bikini, and this was quite a sensation in the small village.

We got up at dawn the next day to make the 65-mile passage to Antigua. We followed the two Desirade ferries out between the breakers, again with 25 knot winds and a significant swell, only to have an alarm go off on Bertha (our

port engine). Upon closer inspection, we found significant water intrusion into the engine compartment. We shut down Bertha, turned on the bilge pump, and manually bailed out the water. Thankfully, we stopped taking on water, but Bertha was done for the trip. Althea (the starboard engine) was a true champion, however, never letting us down. We couldn't help singing our favorite Grateful Dead tune: "Bertha don't you come around here anymore."

We motorsailed with the jib deployed and Althea humming along, until we turned the corner, and got the main up. Then we were treated to our best sail of the whole journey, no motors for 60+ miles on a broad reach in 25 knots of wind. Geoff hogged the wheel the whole way, but nobody seemed to mind, as he steered like a pro. We reached English Harbor at about 1500 and opted to spend the night at the Sunsail docks, as they are in the middle of historic Nelson's Dockyard — a fine place to look around, take showers and relax.

As always, there were dozens of megayachts in English Harbor and also in neighboring Falmouth. It turns out that yachts were staged for the inaugural RORC 600, so there were even more boats to gape at than usual, including Tom Perkins' unmistakable *Maltese Falcon*, which was over at Falmouth's Antigua Yacht Club.

When we were boarding our flight to San Juan the next day, I slowed the line to take a picture of the Doctor and her husband Robert, and accidentally bumped into a man who happened to be Yo-Yo

The crew's motto: "Make friends with Obama stickers." If Caribbean islanders could have cast votes, it would have been a landslide.



WORLD OF CHARTERING

Ma! The customs guy in San Juan went nuts when he read the passport, putting his arm around Yo-Yo Ma, and yelling out to the crowd that we were in the presence of the best cellist in the world. He'd been in Antigua enjoying a crewed charter. Other than that bit of excitement, the flight back was uneventful, but along the way I was already thinking about a return trip to Dominica. It had been yet another great cruise that won't soon be forgotten.

— art hartinger

Art — Many thanks for your insightful report. Sounds like great fun, although the itinerary was a bit more ambitious than most charterers would dare attempt. Goes to show, though, there are still plenty of off-the-beaten-track destinations to explore via bareboat. So, where to next?

Charter Notes

During the past 11 years we've often reported on the unique BVI bareboat flo-



COURTESY BBS

Tough duty. Alonzo Galloway of Maryland happily helms a Mooring's 4300 cat during last year's Black Boaters Summit.

tilla called the **Black Boaters Summit**. Why unique? Because to our knowledge it is the only event of its kind whose aim is to introduce African Americans to the joys of vacationing under sail. The brainchild of Richmond-based **sailor and former cruiser Paul Mixon**, who has now partnered with renowned **circumnavigator Bill Pinkney**, this year's

10-day inter-island catamaran cruise will have a very special highlight. When Mixon heard that a cruise ship full of African Americans would be sailing BVI waters the same week as his flotilla, he began organizing the **1st Annual Party on the Beach**, to be held at idyllic Cane Garden Bay, with music, dancing and hopefully free boat rides provided by **The Moorings** and **Voyage Charters**. Naturally, Mixon hopes he'll inspire some of those cruise ship patrons to cross over to sailing once they give it a try.

While sailing industry marketers scratch their heads wondering where to find new clients, Mixon has set a shining example of what can be accomplished with a little creative thinking. "If I can get all **3,400 of those passengers** to get off the ship and head for Cane Garden Bay, everybody wins!" says Cap'n Paul. "We grow BVI tourism, we expose a whole new market to sailing, and everybody has a great time."

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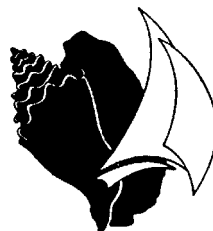
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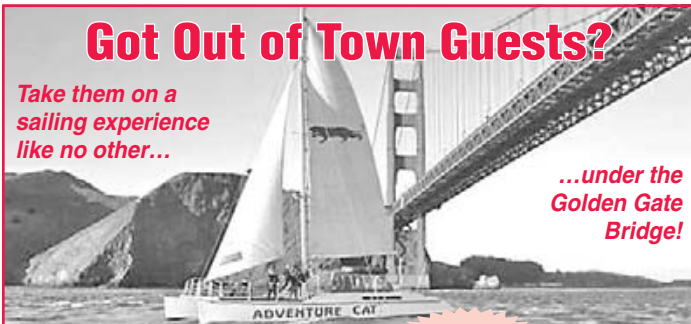
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CHANGES

With reports this month from **Alizee** in the Bahamas; from **Cocokai** on Fanning, Christmas and Penrhyn Islands; from **Mimi** in Antigua; from **Eupsychia** on the Baja Bash; from **Someday** on the good and bad of Costa Rica's being Third World; from **Le Chat Beaute** on buying a French cat in Venezuela; from **Christa** on the problems of trying to follow the herd to the Eastern Caribbean; and **Cruise Notes**.

Alizee — Cabo Rico 36 James Williams & Penelope Mayer Starting The Cruising Life (San Francisco)

When I met the publisher of *Latitude* at St. Barth in the French West Indies



Penelope and James in the Bahamas.

a little over a year ago while on a 10-week charter/cruise with my friend Deborah Stern of the Encinal YC, he asked what was next for me. At the time, Deborah and I were partners in the Cal 39-2 *Spindrift* in the Bay Area, but she wasn't interested in cruising. So my response was that I was going to get my own boat and go cruising as soon as I could. And that's what I've done.

After returning to California, I made an offer on *Alizee*, a Cabo Rico 36 that had just come on the market in Annapolis. By September the deal had been consummated, and I'd sailed her down the Chesapeake to Oriental, North Carolina. I left *Alizee* there until January of this year while I finished up my teaching career in the Bay Area.

At the start of this year, I rejoined my boat in Oriental, where the weather was freezing. And they call it The South? By March I'd finished preparations for a three-month cruise in the Bahamas. I was joined for the crossing to Marsh Harbor in the Abacos by fellow Encinal YC members Rob Woltring and Keith Rarick. It turned out to be a five-day,

Once James and Penelope got to the beaches of the Bahamas, there was no mistaking them for San Francisco's Ocean Beach.



TIMMY BAHAMA

480-mile trip, and much to our dismay, most of it was in mill pond conditions. I think we sailed for 15 hours the entire crossing, mostly the last afternoon and night.

Penelope Mayer, my permanent first mate, joined me in Marsh Harbor, and we spent three glorious months sailing from cay to cay. We committed ourselves to sailing as opposed to motoring, something that was pretty unusual among the cruising fleet. And we anchored out for all but three nights. While in the Abacos, we were invited to crew aboard the *William H. Albury*, which was built in '64. She is the last of the wooden schooners to have been built at Man-O-War Cay.

At the end of three months, Penelope and I made a 34-hour crossing from the Abacos to New Smyrna Beach, Florida. We're about to fly back to California to visit friends and spend the Fourth of July at the Encinal YC. After a bit more traveling, we'll return to the boat and sail up to the Chesapeake in September and October. By December, we'll be provisioning for a return to the Bahamas, this time the Exumas and Eleuthera as well as the Abacos again.

As for Deborah, she's still enjoying sailing *Spindrift* on the Bay and doing some racing in Alameda as well.

—james 06/05/09

Cocokai — 65-ft Schooner Greg King and Jennifer Sanders Life Is Great In The South Pacific (Long Beach)

As I write this, we, along with my daughter Coco Sanders, are anchored at Fanning Atoll in one of most relaxing, calm anchorages we've been to since we started cruising more than two years ago. Fanning is part of the Republic of Kiribati, which is also known as the Equatorial Islands. Kiribati is spread out over an ocean area the size of the United States, yet the collective land mass is only the size of Baltimore. The locals live off the land and sea, and have what's described as an "abundant" subsistence existence.

This is one of the least visited places in the world, with only 96 Americans hav-



ing come to the whole country in the last year. One of the reasons more people don't come is that it's hard to get to, particularly for sailors. After getting kicked out of Palmyra, we had to tack back and forth for two days before we got a favorable enough slant in the wind to get here.

There is one pass into the beautiful turquoise-colored shallow lagoon at Fanning. The air and water temperatures are both in the low 80s, but a light breeze blows almost all the time to keep the temperature perfect. Most days we snorkeled in the clear water of the pass or outside the reef, then had school lessons for Coco in the shade of the cockpit. Ah, life is grand! This is what the cruising dream is all about.

We recently went on a wonderful bike ride on some rusty ol' beach cruisers, complete with surfboards in racks, up to Fanning's northwest surf break. It was about a four-mile ride over a dirt track that features lots of potholes and mud puddles. The shade of the coconut and

IN LATITUDES



COCOKAI

Life is peaceful and pleasant at Palmyra, although the Nature Conservancy kicked 'Cocokai' out before they were ready to leave.

other leafy trees, along with the breeze, kept it comfortable. The road passes through several thatched hut villages, where we were greeted by young locals. They'd run alongside our bikes, shouting 'hello' to practice their English, smiling all the while.

