

Latitude 38

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VOLUME 387 September 2009

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VOLUME 387

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On, Vixen!

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Vixen*

It all started when Linda Kibler decided to give her husband, Steve, a spinnaker for Christmas a few years ago. The Kiblers were restoring a classic 1904 Custom yawl, *Vixen*, and at the time the restoration was nearing completion.

Steve was certainly pleased with the thought of the new spinnaker for *Vixen* - and a new main and a new mizzen and a new self-tacking jib. So he added to Linda's sail order and, after careful measurements were taken, the boat had a new suit of Pineapple Sails.

This year *Vixen* won her division in the Master Mariners Regatta, an event sailed on San Francisco Bay that was started in the late 1800's and revived for these great old classics in the 1960's.

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Cover: Slammin' it in the Gorge.
 (For the whole picture, turn to page 91.)

Photo: Sean Trew/www.pacificfog.net

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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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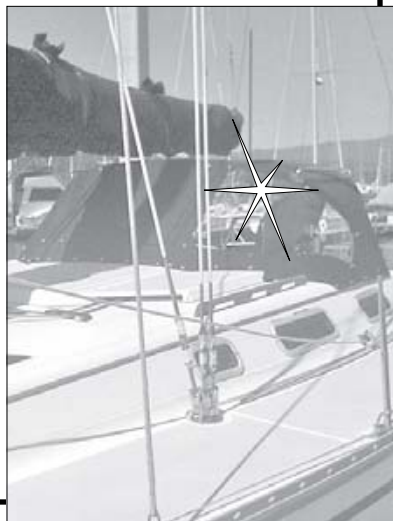
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CALENDAR

Non-Race

Sept. 2-30 — 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.

Sept. 3, 5, 19, 26 — 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.

Sept. 4 — Howl at the full moon on a Friday night.

Sept. 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Sept. 7 — The unofficial end of summer — Labor Day.

Sept. 8-Nov. 5 — Boating/Sailing Skills & Seamanship by USCGA Flotilla 17 on Yerba Buena. Tues. & Thurs., 7:30-9:30 p.m. \$75. Info, FSO-PE@flotilla17.org or (415) 285-1100.

Sept. 9 — *Latitude 38's* Mexico-Only Crew List Party & Baja Ha-Ha Reunion at Encinal YC, 6-9 p.m. \$7 (free for registered 2009 Ha-Ha skippers and first mates). Info, (415) 383-8200 or www.latitude38.com/crewlist/Crew.html.

Sept. 10 — 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.

Sept. 11-13 — 33rd Wooden Boat Festival in Port Townsend, WA. "The Woodstock for wooden boat lovers." Info, www.woodenboat.org.

Sept. 11-13 — 3rd Annual All Islander Rendezvous. EYC & OYC, www.islander36.org/allislander09details.html.

Sept. 12 — All About Cruising Mexico seminar by Dick Markie, Harbormaster of Paradise Village in Nuevo Vallarta, at the Sausalito West Marine, 1 p.m. Info, (415) 332-0202.

Sept. 12 — Free snap/grommet workshop at Sausalito's The Canvas Works, 10 a.m. Call (415) 331-6527 for directions.

Sept. 12-20 — Northern California Fall Boat Show at Jack London Square in Oakland. Info, www.ncma.com.

Sept. 15-Oct. 6 — America's Boating Class by Marin Power & Sail Squadron in Novato on Tuesdays and Thursdays, 7-9 p.m. Textbook, \$40. Info, (415) 924-2712.

Sept. 16-20 — Lake Union Boats Afloat Show in Seattle. Info, www.boatsafloatshow.com.

Sept. 19 — California Coastal Cleanup Day, 9 a.m.-noon. Show up at the nearest drop-in site to do your part to keep our beaches clean. Info, www.coastalcleanup.org.

Sept. 22 — Autumnal equinox, aka: the first day of fall.

Sept. 26 — Free BBQ, raffle & fundraiser for a boy born with Mosaic Trisomy at San Jose West Marine, 12-2 p.m.