It turned out to be a more adventurous excursion than we'd planned, as our buddy Chuck — an ex-California surfer dude who has lived here for 20 years — dislocated his ankle while surfing. It was an ugly situation. Fortunately for him, the only working truck on the island happened to be at a nearby village and was able to give him a ride to the supply freighter — which just happened to have an EMT aboard. This is a freighter that only visits every few months! After Chuck got a shot of morphine and was held down by a couple of big guys, the EMT managed to pop his ankle back into the socket. Ouch! Chuck then spent

time recuperating in the salon of his sailboat, happily being waited on by his young island wife and her sisters.

During the occasional south swell — and one is expected as I write this — there is a world class left that breaks just outside the pass. Greg has gotten some great rides. But don't worry mom, Coco and I will only be taking pictures from the dinghy. I'm going to wait for an easy break with a sand bottom before I try the new 8-ft softtop board that I got for my birthday.

Before reaching Fanning on our way down from Hawaii, we stopped at lovely Palmyra. It was very beautiful, and we would have happily stayed longer were it not for a U.S. Nature Refuge managed by the Nature Conservancy. But because it is, there are all kinds of rules and regulations that limit the time mariners are allowed to stay. We only got four days. Nonetheless, Coco

enjoyed watching the manta rays twirling in the shallow water as they scarfed up plankton. It was most fun at night when the action was illuminated by the lights of the boat dock. "Any day you see manta rays is a good day," Coco says.

We also enjoyed the main island, and took some fun pictures at the swimming hole, which is complete with a tree swing. We also sat in an abandoned jeep and a wrecked airplane at the end of the runway. There



COCOKAI

Chuck suffered a bad break, but at least it was at the right time.

is lots of stuff leftover from the U.S. occupation during World War II. It's hard to imagine that there were once 5,000 soldiers stationed at what is now a very lonely and peaceful place.

There is a cool 'yacht club' at the Nature Conservancy compound that is covered with graffiti from cruisers. Most of it is from before the Conservancy took over, when the building was uninhabited except for a caretaker. We saw the names of several cruising boats that we know, proving once again that the cruising world is a small one. We marked our visit by hanging an artfully decorated T-shirt from a ceiling beam.

Ducky, our ship's dog, also liked it here at Fanning. She spends most of her days sleeping after her periodic swims in the lagoon. Cruising is a dog's life, too!

It's a bloodbath outside! Life or death awaits, all depending on which way they turn. As I write this we're now anchored inside the far pass at Penrhyn Atoll, ***Jennifer and daughter Coco do a little mother-daughter bonding at Palmyra among the wreckage of the second world war.***



COCOKAI

CHANGES

and the 'they' I'm referring to are the one-inch long fish that make up a turquoise shoal. The 'shoal' has grown to epic proportions over the last few days,



Biking down the ol' surf highway.

and surrounds our ketch. Unfortunately for the little guys, a small but growing school of trevally discovered their hiding place. The crystal clear water splashes continuously as the feeding goes on. Our resident black tip reef sharks circle below, waiting for scraps — or maybe a larger lunch of a preoccupied trevally. Meanwhile, Coco was hard at work in the dinghy with our flour sifter. She caught 20 of the little fish, and offered them a safe haven until she released them after dark. Please, God, don't let me come back as a bait fish!

After we left isolated Fanning, we headed south for Christmas Island, which, because it has an air strip, qualifies as 'civilization'. It was only 150 miles as the crow flies, but thanks to a wicked easterly current and the prevailing southeast winds, it was a tough passage. Even though we waited for a favorable weather window, it still took us three days to cover just 300 miles. Thanks to the mighty *Cocokai's* schooner rig, she's not at her best going to weather. On the other hand, we've heard of boats that have taken 12 days to make the passage. Another skipper tried for 10 days before heading back to Fanning because he'd run out of food.

Coco and I were seasick for the first 24 hours, which was unusual. While it wasn't my favorite passage, we'd sailed

The 'Coco-nuts' added this autographed t-shirt to the collection of cruiser 'graffiti' that has been left at the Palmyra YC over the years.



to Christmas to pick up our new inverter/charger. The old one had decided to wait until we left Hawaii to crap out, finally giving up the ghost the morning we arrived at Fanning. We had to get the new unit shipped from Long Beach Shipyard, and it worked out quite well. The unit got to Honolulu just in time for the "once-a-month, more or less" freight plane. Via email, our friend on Fanning had hooked us up with the only shipper at Christmas. They even delivered it right to the jetty near where we anchored. Coco made short work of the packing materials. Her Am Girl dolls now have a new bunk bed and cool closet — all from



the latest white styrofoam collection.

It was also nice to get to Christmas because they have a store where we could buy fresh produce that's flown in on the same monthly plane that brought our inverter. The stuff was a bit pricey — \$8 for a head of lettuce and \$2.75 for a pear. But at least it was reasonably fresh. Besides, we haven't spent any money since leaving Hawaii — except for a couple of thousand on the inverter.

But hey, we won't count that!

Christmas Island has the same kind of clear and warm water as Fanning. The lagoon — known for world class bone fishing — is so shallow that the anchorage is outside the atoll in the lee of the island. The jetty we used for getting ashore is several miles from town, so we enjoyed getting around the way the locals do

— by flagging down any vehicle going our way. We also got rides on the 'official' buses, which are jam-packed mini vans that blast U.S. teeny bopper music at extremely high volume. Coco was delighted!

While at Christmas, we met Henry, a semi-retired biologist/surfer who is originally from Northern California but now has a 'local' family. In addition to patiently driving us around to reprovision, he included us in some of the local village life. Thus Coco got to go with his young daughter to a special cultural day at school. She had fun watching the dancing — lots of hip wiggling — singing and sporting contests. A traditional lunch was made by the moms for the occasion, and consisted of taro root, grilled red snapper with the head and tail still on, crab claws and boiled coconut hearts. This was all washed down with fresh coconut milk. "It was just delicious!" Coco told me.

It was at Christmas that we saw our

IN LATITUDES



BOTH PHOTOS COURTESY COCOKAI



After sailing a very long way on a very long schooner, the 'Coco-Nuts' arrived at the very long — and empty — left at Fanning Island.

first cruising boat since leaving Hawaii. We were pleasantly surprised to find it was *Willow*, with our 'old' cruising friends from Ecuador the year before. They were heading back to Hawaii for work, but we had fun catching up on stories and adventures. One of the best things about cruising is that it's truly a small community on a big ocean. It means that you make new friends often, and by the next time you see them they've suddenly become longtime friends! Thanks to the travel/survival mentality of cruising, we've probably made more new friends in the last two years than we had in the previous 20 years in L.A.

After a few weeks at Christmas, we took off for another beautiful spot, Penrhyn in the remote northern Cooks. It meant we crossed the equator for our third time. We hoped to break up the 600-mile passage with a few days

at Starbuck Island, but the reported anchorage wasn't evident to us — even though we got to with 100 feet of the large breaking waves at the western point. It was still 300 feet deep there! In order to quiet the disappointed crew, I made cheesy ranchero omelets and hash browns, complete with our own freshly brewed Starbuck's coffee for a brunch at Starbuck Island.

Although Greg got a few strikes on the way to Penrhyn, he caught only one fish — and it was a weird one. It looked prehistoric, as it had the head and teeth of a large barracuda, but with huge round eyes and a three-foot long eel-like black body accented by fluorescent blue stripes down the sides. We guessed it was some type of eel fish, but it looked like a monster from the deep. Needless to say, Greg threw it back after we took some photos. After that, we were excited when one of the local fishing boats dropped off a freshly caught yellow fin tuna. Seared ahi for lunch! Spicy tuna rolls, sesame tuna rolls, and tuna sushi for dinner! Fresh fish along with spectacular snorkeling.

Life continues to be grand — we wish you were all here to enjoy it with us!

— jennifer 06/07/09

Mimi — Lagoon 380 Cat Keith and Marcy Kjeldsen Antigua (Santa Cruz)

We took over our Lagoon 380 catamaran when it was phased out of the Sunsail yacht management program this January in the British Virgins. After a few weeks of struggling, we managed to actually get the paperwork from Sunsail needed to register our cat with the U.S. Coast Guard. The upside of the delay was that we gained a greater appreciation of all the British Virgins have to offer. In

addition to the wonderful time exploring, we got to know other cruisers.

Once the documentation had been completed, we were free to leave the BVIs and sail to French waters and beyond. We're now anchored at English Harbor, Antigua, having already visited and enjoyed St. Martin, St. Barth and St. Kitts. Our experiences to date have been thought-provoking, challenging, physically demanding, exciting, scary, awe-inspiring and renewing.

We had one of our most exciting experiences in Antigua when, on March 29th, 25-year-old American Paul Ridley arrived following an 88-day, 2,950-mile row across the Atlantic Ocean from the Canary Islands aboard his specially built 19-ft boat. We had the privilege of participating in Paul's initial landing celebration. Having been at sea for almost three months, he was initially lost for words and a little emotional. Then he became very articulate about his remarkable effort, which was planned as a way to raise money for the Yale Cancer Center. People wanting to contribute should visit www.rowforhope.com. Our plan is to end our season by leaving Mimi at Chaguaramas, Trinidad, for the hurricane season.

— keith and marcy 04/05/09

Eupsychia — Cal 36 David Addleman, Heather Corsaro The Bash and Beyond (Monterey)

After a second full season in sunny Mexico, we successfully bashed our way back to Monterey. "The conditions weren't too bad and the wildlife was fabulous — humpbacks mating, thousands of dolphins, and a beautiful sea star that rode up on the anchor chain.

Eupsychia's little diesel kept us guessing the whole way. The week before

Will this be the year that David replaces the Cal 36 that's been in the family for ages for a larger, faster and newer cruising yacht?



LATITUDE/RICHARD

CHANGES

we started, we were in La Paz with oily engine parts scattered about the cockpit, and David was about to begin putting the engine back together for the fifth time. The bearings, having been back-ordered for months, had finally arrived. Interestingly, they were shipped from the States via UPS directly to Marina de La Paz. They had cleared customs in Tijuana and arrived after just a few days. The shipping wasn't expensive, and there was no duty on the \$700 in parts.



Orcas were just another feature in the Bash wildlife show.

When the engine purred to life on the first try, our Bash was on. The loose plan was that if the engine pooped out again south of Turtle Bay, we would sail back to La Paz — not the worst option in the world. If it made it north of Turtle Bay, we'd continue on. Thankfully, the engine ran the whole way. I didn't have any doubts, but later learned that David was constantly worried. He knew that he'd sheared off an important bolt deep inside the engine while putting it back together, so he'd jump to the alert if I so much as tapped my foot.

We motored out of La Paz on a sprinkly afternoon. Once the wind picked up, we made sail and let the engine rest. Suddenly there was a horrible noise — the prop shaft had pulled out of the engine! This was odd, because when David had tried to remove the shaft earlier it had

Always an enthusiastic crew, Heather is eager to help — and always puts everything she's got into her work — and her Facebook page!



LATITUDE/RICHARD

required big tools and hours of sweat. Then it just fell out while we were sailing! David added a few drops of Loctite to the bolts and we were good to go again.

After we rounded Cabo Falso, the conditions became somewhat splashy — enough to rinse all the Baja dust out of the cracks, but not off the radar. At times we had wind up to 28 knots, and by Abreojos the seas had become pretty unfriendly. But once we passed Turtle Bay, about halfway up Baja, the only thing to disturb the glassy conditions was a large number of blue whales. We saw about six blues milling about, and then one of the small ones — a 60-footer — approached us. I'd been hoping to see blues all season, having seen none the year before. Even better, we encountered huge krill patches that colored the water a deep red. We could see the mouths of the blues distend as they filled their gullets with tons of their favorite food.

After tying to the Police Dock in San Diego, we got a middle-of-the-night clearance from Homeland Security. Having learned from two Bashes that you don't waste favorable weather conditions, we had one bloody mary at Red Sails, did a quick provisioning at Von's, picked up a June *Latitude* at Downwind Marine, topped off the diesel tank — and got underway again.

Conditions from San Diego to Monterey were calm, so we stopped only at Santa Cruz Island and San Simeon for short rests. Point Conception was calm with rain. This was the first serious rain *Eupsychia* had seen in seven months, and it thoroughly cleaned the Baja dust from even the radar and the rigging.

As we arrived at San Simeon, we were surprised to see a humpback come shooting out of the water, mouth agape, just 50 yards from the boat. It was one of four humpbacks that were lunge-feeding in teams. The next day off Big Sur was beautiful. We stayed close to the kelp line to see the waterfalls, the wooded canyons, and surfers on the glassy south swells.

As we closed in on our destination of Monterey, we were happy that the weather had been benign for most of the trip. With a sigh of relief, happiness and awe that our little engine had made it, we tied up at our Monterey slip 18 days out of La



Paz. For the first time in nearly three weeks, we slept in a bed that didn't rock. It's very hard to adjust to city life after cruising. We got a parking ticket, were flipped off, and came home to dead car batteries — and that was in just the first 24 hours.

— heather 06/10/09

Readers — If you're in love, appreciate it, because it can be a fleeting condition. David and Heather, who despite an age difference of more than 20 years, were Latitude's 'Most Loving Cruising Couple of '08', a title they took seriously. But they have now decided to go their separate ways. David plans to spend more time with his daughter and do work at the family place at Big Sur — for as long as he can stand it. Preferring boat life to city life, he still might do another month-on, month-off season in Mexico. The wild card is a Santa Cruz 50 in Australia. If the deal is too good to pass up, he may end up buying her and cruising Southeast Asia. As for Heather, we can imagine her Facebook site will be inundated with hits from sailors — male and female — from Seattle to Sardinia.



ALL PHOTOS COURTESY EUPSYCHIA

Euppsychian wildlife. Spread, a mola mola in the Caribbean-like blue waters off Big Sur. Inset upper left; a blue whale off the coast of Baja. Inset lower right; David, with his carnival face on.

David and Heather were a terrific cruising team, and their relationship — and Heather's youthful antics — provided endless entertainment for the cruising fleet. We know that everyone who met them wishes the best for both.

**Someday — Gulfstar 41
Bill Nokes
Costa Rica
(Brookings, Oregon)**

I'm currently at Bahia Ballena, Costa Rica, which is another magical cruising spot. It's a large bay with very little development, so you can still hear the howler monkeys calling to each other in the morning.

While magical, Bahia Ballena is not perfect. For example, it rained very hard from about midnight to 4 a.m. last night, with water finding every possible leak. It's sort of summer/winter here in the tropics, because it's actually colder in the summer than the winter due to the cloud cover and humidity. And thunderstorms are common. In addition, the bay becomes the color of chocolate after

a hard rain, and the 'chips' are floating logs and trash that have rushed down the rivers and streams.

Another downside is the limited facilities. My dinghy is tied to the dilapidated concrete pier right below the 'yacht club,' which is really a restaurant and bar. We came to the front gate only to find it locked three hours after it was supposed to open. A grumpy woman inside said they weren't open because the cook hadn't shown up. After dallying at the local *tiende* buying a dozen eggs, we returned to the yacht club and talked our way into getting to use the internet until the cook arrived. When the cook finally did arrive, he seemed to be suffering from a serious hangover. The food actually turned out to be quite delicious, and was nicely presented. Oddly enough, the woman did the cook-

ing. The cook waited on our table when he wasn't watching television.

I suppose there is no point in expecting U.S.-style services in Central America. But there are compensations. For example, Elena just pointed out a pretty kingfisher sitting on a piling, and a wall of rain is approaching.

— bill 06/15/09

Bill — You didn't mention how much of the summer you plan to spend in Costa Rica. Based on a number of previous reports from cruisers, there are some potentially serious downsides. One is that Costa Rica is the lightning strike capital of the universe during the summer, and many yachts have suffered expensive damage. Second, humidity not only makes it unpleasant for humans, but promotes the rapid growth of mold in boat interiors. Finally, Costa Rica is known for an unusually high number of dinghy thefts — even dinghies that have been hauled out of the water. Dinghy and outboard thieves love to strike during the middle of the night during torrential rainfalls, as they know it's unlikely they'll be heard and even more unlikely that the crew will want to go outside and investigate funny noises. Possibly the best summer option is Ecuador.

**Le Chat Beaute — Privilege 42
Paddy Barry
Going To The Dark Side
(Vancouver, WA)**

It's been awhile since I last checked in. I had sailed my Baltic 42 *Zafarse* across the Pacific to Bundaberg, Australia. Three days before we were to start a cruising rally to Indonesia, my boat sold. What caused it to happen was that the Aussie dollar was at an all-time high,

After sailing his Baltic 38 to Australia, Paddy went over to the dark side by buying a Privilege 42 catamaran.



CHANGES

making my boat more affordable than ever for locals.

Like many who cross the Pacific, we'd become interested in catamarans. After all, they are roomier, sail flat and none of them had sunk on the way over. While we were in Tonga, Bruce of *Ohana Kai*



Paddy, at Minerva Reef during his Pacific crossing.

won one day's use of a Moorings/Leopard 47 cat. The skippers and crew of every cruising monohull in the area came along for a 'test drive'. We all came back impressed by the ride and comfort of the platform, and the boat's performance in five foot seas was impressive. We were not, however, impressed with the construction.

After the sale of *Zafarse*, I went over to the dark side by purchasing the Privilege 42 *Le Chat Beaute*. She's named after a famous French children's story. Alas, it's another difficult name to understand when listening on the radio.

I bought the cat at Porlamar, Margarita Island, Venezuela. A French boat being sold to an American in Venezuelan waters sounds as though it could be complicated — and it was. If anyone finds themselves in the same situation, I'd be glad to share what I learned from my experience.

Life in Venezuela is interesting, and it's not as unsafe as reported — if you use common sense and avoid areas where trouble has been reported. Nonetheless, it's unfortunate that some parts of a country as beautiful as Venezuela are unsafe for cruisers — and Venezuelans, too! I spent three months in Porlamar before I was forced back to work in the

When the Coast Guard boarding party reached Paddy's cat, they hadn't come with treats, but to inspect for drugs and other illegal stuff.

States. I left the boat on the hard in Chacachacare, a small but well-protected boatyard on the far side of Margarita.

In April of '09, I sailed my cat to the Virgin Islands. The 450-mile trip took 72 hours, and my cat sailed to weather well.

When we were about 200 miles from Venezuela, John, one of my crew, woke me and said, "Hey, it's the Coast Guard!" I mentioned that this could only be bad news. John and I had both served in the Coast Guard. A voice speaking in Spanish gave our position over the VHF. When I responded, they asked a few questions. Then they told me that they were going to inspect my boat. I told them it wasn't necessary, as everything was fine. After all, it was a perfect day, with 15 knots of wind, a two-foot swell, and we were doing a comfortable eight knots. I didn't want to stop!