Sept. 26 — SF Maritime Park's Sea Music Concert Series aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. First up: Hank Cramer. \$14 each or \$36 for the entire series of three concerts. Info, (415) 561-6662 ext. 33.

Sept. 26 — 13th Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans followed by a picnic at Encinal YC. Info, www.picya.org.

Sept. 27 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Sept. 28, 1957 — Fourteen days out of Seattle, the *C.A. Thayer*, the lumber schooner now docked at Hyde St. Pier, sailed under the Gate on her final voyage.

September, 1979 — It Was Thirty Years Ago, from the *Sightings* piece "Lightin' Up the South Pacific":

As we mentioned in our TransPac story, the United States now wants to store nuclear waste on Palmyra Island, which lies 1,000 miles southwest of Hawaii. The Carter administration thinks the uninhabited 500-acre atoll would make a

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- 56' Andrews, '94, *Charisma*.....Reduced! \$324,900
- 52' Santa Cruz, '00, *Isis*.....\$520,000
- 52' Santa Cruz, '99, *Renegade*.....\$595,000
- 48' J/145, Hull #9, '03**\$700,000
- 48' Kristen Steel Offshore, '01, *Trinity***.....Reduced! \$529,000
- 44' J/44, '90, *Phoenix*\$219,000
- 41' J/124, '07, *Fortuna*.....Reduced! \$298,000
- 41' Passport, '90, *360***.....Reduced! \$239,000
- 41' Bianca 414, '80, *Avion*SOLD
- 41' J/122, '07, *TKO*..... Coming Soon! Call for info
- 40' Advance, '85, *Caribou***.....\$159,500
- 40' J/120, '01, *OviB5*.....Reduced! \$199,000
- 40' J/40, '86, *China Cloud*.....\$159,000
- 40' Tripp, '92, *Snake Oil***.....\$85,900
- 40' Olson, '83, *Elka*..... New Listing \$79,000
- 39' Carroll Marine CM 1200, '95**\$82,500
- 39' Schumacher Custom, '96, *Recidivist*.....\$149,000
- 38' Sydney, '00, *Howl* Pending \$169,000
- 38' X-Yachts 382, '99, *X-TC* Pending \$179,000

Back Cove 29,
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- 36' Jeanneau Sun Odyssey 36.2, '97**.....\$89,900
- 36' J/109, '04, *Crazy Diamond*.....Reduced! \$185,000
- 36' J/36, '83**.....\$57,900
- 35' J/105, '04, Hull #617, formerly *Chili Pepper***.....\$127,500
- 35' J/105, '02, *Breezy*\$117,000
- 35' J/105, '00, Hull #347, *Bald Eagle*.....\$109,000
- 35' J/105, '00, Hull #298, *Chilaxn*\$114,000
- 35' J/105, '99, *Life Is Good***.....\$83,000
- 35' J/105, '99, Hull #255, *Roadster***.....SOLD
- 35' J/35c, '91, *Belle***.....\$120,000
- 35' J/35, '87, *Storm Front***.....\$55,000

- 35' Ericson 35 MkIII, '84, *Symmetry*.....\$49,000
- 34' J/34, '85, *The Zoo***.....\$29,900
- 34' MJM 34z, '08**.....\$499,000
- 34' MJM 34z, '05**.....Reduced! \$384,000
- 34' Classic Hans Pederson Power Yacht, '63**.....\$59,000
- 33' J/100, '06**.....\$125,000
- 33' J/100, Hull #5, '05, *Reddie Freddie*.....Reduced! \$118,000
- 32' J/32, *Independence*, '00..... New Listing \$125,000
- 30' J/30, '84**.....\$34,000
- 29' J/29, '85, *Masthead***.....\$28,000
- 29' MJM 29z, '07**.....\$298,000
- 29' Back Cove, '05, *Diamond Lil*.....Reduced! \$159,000
- 29' Cobalt 292, '01**.....Reduced! \$69,000
- 28' Alerion Express, '06**.....\$110,000
- 27' NorSea, aft cabin, '91**.....SOLD
- 27' Antrim 27, '98, *Luna*.....\$38,000
- 26' J/80, '01, *Lay Down Sally*.....Pending \$32,000
- 26' Maple Bay, '92**.....\$65,000
- 22' Aquapro Raider 665, '04.....Reduced! \$34,900

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2007 Hunter 44DS	\$199,900
2005 Hunter 44DS	\$210,000
1997 Beneteau 42.7	\$179,000
2000 Hunter 42	\$165,000
2005 Hunter 41 DS	\$187,500
2001 Hunter 410	\$139,950
2004 Hunter 386	\$137,500
1996 Hunter 375	\$89,900
1991 Hunter 37	\$69,950
2002 Jeanneau 37	\$127,000
1987 Catalina 36	\$54,500
1986 Freedom 36	\$69,900
2007 Hunter 36	\$149,995
2004 Hunter 36	\$103,000
1992 Solaris 36	\$99,990
1996 Bayliner 3485	\$49,995
1997 Catalina 34	\$79,500
2000 Hunter 340	\$76,000
1999 Hunter 340	\$83,500
1999 Hunter 310	\$44,995

Featured Sailboats of the Month!



1997 Beneteau 42.7 - "El Gran Grin" has been meticulously maintained and it shows. While the first series is a very fast race thoroughbred with a PHRF rating of 63, this boat has never been raced. The interior of this boat is like brand new, which is to say, a thing a beauty!

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CALENDAR

dandy dump for up to 30,000 tons of radioactive waste. For 30 years, at least. After that time, it's believed that the concrete-covered cannisters might lose their integrity and have to be moved to a new site — perhaps Washington, DC.

Naturally, the people of the Pacific Basin aren't thrilled about the idea, nor are Palmyra's owners, the Fullard-Leo family of Honolulu. They don't want to sell it to the government, even for \$20 million; so the government may start the condemnation proceedings.

It will be interesting to hear what sailmaker Peter Sutter thinks about the idea. He's been cruising on his Tom Wylie-designed and C&B Marine-built 36-ft boat — and much of the time he's been at Palmyra.

Oct. 3 — 2nd Annual SailFest at Sausalito's Modern Sailing School, 1-5 p.m. Free sailboat rides, live music, food and a boat show. Info, (415) 331-8250.

Oct. 8-13 — Hey, sailor, it's Fleet Week, featuring the Blue Angels. Details can be found at www.fleetweek.us.

Oct. 10 — Martinez Marina Marine Swap Meet from 8 a.m.-2 p.m., the last of the year. Info, (925) 313-0942.

Oct. 10-11 — 17th Annual Northern California Women's Sailing Seminar at Island YC. Info, www.iyc.org/wss.htm.

Oct. 18 — Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, www.baja-haha.com.

Oct. 25 — Baja Ha-Ha 'Sweet Sixteen' Cruisers Rally starts from San Diego!

Racing

Aug. 31-Sept. 4 — 18-ft Skiff International, including the Ronstan Bridge to Bridge, a mad dash from the Golden Gate Bridge to the Bay Bridge for 18s, boards and kites. StFYC, www.stfyc.com.

Sept. 4 — Windjammers Race. Pop the chute and head for Santa Cruz! SCYC, www.windjammersrace.org.

Sept. 5 — 21st Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC, www.southbeachyc.org.

Sept. 5 — South Bay YRA Summer #6. Contact Richard at rjgreenawald@hotmail.com.

Sept. 5 — HO Lind #7 & 8. TYC, www.tyc.org.

Sept. 5-6 — BAYS #5 at RYC. Info, www.bayarea-youthsailing.com.

Sept. 6 — Double Angle Race. Start in Santa Cruz or Monterey and finish at Moss Landing. Elkhorn YC, www.elkhornyc.com.

Sept. 10-13 — 45th Rolex Big Boat Series, the highlight of the local racing season. StFYC, www.stfyc.com.

Sept. 12 — YRA-OYRA Northern Star. EYC, www.yra.org.

Sept. 12 — Governor's Cup on Folsom Lake, www.flyc.org.

Sept. 12 — North Bay Challenge #6. VYC, www.vyc.org.