They came aboard anyway, in what we soon realized was a training mission. The three-person boarding party was composed of a 1st class bosun, an ensign and a 2nd class gunner. The BM was the only one with experience. They did the standard safety routine, then asked us to roll up our sleeves! They swabbed our persons and the boat, then sent the swabs back to the mothership. I was starting to get indignant, but what's a sailor to do? They were armed and we were not.

Soon the BM got a message from the mothership that one of my crew tested positive for marijuana, and that traces of heroin had been found on my boat! I knew the crewmember had smoked pot in the last month, but not since we arrived in Venezuela. The heroin charge was unadulterated BS. The bosun said it was possible that trace amounts of heroin had been found on money we had on the boat, because, according to him, most bills of over \$20 have some trace of drugs on them.

Anyway, I started to get really mad, and told them that if they kept fabricating stuff, they'd have to leave right away. They told me to be more cooperative or they'd tear my whole boat apart. As you can imagine, I was livid. Here we were sailing along peacefully, hundreds of miles from the nearest land, and these 'pirates' board my boat and start talking about



the retention and/or destruction of my boat. Fortunately, Neptune came to the rescue. After four hours of being on my small boat, the boarding party started to get seasick! So after all the foolishness, they left.

The rest of the trip to the Virgins was uneventful, and after clearing into Charlotte Amalie, we were off to St John. Needing to do a little work on the boat, on May 26 I sailed my cat to Charleston, South Carolina. I'm currently hanging on the hook in the river, and plan to head north soon

— paddy 06/10/09

Paddy — We're shocked that you and the others didn't think the Moorings/Leopard 47 was well built. We have a Leopard 45, which is the same boat as the 47 but without a sugar scoop, in a yacht management program in the British Virgins. Having spent six months on her in the last three years, usually in rough weather, we're convinced that she's a brick shit-house. The Westsail 32 of catamarans,





When Christian Allaire got to the Bahamas with his Westsail 32, he found the waters to be every bit as blue as he'd been told they were.

as it were. Indeed, our main complaint with the cat is that she'd be a little faster if they hadn't overbuilt her so much.

We've come through customs hundreds of times, and only had trouble once. That was when we landed at LAX after flying home from Isla Margarita. We were all but dragged into a small room where we were questioned relentlessly by a group of short-haired men in dark suits. They wanted to know what we'd been doing at Margarita. At the time, a lot of drugs were being shipped out of there. It's still probably going on, but we never had anything to do with it.

It seems odd to us that you, a former Coastie, would think that you could get impatient with a boarding party and not have to suffer the consequences. When dealing with law enforcement, it's been our experience — including when we were boarded between the Dominican Republic and Cuba by the Coast Guard

— that cooperation is the quickest way to getting to continue on.

**Christa — Westsail 32
Christian Allaire
Going With The Herd
(Sausalito)**

[In a continuation of his Changes in the June issue, Christian considers the dangers of the 'herding instinct' common among cruisers.]

With the end of hurricane season last fall, I left Miami on a westerly bound for Gun Cay in the Bahamas. With my penchant for underestimation fully established, I hit the Gulf Stream with the wind just north of west. It quickly became apparent that Gun Cay, Bimini — or maybe even the entire Bahamian island chain — was either moving with the tectonic plates or I had underestimated the northerly set of the Gulf Stream. I had to

work hard all day to mitigate the set, and even so was only able to enter the Bahamian bank several miles north of Bimini.

I had read about and seen the photographs of the intensity of the blue of the water in the Bahamas, and I was not disappointed. The transition from the deep blue to the shallow hues has been a highlight of my trip thus far. With good fortune and a west wind still at my back, I decided to skip Bimini and soldier on throughout the night and check in at Chub Cay.

I did not particularly enjoy my experience in the Bahamas, largely because the wind blew relentlessly while I was there. From what I gather, the winter of '07-08 was a banner year for the trades. They blew and blew and blew.

I largely based my decision to head to the Caribbean via the 'thorny path' on Bruce Van Sant's *A Gentleman's Guide to Passages South*. While I don't want to bash the guide because it really is chock full of great information, I did find it a bit optimistic. Van Sant clearly states that if you do X, you will receive a serious pounding, so make sure you do the ten steps that make up alternative step Y.

But when it came to the Bahamas, I thought I'd just wait for a cold front to sweep through from the north, then broad reach my way south. Simple. Well, once again my naiveté reared its head. Maybe you can do that some years, but not my year — as I was to discover as I tried to claw my way south. I would love to lay blame on the Westsail's legendary lack of windward ability, but the fact is that my Westsail is not *that* bad to windward. In any event, every boat struggles to windward.

In terms of the Bahamas, you certainly can wait for a front and its associated

When the weather got rough on the way to the Eastern Caribbean — as it often did — Christian was glad he'd gone with a stainless bowsprit.



MOONSHADOW

CHANGES

clocking of the wind. However, I found few anchorages that offered all-around protection, and this meant at some point during the front's passage my boat was going to be exposed. It usually meant riding a bucking bronco, and, depending on the front's length and characteristics, meant a transit through a reef at the other end in less than favorable conditions. This is exactly how I entered Nassau. It's true that it has a large and well-marked entrance, but the combination of 25 knots of wind, a large following sea, and busy shipping made it a challenge.

South from Nassau, I continued to try to play the fronts sweeping down from the East Coast of the U.S. But there was another complicating factor that I hadn't counted on — meeting other cruisers. I really became attached to these folks and didn't want to leave. The herding instinct of cruisers is real, and it's probably even stronger for those of us who singlehand. The result is that folks sit in cockpits and talk weather windows obsessively — and I'm usually leading the charge. Any conversation that tries to be taken

When we ran a small version of this photo last month, we thought Christian was posing. Now we know he was doing it for a real.



LAWRENCE LANGCOWWEE

elsewhere was swiftly brought back to what counts — my lack of progress to windward.

All cruisers have different comfort levels, and obviously some boats do some things better than others. As a result, what is a weather window for longer and more weatherly boats is not necessarily a weather window for me. But when the herd was leaving, I surely didn't want to be left behind. I certainly was not stupid enough to knowingly launch out into a full gale just to keep up — it was more of how much of a pounding I was willing to accept. And the level of pounding has a direct correlation to the number of repairs that you'll have to make at the next port.

And so it was for my departure from Long Island, just east of the Exumas, for Playa Cay well to the southeast. I left with four other boats on a marginal forecast. The other boats had significant waterline advantage, so they quickly pulled ahead. I listened on the radio as they started to labor in increasing winds that were heading them and would head me. By nightfall I decided to break off and make for Rum Cay — and an unwanted nighttime arrival. I pretty much did what you're not supposed to do — enter a poorly charted, coral head-strewn anchorage in 25 knots of wind at night while nearing exhaustion.

I was able to speak with a Canadian boat that was already in the anchorage at Rum Cay and discuss the odds of my coming to grief upon entering. I decided to try it — and made it in without incident. When I awoke the next morning, I saw there was a coral head just below the surface only 50 feet ahead of me. I was quickly gaining spirituality.

While upset that my random detour severed my ties with the herd, I quickly found another 'herd' in the form of one boat — the Jansen family's Mason 48 *Adamo*. I had briefly chatted with them at Long Island, but now we were together in Rum Cay, and they'd followed my death-defying entrance on channel 68 the night before. In fact, they'd turned on their spreader lights, which became like a beacon to a very tired sailor, giving me a critical point of reference. I couldn't have been more appreciative.

As usual, the wind just cranked for the next two weeks. But the time I spent in Rum Cay with the Jansens was truly special. I think

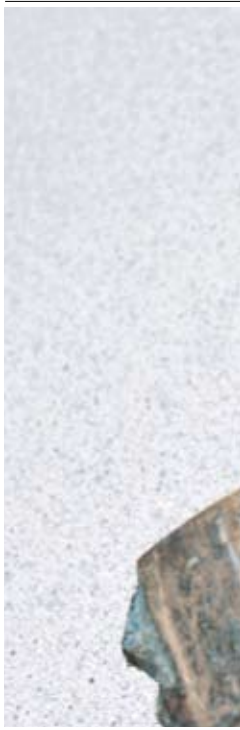
they fed me every single night aboard their boat. *Adamo* and I then had a delightful transit under power from Rum Cay to the Turks & Caicos Islands. They even loaned me one of their sons, 16-year-old Doug, for the transit. But they are a real baby factory, so they could spare him.

My time in the T&Cs was spent replenishing fuel and food. After being in the Bahamas, where I couldn't find decent shopping, it was nice to get back to the endless aisles of food that we Americans are used to.

The gaggle of boats in the anchorage at Provo were all waiting for a decent weather window to stage ourselves to Big Sand Cay in the eastern portion of the islands. This required motoring across the T&C Bank, which is only seven feet deep and sprinkled with many coral heads. *Adamo* and I left at sunrise. It was a long day, and I spent the majority of it standing on the spreaders. When I sighted coral heads, I rapidly made my way down to the deck, disengaged the Tillerpilot, and steered clear. Toward late afternoon, *Adamo* and I had made it safely across the bank, with things going smoothly. We both downloaded the latest GRIB files and checked the latest offshore forecast. It was then I made one of my worst decisions ever.

The forecast wasn't that bad, with easterly wind of 15 to 22 knots, due to ease halfway between the T&Cs and the Dominican Republic. I should have known to include more margin for error in my plan by heading for Big Sand Cay — as I'd originally intended — instead of continuing on. But once again the herd instinct strongly influenced my decision. True, it was one of those situations in which some boats took off for the D.R., while some decided to stage at Big Sand Cay — as recommended in Van Sant's guide. It's at times such as this that having a strong vessel like a Westsail can be a disadvantage. I knew that my boat was up for the conditions. The bigger question was whether or not I was.

To make a long story short, instead of easing, the wind strengthened to 35 by midnight. *Christa* sailed beautifully with just a staysail and a double-reefed main. But as the seas got to 10 feet,





Don't be dumb — like us! While picking up a mooring off La Paz a few months ago, we managed to get a spinnaker sheet tightly fouled in the prop. After about an hour of diving on the problem with a sharp knife, we thought we'd removed the line. But when we hauled in San Diego, we found that we still had a bunch of line that had done the Bash trapped between the hub of the prop and the shaft coming out of the saildrive. That couldn't have been good, but it didn't appear to have done any permanent damage. Nonetheless, don't be like us; be smart.

she started to pound. Unable to lay my goal of Luperon, I decided to take Van Sant's advice of cracking the sheets and head for Manzanillo, farther to the west in the D.R. What I hadn't realized is that it would require me to first sail dead downwind approaching dangerous Monte Christi Shoals, then sail to windward(!) — having already sailed for 45 hours with little food or sleep — for 17 miles against 35-knot winds and short, breaking seas. When I realized what I was in for, it nearly broke me.

My only other options were to head for the Ragged Islands in the Bahamas — which would effectively end my Caribbean cruise — or continue on to Fort Libre, Haiti. I was able to raise the skipper of a Southern Cross 35 who had just dropped his anchor in Manzanillo after the dreaded 17-mile beat. If he'd done it, I decided that I could do it, too! And so it was we beat into 35-knot winds and more, with breaking waves and water completely filling the cockpit several times. But once I realized that my boat would handle the extreme strain on the rig, I became exhilarated. I also thanked my lucky stars and Bud Taplin for having replaced the bowsprit with the stainless steel model. Confidence in the boat and its equipment become everything when the chips are down.

Needless to say I made it into Manzanillo. And I made it on down to the Eastern Caribbean, where I spent the hurricane season at Salinas, Puerto Rico, with many more lessons learned and adventures along the way.

I shall leave you with a quote from Peter Muilenburg's book *Adrift on a Sea of Blue Light*. "So it goes, on land and sea, that all of life's wrecks force us to drag deep on the cup of knowledge and swallow its bitter but potent dregs. If the ocean held no reefs or squalls, if no ships sank and no one ever drowned, who would ever bother to go to sea?"

— christian 03/10/09

Christian — A couple of comments, if we might, on your very interest-

Changes. Boats are very different, so what makes sense for one skipper in a given situation doesn't necessarily apply to the skipper of a different boat. For example, there are a lot of upwind bashes we would have attempted with our old boat, the heavy Ocean 71 ketch Big O, that we'd never try with our Surfin' 63 cat Profligate. Different boats do well in different

sailing situations.

But the other half of the equation is how well a boat is sailed. An experienced skipper who knows how to sail his/her boat well can sail the pants off an average skipper. Nowhere does this become more obvious than when sailing to weather in rough conditions, when the difference in VMG can easily be 200% or more. As such, we're going to dispute your statement that "all boats struggle to weather". It's all relative, of course, but some boat/skipper combinations absolutely thrive on going to weather, while others really struggle badly. It's not the end of the world for a skipper/boat combo that struggles to weather; skippers just have to take it into account when planning passages and such.

By the way, having made the often wicked hip-hop passage from Florida to the Eastern Caribbean, we predict the rest of your circumnavigation will likely be a comparative walk in the park.

Cruise Notes:

In the August issue we'll have a detailed report on the just-concluded 11-year cruise of Paul and Annalise Pedersen aboard their 28-year-old Islander 36 **Sea Lise**. The Vancouver couple did a 'six month on, six month off' cruise from Vancouver to their native Denmark and back. Interestingly enough, they did the trip — with all expenses included — for less than \$1,250 a month. "And we often spent much less than that," adds Annalise. It should be noted that Paul is a retired car mechanic and shipwright, so he did all the work on his boat. During their trip, the couple visited a lot of countries that some people in the States tend to feel are crime-ridden: places such as Mexico, Panama, Colombia and the Bahamas. But the Pedersens never had any problems with theft in any of those **Paul and Annalise aboard their much-travelled Islander 36 'Sea Lise'. What kind of cretin would steal a camera from their boat?**



CHANGES

places. Indeed, the only place they were ripped off was Santa Barbara, one of the most affluent cities in California and home to the likes of Oprah and Dr. Laura. And, we might add, a harbor with one of the greatest armed police presences on the coast. "The robbery happened in the middle of June," says the 73-year-old Paul, who is so spry that he's been pulling up the anchor manually since the windlass crapped out two years ago. "We put the hatchboards in place, then walked up to the Santa Barbara YC for dinner. When we returned just two hours later, we found that someone had come inside our boat and taken the camera we'd purchased just two days before." The Pedersens were more amused by the irony than upset about the loss of their point 'n' shoot camera.

A few days before that theft, we'd dropped *Profligate's* hook in the **A-9 anchorage in San Diego**, which is located off the east end of Harbor Island about a third of the way to the crowded Laurel Street mooring field. "You better watch out, there are lots of pirates around here," said the first guy we met. We fig-



SAM DIEGO

Is San Diego a home to 'pirates'? We'd certainly don't think it is. But we haven't been there enough to know for sure.

ured he was just one of those guys who objected to anyone sharing an anchorage with him — but then we noticed that he shared his boat with a brown pit bull. This dog was the strong but silent type,

and looked as though he might enjoy one of our legs for dinner. The moral of the story is that if you're halfway careful, some of the poorer countries aren't as risky as you think, but on the other hand, even marinas in the most upscale U.S. cities might not be as safe as you'd assume. If you've had your boat gear ripped off in California, we'd love to hear about it.

"The Volvo Penta diesel in our CT-41 **Black Dog II** needed a major rebuild while we were at Bahia del Sol in Estero Jaltepeque in El Salvador," report Roger and Lorraine Atkins, vets of Ha-Ha 10 from Everett. "The nearest authorized Volvo service center was Grupo Toco S.A. in Guatemala City, Guatemala, which seemed as though it might be a big problem. But when we contacted owner Marco Ortiz, he made arrangements to have his crew come to our boat, remove the engine, repair it, then reinstall it. We compliment the management for keeping us posted with the progress, and the staff for the great job they did. We would recommend them

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to everyone. We would also recommend the new 189-slip **Marina Papagayo** that opened last December in Bahia Culebra in northern Costa Rica. It was designed for megayachts, but the management welcomes sailboats. Off-season rates are negotiable, and we've recommended that the management offer a dinghy dock for cruisers who may want to anchor in the bay and just use the facilities for a daily fee. This marina offers new showers, laundry, Internet and a restaurant with reasonable prices."

"It's been unseasonably cool down here at San Carlos on the mainland side of the Sea of Cortez, with highs in the low 90s and the water a chilly 79 degrees," jokes Robert Gelser of the much traveled Alameda-based Freeport 40 **Harmony**. "Actually, the June weather in the Sea of Cortez has been just fabulous. Whenever my wife Virginia and I get too warm, we just jump in the lovely water. As for our troubled 36-year-old diesel, all it took was some gaskets and the know-how of Omar the mechanic to get it running — and running better than

it has in a long time. We want to thank all our friends and family for being so supportive while we brought our engine back to life, and thank *Latitude* for the encouragement to get it together and go sailing again. We intend to cruise the north part of the Sea to Bahia de Los Angeles until it becomes unbearably hot — probably in July — at which time we'll put the boat away until we return in October. We've never cruised the Sea in the summer, but if it's anything like what we've heard and what we've experienced so far, it should be great."

Everyone knows the famous **Mark Twain** saying that the coldest winter he ever spent was a summer in San Francisco. Well, we've got a variation on



The Sea of Cortez is fantastic in the month of June, with warm and comfortable air and water temps, and spectacular scenery.

that. The grayest and gloomiest June we've ever spent was in San Diego. We've heard about the June Gloom, but we never realized it was so bad! The heck with hurricanes, next year we'll stay in the Sea of Cortez through June and not come north to California until July.

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Mazatlan after weathering near hurricane force winds on June 19." reports J. Mills of the San Francisco and Newport Beach-based Catalina 470 **Location**. According to weather officials, the wind was associated with **Tropical Depression One**, which had maximum sustained winds of 30 knots, so it didn't quite make tropical storm status. But perhaps the local gusts were much stronger. Of greater concern as we write this on June 21 is **Tropical Storm Andres**, the first of the Eastern Pacific season. Currently it's sweeping up the coast of mainland Mexico off Cabo Corrientes, and is expected to curve west, bringing it to within no more than 100 miles of Cabo. What's more, **Tropical Depression Two** is twirling farther off the Mexico coast at the same time as *Andres* and *Tropical Depression One*.

On second thought, maybe we'll keep *Profligate* in the Sea of Cortez only until June 15, not July 1, of next year.