Sept. 12-13 — West Marine Fun Regatta for junior sailors. SCYC, www.scyc.org.

Sept. 13 — Fall Series #2 (El Toros) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

Sept. 13-19 — 15th San Francisco Bay Folkboat International Regatta. CYC, www.cyc.org.

Sept. 17-18 — 29er Nationals. StFYC, www.stfyc.com.

Sept. 18 — Summer Series #5. IYC, www.iyc.org.

Sept. 18-20 — Catalina 30 National Regatta & Rendezvous. SBYC, www.cat30fleet1.com/cat30nat.shtml.

Sept. 19 — Fall Race #1. SSC, www.stocktonsc.org.

Sept. 19-20 — Totally Dinghy Regatta. RYC, (510) 237-2821 or www.richmondyc.org.

Sept. 19-20 — Leukemia Cup Regatta, PHRF and one-design racing to benefit the Leukemia and Lymphoma Society.

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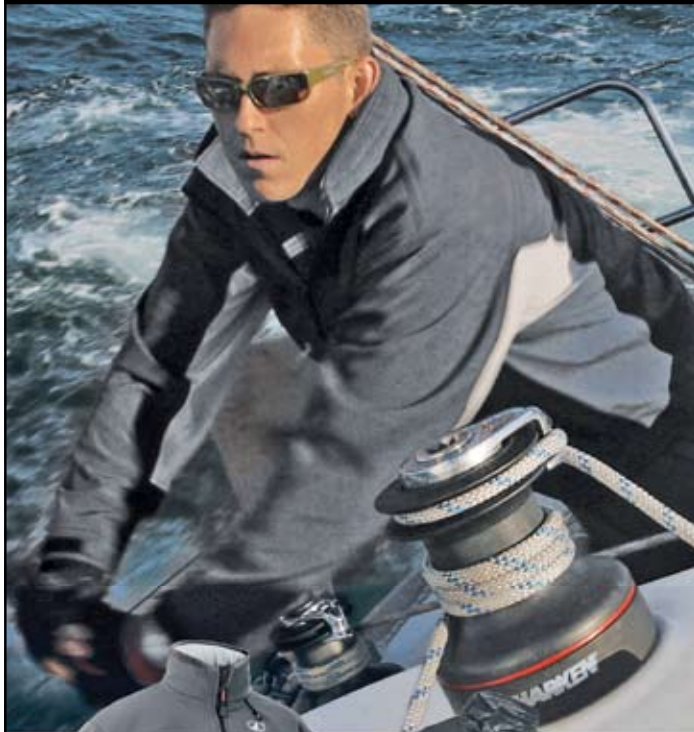


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CALENDAR

Hosted by SFYC, featuring keynote speaker Al Gore. Info, www.leukemiacup.org/SF.

Sept. 21 — Getting Started: Boat Prep for the Singlehanded TransPac, the first in a series of free monthly seminars leading up to the race, which starts on June 19, 2010. Starts at 7:30 p.m. at Oakland YC. Info, www.sfbayss.org.

Sept. 23-27 — J/24 Nationals. SFYC, www.j24nationals2009.com.

Sept. 25-27 — Catalina 34 SF Cup hosted by GGYC. Info, www.c34.org/fleet1/index.htm.

Sept. 26 — YRA-OYRA Southern Cross. San Rafael YC, www.yra.org.

Sept. 26-27 — YRA Season Closer 1 & 2/Crazy 8 Race. CYC, www.yra.org.

Sept. 26 — Singlehanded #4. SeqYC, www.sequoiayc.org.

Oct. 2-4 — International Master's Regatta, a J/105 regatta/reunion for seniors. StFYC, www.stfyc.com.

Oct. 3 — South Bay YRA Summer #7. Contact Richard at rjgreenawald@hotmail.com.

Oct. 3 — YRA-WBRA. Info, www.yra.org.

Oct. 3 — Wallace Cup, a PHRF championship for East Bay clubs. OYC, www.oaklandyachtclub.com.

Oct. 3-4 — Islander 36 Nationals hosted by GGYC. Info, www.islander36.org/09race.html.

Oct. 3 — Fall Race #2. SSC, www.stocktonsc.org.

Oct. 4 — El Toro Stampede. RYC, www.eltoroyra.org.

Oct. 4 — Chowder Series #1. BYC, www.berkeleyyc.org.

Oct. 4 — 29th Annual Women Skippers Regatta to benefit youth sailing. SYC, www.syc.org or race@syconline.org.

Oct. 10-11 — SSS Vallejo 1-2, a mellow way to end the shorthanded season. Info, www.sfbayss.org.

Oct. 17-18 — Jessica Cup, fleet racing for big woodies. StFYC, www.stfyc.com.

Oct. 24-25 — Great Pumpkin Regatta, a Halloween tradition. RYC, www.richmondyc.org.

Remaining Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 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: 9/14, 9/21 (make-up). Peter McCool, (415) 864-4334 or bay-viewracing@sbcglobal.net.

BENICIA YC — Every Thursday night through 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@jfcbat.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub 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: 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.

ISLAND YC — Friday Island Nights: 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

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



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CALENDAR

or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series, every Wednesday through 9/16. Sheldon Haynie, (510) 368-5427 or sheldonthaynie@gmail.com.

RICHMOND YC — Wednesday nights: 9/2, 9/16, 9/30. Eric Arens, ericarens@comcast.net or (510) 841-6022.

ST. FRANCIS YC — 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) 423-8111 or lweaver@cruzio.com.

SAUSALITO YC — Tuesday Night Sunset Series: 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 rcbutts@pacbell.net.

TAHOE YC — Wednesday Night Fall Keelboat Series: 9/2-9/23. Darren Kramer, (530) 581-4700 or www.tahoeyc.com.

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.

September Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
9/05Sat	0018/5.6	0620/0.7	1258/5.5	1841/1.4
9/06Sun	0059/5.3	0648/1.1	1323/5.6	1918/1.1
9/07Mon	0144/5.0	0718/1.5	1350/5.8	1959/0.8
	LOW	HIGH	LOW	HIGH
9/12Sat	0000/0.3	0750/4.1	1139/3.4	1754/5.9
9/13Sun	0113/0.1	0854/4.4	1306/3.3	1908/6.0
	HIGH	LOW	HIGH	LOW
9/19Sat	0015/5.9	0602/0.6	1237/6.2	1836/0.2
9/20Sun	0108/5.6	0641/1.2	1310/6.3	1922/0.0
	LOW	HIGH	LOW	HIGH
9/26Sat	0008/0.6	0805/4.3	1229/3.4	1755/5.1
9/27Sun	0115/0.7	0857/4.5	1340/3.2	1905/5.0

September Weekend Currents

date/day	slack	max	slack	max
	9/05Sat	0217	0510/3.9E	0848
	1446	1731/3.7E	2102	2355/3.2F
9/06Sun	0259	0547/3.7E	0915	1210/3.2F
	1511	1807/4.0E	2139	
9/07Mon	0941	0034/3.2F	0342	0627/3.4E
	2219	1241/3.0F	1538	1846/4.2E
9/12Sat	0217	0518/2.6F	0856	1051/1.4E
	1342	1653/1.8F	1934	2314/4.1E
9/13Sun	0329	0636/2.8F	1005	1202/1.5E
	1514	1808/1.9F	2053	
9/19Sat	0209	0457/4.2E	0828	1121/3.9F
	1419	1716/4.7E	2054	2353/4.2F
9/20Sun	0302	0541/3.8E	0908	1159/3.6F
	1455	1758/4.8E	2141	
9/26Sat	0227	0544/2.4F	0856	1052/1.1E
	1429	1704/1.3F	1945	2305/3.1E
9/27Sun	0331	0652/2.4F	0955	1213/1.2E
	1538	1819/1.4F	2054	