The amazing Glenn Tieman of Southern California, who cruised the 26-ft homebuilt cat **Peregrine** across the Pacific for 10 years on a few bucks a day, emailed friends that he'd safely made it



LATITUDE/NICK

Glenn, seen holding his homemade paddle for his homemade dinghy for his homemade catamaran. He's an ultra low-budget adventurer.

from the Galapagos to the Marquesas aboard his newer and much larger cat. That would be the 38-ft **Manu Rere**, which he built for \$14,000. As you might assume, this new cat is antithesis of

luxury. It doesn't even have a house, but in the hands of Tieman, it gets the job done. Tieman was going to write more, but ever thrifty, is going to wait until he gets somewhere where Internet access is less expensive. A tip of the *Latitude* cap to this true adventurer.

Citing pirates as among the main reasons, Mike Harker of the Manhattan Beach-based Mariner 49 **Wanderlust 3** has decided not to do a second single-handed circumnavigation. "I was going to leave St. Martin for the Med and Croatia, with the intention of being in Thailand for New Year's, but the pirate situation in the Gulf of Aden is not conducive to safety — and I enjoy my life too much to do anything foolish. As such, I'll now sail down to Grenada — where I had the hang-gliding accident that nearly killed me so many years ago — then to Venezuela for the big boat show there, and on to the ABC islands. In November, I'll transit the Canal, then sail up to Costa Rica and across to Hawaii for New Year's. My big plan is to be at the Hunter Yacht docks and 'Discover Sailing' for Strictly Sail Pacific Expo next April in Oakland.

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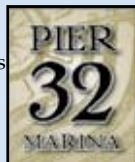
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My last important sail will be the '10 Ha-Ha, which will have brought me full circle, and after which I'll put my beloved boat up for sale. If any good folks would like to join me for any of the legs from the ABC islands on, I can be reached at mikeharker1@aol.com."

If we're not mistaken, Mike's policy is that the crew pay to get to the boat and for food and activities while ashore, but nothing when on the boat.

"We almost made it to St. Barth before the Grand Poobah and Doña de Mallorca departed for the season," report Ed and Sue Kelly aboard the Iowa-based Catalac 37 catamaran **Angel Louise**. "Maybe we'll meet up with you guys next year. Thanks so much for making *Latitude*, in complete magazine form, available online and for free. It means that sailors such as us, with few coins in our pockets, can download it and enjoy it while cruising in the Southern Caribbean. We're down in Carriacou for a week before heading off to Grenada. We intend to make it as far south as Isla Margarita, Venezuela, by July 1. While reading about pirate attacks, we were reminded of an email

some wag sent us awhile back. It had a photo of President Obama with the following caption: "I said tax the pirates, not attack them!" Although we're both big Obama supporters, we thought it was pretty funny.

"Speaking of violence against cruisers," the Kellys continue, "while at Tyrrel Bay, Carriacou, we had the pleasure of meeting John and Suzanne of **Clypeus**. This British couple were the victims of a violent robbery while anchored off Dominica one night about three weeks ago. A trio of robbers swam from shore to their boat, which was anchored off the Coast Guard dock. Suzanne was sitting in the cockpit, and before she even heard them, they had overpowered her and John. One brandished what they thought was a pistol — later found to be



"Whoa! I didn't authorize ATTACKS on the pirates off Somalia, I authorized a TAX on them. There's a big difference!"

a plastic gun — while the other two had machetes. The couple were roughed up a bit before being bound with duct tape. Then their boat was ransacked, with everything the robbers could carry being thrown in the boat's dinghy, which the thieves used for their escape. John and Suzanne, who had cruised for 15 years

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CHANGES

up to then without incident, decided to leave Dominica when the officials began suggesting that it had somehow been their fault, and because "government officials were telling deliberate falsehoods about the incident." The couple are concerned that the unvarnished truth won't get out because the folks responsible for promoting tourism on the island are the major source of information for the *Caribbean Compass*, an influential sailing magazine in the Caribbean."

As many of you know, stand up paddleboards (SUPs) are a big deal these days. The only problem for sailors is that the boards tend to be awfully big to carry on the typical cruising boat. While at the West Marine store in San Diego last month, we saw what may be the solution — an 11-ft Sevylor inflatable SUP. It sounds like a ridiculous idea, but it actually looked viable. After all, some Ha-Ha folks have ridden inflatable surfboards — an even greater stretch — at Bahia Santa Maria with success. While obviously not the finest waveriding tools, the inflatables seem to at least be serviceable. The advantage of inflatable



LATITUDE/RICHARD

You don't have to catch a wave to have fun with a SUP, as Dona de Mallorca demonstrates at Caleta Partida in the Sea of Cortez.

surfboards and SUPs, of course, is that when deflated they are compact and easier to store on a boat. Plus, if you fall and hit your head on a rail, you won't crack your skull. The inflatables take

up to 10-lbs p.s.i. air pressure, so they are stiffer and tougher than you might imagine. And at about \$650, they are quite a bit less expensive than traditional SUPs. If you've used an inflatable SUP, we'd love to get a review from you.

"This old Idaho farm boy is landing on his feet," reports John Anderton, who cruised the Cabo Rico 38 **Sanderling** in the Caribbean for many years before she was hit by an unlit steel boat in the Bahamas two months ago. "I managed to jury rig my damaged boat and get her to the Lake Worth entrance to the ICW in Florida. I've donated *Sanderling*, such as she is, to an IRS-approved charity whose volunteers keep a portion of the ICW clean. This was the best outcome, as I couldn't afford to repair her, didn't want to abandon her, and didn't want to become one of those old singlehanders stuck somewhere on a damaged boat. As I've had to make my transition, the help that I received from total strangers is beyond words, so it is with great sadness that I temporarily leave the boating community. I'm now decompressing in



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the Vancouver area near family. I lived on my boat for 22 years and cruised her for nine years. It was an absolute hoot!

"Elizabeth and I wanted to thank *Latitude* for the article about us in the April issue," writes Seth Hynes of the San Francisco-based Lagoon 380 **Honey-moon**, a cat the couple bought on the East Coast. "One day we came aboard a neighboring boat, and before I could introduce myself they seemed shocked that I'd cut my hair. They'd not only read the article on us, but happened to have it, so we got to see it for the first time. We were surprised, but in a nice way. Thanks. We subsequently transited the Panama Canal, cruised the Galapagos and Marquesas, and are now in Tahiti."

Also having sailing from the Galapagos to the Marquesas were Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 **Beach House**. Scott figured it would be a 3,000-mile trip and hoped to make it in 16 days. Alas, it took them 17 days — still a fast passage. Scott and Cindy, who are relentless sailor/divers, have posted some fabulous photos

of their times underwater at places such as the Revillagigedo Islands, Cocos Island and the Galapagos at www.svbeachhouse.com.

"We had just completed a 10-day passage to Portland, Maine, from the Virgins, so my brother-in-law Paul and I started coastwise cruising down east," writes Jerry Eaton of the Belvedere-based Hallberg-Rassy 43 **Blue Heron**. "Before taking off, my tummy started feeling a bit odd, which I passed off as being a result of Paul's cooking. But three days later, as we arrived in Boothbay, I got a little worried and began to look for some place to get it checked out. The book said St Andrews Hospital, but how to get there without a car, buses or taxi service? It turned out that St. Andrews has a dinghy dock! So I took the dink in and walked



The petite Cindy Stolnitz comes face-to-flank with a magnificent whale shark in the Galapagos Islands.

into the ER in my dripping wet foulies. The people in the small and efficient medical center couldn't have been nicer or more professional. In short order I found myself in an ambulance headed for Damariscotta, 30 minutes away — to have my about-to-burst appendix removed! Three days later, I dinked back to the boat.

The rest of you have a great summer!"



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MOORE 24, US 101. Sausalito. \$11,500. Recent paint and deck, best fleet on the Bay, outboard, ready to sail, working trailer, nav lights with recent 12v battery. Dry sailed. Rudy (415) 339-0524.

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14-FT LASER, 1979. Richmond YC. \$750. Dry hull, in good shape, no cracks in mast-step or daggerboard slot, fiberglass daggerboard and rudder. Old class sail, newer non-class sail. (415) 994-3500 or jsguttoff@hotmail.com.

24 FEET & UNDER

MOORE 24, 1982. Richmond Yacht Club. \$10,000. Good condition, includes trailer, new outboard. (510) 418-1630 or algwind@sbcglobal.net.



J/24, US #2155 WITH TRAILER. Clean, fast, good sails. No motor. Interior newly painted. Was \$6,500. Price reduction, now \$5,000. Can be seen at Stockton Sailing Club. No Internet. Ray in Burson. (209) 772-9695.

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PEARSON 22, 1982. San Rafael Yacht Harbor. \$1,500/obo/or trade. Daysailer, new items, needs minor maintenance/work. Yamaha 8 hp. Cheap, this is it. Will listen to all offers. Rick (415) 419-5533 or 1135grand@comcast.net.

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CATALINA 27, 1983. Sausalito. \$9,950. Diesel. Pineapple 75%, 90%, 120%, spinnaker and pole. All lines led to cockpit for singlehanding. Self-tailing winches, autopilot, head, stove, dual ss battery charger. (415) 924-6722.



26-FT FOLKBOAT, 1993. SF, near GGYC, Berth 489. \$25,000. Fiberglass hull #116. Best West Harbor berth. #116, first US boat to win Folkboat Internationals. New full-boat cover from Cover Craft. New mast and aluminum boom. Looking for dedicated racer to join Folkboat Association and family of SF Woodies. Fun of 'Wed Nites', weekend racing, great fleet of young and longer tenured racers. Many current skippers are children of successful Folkboat helmsmen, so great family boat. (415) 331-6749 or (415) 269-0537 or judy_walsh@sbcglobal.net.