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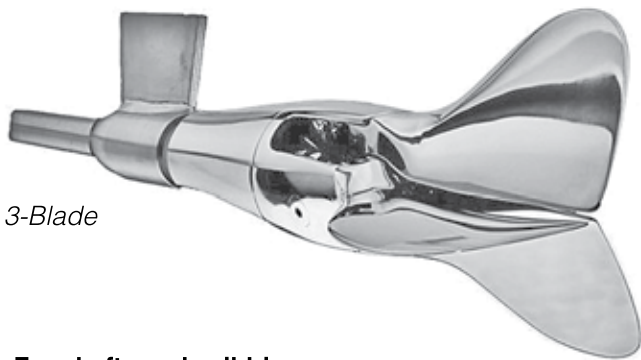
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LETTERS

↑↓ THE BAY BELONGS TO ALL MARINERS

Our family of four — including daughters Lorell, 10, and Heather, 8 — recently completed a pleasant 30-day cruise from San Francisco Bay to Catalina and back. We took a leisurely 12 days to get to Catalina, and spent five days at Isthmus Cove, four days at Emerald Bay, then visited Marina del Rey before starting our trip home. Unfortunately, the last leg of our trip, from Half Moon Bay to San Francisco, ended on a sour note.

We passed beneath the Golden Gate at about noon, and as we were heading down the center of the channel toward Pier 39, we finally felt completely safe after several 12- to 18-hour days. We were also delighted to see several boats racing off the St. Francis YC. But as the racers turned downwind and popped their chutes, they started coming our way. To my amazement, one of the boats, a Farr 40 very similar to the one on the cover of last month's *Latitude*, started heading for our boat.

As the boat came closer, there was no indication that they intended to obey the Rules of the Road, which require that an overtaking boat stay clear of the boat being overtaken, and that the boat being overtaken maintain her course and speed. Instead of staying clear, when the boat was less than 20 yards away, her crew began waving at us to move out of their way. There was no reason that they couldn't have overtaken us in a safe an orderly manner, but the skipper of the boat made no attempt to avoid a collision.

I was forced to take evasive action to avoid being hit by the overtaking vessel. As it was, their bow passed within feet of our stern. It was apparent that they were completely out of control.

Could somebody please inform racers that the Bay belongs to all mariners, not just them? And that they need to obey the same rules as the rest of us? If they can't control their vessels, they shouldn't be putting other people in harm's way.

The incident scared the hell of my wife and two children.

Don Perillat

*Pour Les Filles, Hunter 41
Brisbane*

Don — We're sorry to hear that your family's trip had to end with such a fright. It wasn't right. Having raced a lot, we understand how jacked up people can get while racing, how every second counts, and how common it is for racing boats to be on



DON PERILLAT

After a cruise in isolated areas, being nearly run down on the Bay by a racing boat was a shock to the Perillat family.

the edge of control while just a few feet away from other out-of-control racing boats. It's part of what makes it fun. Having raced as much as we have, if we were you, we would have held our course and speed to the bitter end, and possibly have not gotten quite as frightened. But if one

of the racing boats indeed came within feet of your transom, it's a violation of the Rules of the Road, but what's worse, it would have been a violation of common courtesy. We think racing boats ought to stay at least three boat lengths from the

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LETTERS

transoms of non-racing boats, at least one boat length from the other boat's beam, and above all, try to make their intentions clear — in as calm a manner as possible — to non-racing boats. There's no reason anyone has to mess up somebody else's day just to enjoy their own.

MY TAX BILL PAID FOR MY MARGARITAS

For anyone heading to Mexico this winter, or returning after a season in Mexico, I have a happy surprise to share with you. I just got home from cruising in Mexico since last year's Ha-Ha, and found sitting on my desk an Alameda County personal property tax bill of \$3,500 for my boat. I called the Tax Assessor's Office and told them I had been out of the country since October of '08. They said if I could show them proof — such as marina receipts — that my boat was out of the country, they would waive my '09 tax bill. I was able to do that and the tax was waived!

The tax bill's being waived 'paid' for all my time in marinas as well as for margaritas for the whole trip. All right, maybe not all the margaritas, but most of them.