MacGREGOR 26, 2006. Loch Lomond Marina. \$23,775. Very clean boat. 50-hp Evinrude E-Tec. Completely equipped. Blue hull, shore power, second battery, GPS/VHS, Maps, bottom paint and much more. (650) 222-8748.



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SANTA CRUZ 27, 1978. Brisbane. \$5,000/obo. The original 'Fast Is Fun' boat. Great sail inventory: 15 bags, one set nearly new and ready to race. 6-hp outboard runs strong. New paint on decks, cockpit, and cabin. Time for a bottom job, otherwise ok. Will sell in July. Fast really is more fun. Call (415) 377-8305 or email: a9877f@gmail.com.



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CAL 25 MK II, 1978. Berkeley. \$4,800. Price reduced. Yanmar 8. Recent running and standing rigging, electrical. New bottom paint. Excellent Bay boat, ready to sail. Call Mike (510) 326-4208 or email: mgrady@jfku.edu.

SANTANA 27, 1967. Morro Bay, CA. \$4,500. 10 hp 4-stroke Honda outboard, dodger, misc. gear and extra sails. Slip is transferrable. I may also have another boat, 29-ft with slip, for sale as well. (805) 234-3049.

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ALERION EXPRESS 28, 2002. Bainbridge Island. \$89,500. Classic daysailer/weekender, navy hull, Yanmar diesel, Hoyt jib boom, head, V-berth, full boat cover, sports cover, cockpit cushions, and more. Please visit website: <www.alerion28.blogspot.com/> (206) 780-2660 or (206) 780-2829 or chriswingfield@gmail.com.

29 TO 31 FEET

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GOLDEN GATE 30, 1977. Melbourne, FL. \$13,000. Windvane, radar, 64w solar, tiller pilot, roller reefing foresail, new mainsail 2005, Volvo diesel. Factory-finished rosewood/mahogany interior. Hawaii veteran 2005, Panamal Canal 2006. See: <www.goldengate30.org/> (321) 698-8266 or tim776@gmail.com.



CANADIAN SAILCRAFT CS 30, 1986. Berkeley Marina. \$24,500. Volvo 18-hp FWC diesel (serviced 5/2009). Nexus wind/speed/depth, Garmin map 162 GPS, Uniden VHF, Kenwood stereo with Sirius satellite. Harken traveler (2008), Tuff Luff (2006), Navtech backstay (rebuilt 2007), Garhauer rigid vang (2009). 2-#43 and 4-#30 Lewmar ST winches (serviced 2008). North Dacron main (2003), North 3/4-oz spinnaker (2004), Hugin Kevlar #3 (2007), Hugin Kevlar #1 (2008), cruising jibs. Hauled, bottom painted and detailed (5/2009), no blisters. Teak interior with head/shower, pressure H/C, gimballed 2-burner propane stove. Email for spec sheet and more details. (925) 980-4320 or ddouglas01@aol.com.

PEARSON FLYER 30, 1984. San Francisco Marina, Gas House Cove. \$24,000. Great boat and slip. Gate 10 next to Fort Mason. Yanmar diesel, sails 5 years. Radar, autopilot. Building a business and getting married, no time to sail. P.S. I love her (both of them). (415) 205-9671 or jthomson@gmail.com.



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ERICSON 29, 1972. Alameda. \$8,200. Yanmar 2GM18 diesel, roller furling, Raytheon auto-tiller. (925) 691-7734 or westwojl@comcast.net.

30-FT BRISTOL 29.9, 1981. Hidden Harbor Marina. \$24,000. Nice Bristol with many upgrades and lots of old stuff replaced with new. Call Scott for details: (916) 775-1973 or email: scottkauffman@frontiernet.net.

CATALINA 30, 1982. San Rafael Yacht Harbor. \$15,500. Rebuilt engine, new hal-yards, new mast sheaves, reconditioned dodger, reefer. Pressure hot and cold water, new bottom paint, clean interior, wheel steering, microwave, stove, VHF, gauges. Surveyed. Must see. Call Jack (415) 722-3939 or (415) 747-8367 or jakferrariharley@comcast.net.



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ISLANDER BAHAMA 30, 1979. Volvo diesel. Knotmeter, depthfinder, Harken roller furler. Great Bay and Delta boat. Nice interior. Berthed at Clipper Yacht Harbor, Sausalito. \$12,000. Call (415) 388-5780.

32 TO 35 FEET

CROWN 34, 1978. San Diego. \$30,000. Proven cruiser, cruise equipped. Easy to single or double hand, good liveaboard, very good headroom throughout and very spacious main cabin. Excellent sailing on all points of sail. Website for details: <http://crown34.blogspot.com/> (858) 752-8394 or alejandro_campillo@yahoo.es.

ERICSON 32, 1972. Richmond Marina Bay. \$17,500. Zealous, #250. Wheel, autopilot, 3-blade folding prop. Universal diesel. Harken furling, dodger, spinnaker; all lines led aft, self-tailing winches. Wind, depth, speed, VHF, GPS, stereo. Pressure water, battery charger, inverter. 12v starting battery, two six-volt cabin batteries. Hauled KKMI 2/20/09: bottom paint, zincs, diesel serviced, survey. Pictures available. (209) 915-7057 or (209) 406-8316 or nmrvdgg@comcast.net.



32-FT COLUMBIA 5.5 METER, 1960. SF Marina. \$7,000. Located in East Harbor, SF Marina. Slip transferrable upon harbor-master approval. Has current sails (main, jib, and spinnaker), refinished/repainted interior, new rigging, new cleats, new adjustments, new bottom (super fair carbon anti-foul), new lines, remotely adjustable jib leads, topsides polished, wire hoisting slings, and a new cover. (415) 244-5422 or cmtozzi@sbcglobal.net.

35-FT TRIDENT MARINE WARRIOR, 1973. Berkeley. \$29,000. Customized Warrior sloop built for famous Canadian oceanic racer Mike Birch for heavy-weather sailing. Fiberglass, modified full keel. Extremely rugged. Sixth out of sixty-one in 1974 2000-mile 'Round Britain/Ireland race. Reinforced hull, custom low-profile deck and deckhouse, heavy mast and rigging. Later modified for extended cruising with extra tanks/storage/insulated hull/roller furling/AC. Reasonable offer/trade considered. Email: warrior35@earthlink.net.



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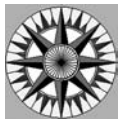


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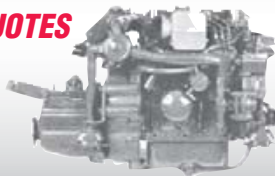
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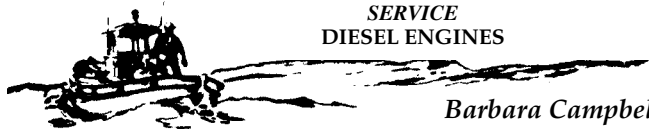
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ADVERTISERS' INDEX

AB Marine.....16	Bair Island Marina.....20	Berkeley Marine Center.....45	Book: Confessions & Memoirs of an Airline Pilot.....154	Cover Craft.....18
Adventure Cat Charters.....133	Baja Ha-Ha Sponsors	Beta Marine Engines.....67	Bottom Siders.....158	Coyote Point Marina.....27
Afterguard Sailing Associates103,104,105	Blue Pelican.....158	Brisbane Marina.....8	CPT Autopilots.....156
.....156	Bay Area Marine Services...164	Blue Water Yacht Insurance.....52	BVI Yacht Charters.....131	CYOA Yacht Charters.....130
Alameda Prop & Machine.....65	Bay Island Yachts.....10	Bluestorm.....12	Cal Marine Electronics.....47	Dept. of Boating & Waterways/Clean Vessel Act.....43
Allstate.....60	Bay Marine Boatworks.....49	Bluestorm Network.....162	Charter 'French Kiss'.....132	Desolation Sound Yacht Charters.....132
Almar Marinas.....51	Bay View Boat Club.....125	Bo'sun Supplies.....160	Chula Vista Marina.....55	DeWitt Studio.....163
Anacortes Yacht Charters....132	Bellhaven Yacht Sales & Charters.....132	Boat US.....59	City Yachts.....11	Diesel Fuel Filtering.....161
Anderson's Boat Yard.....39	Beneteau First 36.7 Fleet....125	Boatsmith Marine Carpentry and Boatbuilding.....61	Clipper Yacht Harbor.....162	Downwind Marine.....148
Annapolis Performance Sailing.....122	Berkeley Marina.....165	Boatswain's Locker.....93	Coast Marine.....109	Doyle Sails.....25
Aqua Marine.....65			Conch Charters.....131	