Steve May
Endless Summer, F-41 Cat
Emery Cove Marina, Emeryville

Readers — We caution everyone not to count on their tax waiver until it's officially granted. We know it's hard to believe, but tax assessors in different California counties still get away with interpreting the law differently. For example, in some California counties the assessor doesn't care if you cruise around the world for five years; he/she will still threaten to put a lien on your boat if you don't pay the personal property taxes. In other counties, the assessor says that if you're out of the county for more than six months a year, you get a waiver. What constitutes 'proof' that you were out of the county can also vary. So check with the county your boat is registered in before counting on your marina and margarita money. In some cases, it may be worth shifting the homeport of your boat to a more tax-friendly county — or state.

By the way, some county assessors employ techniques that would put them behind bars if they were working for private industry. For instance, years ago we kept a boat in Ventura County and duly paid taxes on her. But two years after we moved the boat to Northern California, we got a notice that Ventura County had put a lien on our boat for non-payment of taxes. When we asked the county how they could have made the mistake of still having our boats on the rolls when she was long gone, the response was troubling. "We didn't make a mistake. We just bill every boat that was in the county the year before, and if we don't get paid, we put a lien on their boat." Brilliant. One can only hope that policy was changed long ago.



COURTESY ENDLESS SUMMER

The tax man won't be able to catch 'Endless Summer' again this year because she will be doing a spring Puddle Jump from San Francisco to the Marquesas.

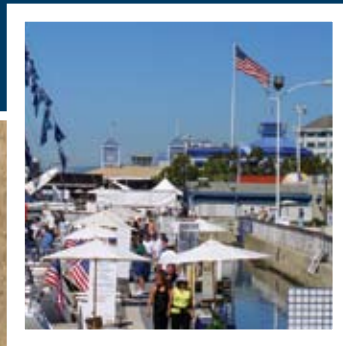
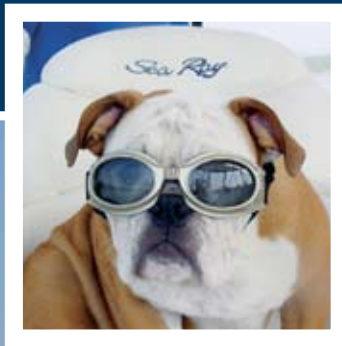
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In the August 10 *Lectronic*, you mentioned some treatments

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LETTERS

for lances by scorpionfish and stonefish. Did you know there are battery-operated infrared and hot-plate heater devices for bee stings and mosquito bites, devices that chemically change venom and hyper-stimulate histamine? In other words, they do the same thing that applying near boiling water does, but without scalding a large area of skin. Such devices can be purchased at outdoors stores or outdoor websites. I take my device with me wherever I'm going to deal with insects, and have found that it's worked well.

In theory, these inexpensive gadgets could work as well for scorpion fish stings as they do for bee stings. The downside of this technology is that it leaves a welt that takes time to heal, and you need to apply the device to your skin until it's so hot that you can barely stand it.

Dr. Lewis Keizer
Sandpiper, Ericson 27
Moss Landing

Readers — Treating sea life and insect bites and stings with electricity might sound crazy, but there are a number of reasonable sounding reports on the internet that support it. For example, there is one by JoAnn Mansfield, who ran a health clinic in Mali and had been told about the electricity treatment by the missionary she replaced.

"Frankly, I did not believe it," writes Mansfield. "But three weeks after I arrived, a woman who had been stung on the side of her foot by a very large scorpion came in. She was bent over with pain. We had nothing but an antihistamine with which to treat her, but it didn't help. I told her about the shock treatment, and she was in so much pain she was willing to try anything.



Are you sure, Dr. Keizer, that this is for medical purposes and not for personal pleasure?

We couldn't find the equipment my predecessor had told me about, but we did have a Briggs & Stratton power plant. I put the metal portion of the spark plug wire right on the spot where she had been stung and had someone pull the starter rope. She jerked, but kept on moaning, hardly noticing the shock. The second pull had the same result. After the third pull, however, she immediately straightened up, stopped moaning and began to leave. I stopped her and asked about the pain. She said it was gone. In the next couple years, we treated four or five more people in a similar fashion. In one case, where the sting was in a difficult spot to shock, there was still pain although it was a lot better after the shock. The others had total relief from pain, sometimes with just one pull. None took more than three pulls."