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ADVERTISER'S INDEX - cont'd

Easom Rigging.....93	Gianola Canvas Products....154	Hogin Sails.....44	Larry R. Mayne Yacht & Ship Broker.....65	Marina Bay Yacht Harbor.....41
Elliott/Pattison Sailmakers.....97	Glen Cove Marina.....109	Hood Sails.....35	Latitude 38 Crew Party.....152	Marina de la Paz.....161
Emery Cove Yacht Harbor.....61	Golden Gate Yacht Club.....32	Hotwire Enterprises.....161	Latitude 38 eBooks.....71	Marina Nuevo Vallarta.....162
Emeryville Marina.....147	Golden State Diesel Marine.....158	Hydrovane.....56	Lee Sails.....156	Marina Puesta Del Sol.....133
Essex Credit Corp.....96	Grand Marina.....2	JK3 Nautical Enterprises.....168	Leukemia & Lymphoma Society.....123	Marina Real.....148
Farallone Yacht Sales.....7	Hanse North America.....21	Johnson-Hicks.....69	List Marine Enterprises.....64	Marina Riviera Nayarit.....149
Flying Cloud Yachts.....168	Hansen Rigging.....109	Kissinger Canvas.....69	Loch Lomond Marina.....63	Marina Village.....19
Fortman Marina.....50	Helms Yacht & Ship Brokers/ West Coast Multihulls.....53	KKMI - Brokerage.....167	Lowrie Yacht Harbor.....12	Marine Emporium.....36
Frank Howard Allen Realtors - Mill Valley.....55	Hermit's Marine Service.....154	KKMI - Full Service Boatyard.....172	Lunasea Lighting.....57	Marine Engine Co.....158
Garhauer Marine.....31	Heritage Marine Insurance...70	Landfall Navigation.....62	Makela Boatworks.....161	Marine Lube.....162
Gentry's Kona Marina.....156		Landing School, The.....68		Marine Outboard Co.....164
				Mariner's General Insurance..42



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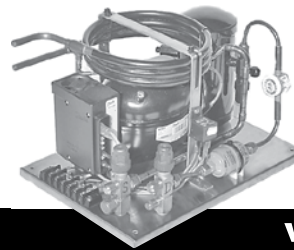
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ADVERTISER'S INDEX - cont'd

Maritime Institute57	New Era Yachts166	Owl Harbor.....92	Pusser's Rum.....4	San Francisco Boat Works.....63
Marotta Yachts169	New Found Metals62	Oyster Cove Marina133	Quantum Pacific.....17	San Juan Sailing.....131
Mathiesen Marine161	Nickle Atlantic/Froli Sleep Systems.....165	Oyster Point Marina113	R-Parts163	Sausalito Marine Electrical Shop/Artisan Marine55
Mazatlan Marine Center/ La Paz Yachts170	Norpac Yachts171	Pacific Crest Canvas57	Raiatea Carenage Services.....102	Scanmar International64
McDermot Costa Insurance ..93	North Beach Marine Canvas.....47	Passage Yachts5	Randall Burg Yacht & Ship...168	Schaefer Marine124
McGinnis Insurance.....66	North Direct Sails68	Peter Crane Yacht Sales.....166	Richardson Bay Marina.....152	Schoonmaker Point Marina144
Milltech Marine Inc.....40	North Sails160	Pier 32 Marina146	Rooster Sails66	Sea Scouts161
Minney's Yacht Surplus165	North Sails - San Francisco...29	Pineapple Sails.....3	Ryan's Marine164	Seashine61
Modern Sailing School & Club.....8	North Winds Canvas58	Prime Fabrication164	Sail California14,15	Seatech.....160
Napa Valley Marina166	Opequimar Marine Center .145	Punta Mita Beachfront Condos132	Sail Warehouse, The.....164	Seawind USA53
Nelson's Marine60	Orange Coast College33		Sailrite Kits.....22	Seaworthy Goods.....69
			Sal's Inflatable Services97	

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ADVERTISER'S INDEX - cont'd

Shadetree Fabric Shelter70	The Mexican Inn.....133	Vessel Electric.....164
Society of Accredited Marine Surveyors/SAMS165	TMM/Tortola Marine Management.....130	Voyager Marine.....58
South Beach Harbor.....46	Trader Vics37	Weatherguy.com160
South Beach Riggers.....47	Tradewinds Sailing97	Wedlock, Ramsay & Whiting Marine Surveyors162
South Beach Yacht Club.....125	Trident Funding.....6	West Marine.....24,26,28,30
Starbuck Canvas18	Twin Rivers Marine Insurance48	West Marine Rigging34
Svendsen's Boat Works23	UK-Halsey Sails.....38	Westwind Precision Details ...47
Svendsen's Marine113	Ullman Sails.....59	Whale Point Marine Supply...54
Svendsen's Metal Works67	Vallejo Marina.....113	White, Chris Designs162
Swedish Marine.....56	Velas de Loreto/El Don.....131	Wright Way Designs67
The Boatyard at Grand Marina13	Ventura Harbor Boatyard....146	Yachtfinders/Windseakers...170



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33' HANS CHRISTIAN CTR, '85 \$120,000

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80'	COOPER QUEENSHIP MOTOR YACHT, '91	DELTA	\$695,000
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57'	NORTHERN MARINE TRAWLER, '04	ANACORTES	\$1,650,000
53'	BLUEWATER, '80	SACRAMENTO	\$116,500
50'	GULFSTAR CC, '79	SAN RAFAEL	\$124,000
50'	OCEANSTAR TRAWLER, '07	MARINA DEL REY	\$499,000
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48'	DEFEVER TRI-CABIN, '80	EMERYVILLE	\$185,000
46'	HUNTER 460, '00	SAN PEDRO	\$217,500
43'	PETERSON SERENDIPITY, '81	BRISBANE	\$76,500
42'	MARINE TRADER TRAWLER	DELTA	INQUIRE
41'	HANS CHRISTIAN, '88	MARINA DEL REY	\$229,000
38'	MORGAN 38.5 SLOOP, '78	NEWPORT BEACH	\$42,500
37'	O'DAY, '79	RICHMOND	\$24,995
37'	RAFIKI, '78	ALAMEDA	\$58,000
33'	TARTAN, '80	ALAMEDA	\$28,000
32'	ISLANDER, '77	SAN DIEGO	\$22,000
31'	HUNTER, '00	MARINA DEL REY	INQUIRE
29'	HADLEY NICOLE CAT, '68	RICHMOND	\$22,500

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40' J/120, 1998 • \$199,500

79' Sparkman & Stephens, '79	395,000	35' J/105, '97	SOLD
65' J/65, '06	2,475,000	35' J/109, '06	225,000
55' Fairline Squadron, '00	Sale pending 599,000	35' J/109, '05	215,000
53' J/160, '02	679,000	35' J/109, '04	212,900
52' TP52, '05	490,000	35' J/105, '01	118,000
46' Moody, '00	SOLD	34' Formula PC, '00	Sale pending 95,000
46' Baltic, '76	139,000	33' CrossCurrent, '06	Call for pricing
45' Rivolta Coupe 4.5, '08	745,000	32' CrossCurrent, '07	New Call for pricing
41' J/124, '06	329,000	32' C&C, '84	SOLD
40' J/120, '95	218,000	32' J/32, '98	128,500
40' C&C 121, '02	230,000	31' Catalina 310, '01	164,900
38' Pearson True North, '05	SOLD	29' Back Cove, '07	199,000
38' Pearson True North, '04	345,000	29' Back Cove, '09	New 232,000
38' Pearson True North Explorer, '02	279,000	29' Raider Rib 900 Sport, '08	New 89,000
38' Pearson True North Explorer, '02	269,000	29' J/29, '83	25,900
37' Santa Cruz, '09	New 399,900	26' J/80, '95	32,900
36' Tiara 3600, '88	80,000	22' Raider RIB 680, '07	New 49,690
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45' HUNTER 450, 1998

All the amenities one would expect from Hunter with two spacious staterooms, two heads, very functional galley area and HUGE comfortable salon. This low time vessel is in nice shape overall and lying in a transferable Sausalito Yacht Harbor slip. She'll make an ideal Sausalito pied-a-terre. All in all a great turn-key package and competitively priced to boot!

\$169,500

See at: www.marottayachts.com



TWO 38' HANS CHRISTIANS, 1984 & 1979

The 38 Traditional is a lovely modern classic and these particular examples are 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 & \$99,000

See at: www.marottayachts.com



37' HUNTER 376, 1999

Very spacious, light and airy, one of Hunter's most successful designs. Vessel shows as new, must see to appreciate. She's also very competitively price, out-of-country owners motivated and offers encouraged. In addition, note Sausalito Yacht Harbor slip can be arranged; there is a significant waiting list to get into this marina.

\$99,000

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.

\$89,000

See at: www.marottayachts.com



34' HANS CHRISTIAN CUTTER, 1978

The rare Robert Perry-designed HC 34 is a classic cutter that's a very capable offshore boat; with a full keel, high ballast-to-weight ratio, deep cockpit (note it's a bigger, more comfortable cockpit than that on the more common HC 33) and a big rudder placed far aft, she's safe and sea kind under power or sail. Great shape, transferable Sausalito YH slip.

\$69,000

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.

\$64,000

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

See at: www.marottayachts.com



36' ISLANDER, 1979

This later-model Islander is VERY clean overall with her oiled teak interior showing almost as new. All the canvas, including the dodger, is just a few years old and also shows practically as new. Also note that this boat has the attractive dark blue cove and boot stripes — many of the Islanders had unusual color combinations.

Owner VERY motivated — offers encouraged. \$42,000

See at: www.marottayachts.com



32' DREADNAUGHT, 1978

Built down in Carpinteria, these stout double-enders will go anywhere in safety and comfort, plus they have all the charm in the world! This particular example is in very nice shape and lying in a transferable Sausalito Yacht Harbor slip — all in all a very nice, turn key package.

\$29,000

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