We at Latitude are absolutely not recommending that anyone treat a bite or sting using their Yamaha outboard, but merely suggesting that there might be something to this. Do your own research and proceed as you see fit.

↑↓SEND MORE LATITUDES!

I was devastated to see the August issue photo of the Columbia 34 *Rubaiyat* on the rocks at Catalina. I owned and lived aboard her for 11 years in the '80s, and cruised her in Mexico for a year. I still have a 'Some Like It Hot' rally T-shirt I got for sailing her to Mexico prior to the start of the Ha-Ha.

After *Rubaiyat*, we bought a Freeport 41, *Aquarius*, and lived and cruised on her for 11 years also. We did three cruises to Baja and several deliveries from Mexico to homeports in California during that time.

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Photo by James Robinson Taylor

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LETTERS

in Portland, and have just one complaint — the *Latitudes* disappear off the shelves within three days of arriving. Send more!

Phil Seitz
Portland

Phil — Sorry to learn you lost an old member of the family. As



LATITUDE / NICK

Omar Khayyam, the great Persian mathematician and poet, would not be happy to see what happened to the Dana Point-based 'Rubaiyat'.

for the *Latitudes*, you can save us money — and the earth trees — by reading it online for free. The pictures are way better when reading it online. Download it off our site in PDF format at www.latitude38.com — just click on the 'Download the Magazine' link on the homepage.

Fill your Latitude library by downloading missing issues as far back as May 2007.

Like a lot of people, we used to love reading paper versions of books and magazines. Then we got an Amazon Kindle. We haven't read a regular book or newspaper since. Admittedly, the Kindle is like a first generation computer compared to what's going to be coming along very soon — including perhaps something from Apple next year — and Latitude is not yet available on Kindle. But change is coming, and despite what you think right now, it's going to be for the better.

↑↓ THIS RUBAIYAT IS STILL FLOATING

I recently bought the 1972 center cockpit Irwin 37 *Rubaiyat* (ex-*Peregrine*), and am trying to learn more about her history because she supposedly circumnavigated twice. I thought you might know because I've been told there was an article about her in a sailing magazine.

Most of the documentation I have for *Rubaiyat* is since '94, when a San Diego owner sold her to a gentleman in Bellingham, WA, who sold her to a man in '05 who took the boat to — for reasons I'll never understand — Pueblo, CO.

Knowing how sailors are with stories, maybe *Rubaiyat* never went around the world at all. However, I do have a document that indicates she went through the Panama Canal at least once, so maybe there is something to it. Can *Latitude* or anybody else give me any help?

Clay Williams
Rubaiyat, Irwin 37
Pueblo, CO

Clay — Although it's not definitive, we maintain a list of most West Coast boats that have done circumnavigations. We don't have an Irwin 37 named *Rubaiyat* or *Peregrine* among them. The closest we can find is the Irwin 37 *Lady Ann*, which the Sausalito-based Leslie family — Willie, Andrea and youngsters Scott and Ellen — sailed around the world from '01 to '03.

↑↓ BUILDING A BETTER PORTA-BOTE

Thanks for publishing the great June issue article on Peter Carr, who has cruised far and wide with his F-27 and F-31 trimarans. After years of racing on the Bay, I put aside sailing due to the time and energy required to raise a family. What

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LETTERS

got me to realize how much I missed sailing was a cruise from Santa Cruz to Monterey and back aboard a co-worker's F-27. When I was given a chance at the helm, my first thought was how much I wanted to point the boat towards Hawaii and just keep going. That thought stayed with me, so upon retirement, my brother and I bought the Beneteau Oceanis 390 *Far Fetched* and did the '06 Ha-Ha. I can't think of a better decision I've made. The last three cruising seasons in Mexico have been wonderful, with the friends we've made exceeding all expectations.

As for Peter's comments about the Porta-Bote, we purchased one as our cruising dinghy and have similar positive feelings about it. The shortcoming, as he mentioned, is that they are difficult to use as a dive boat. Since my career was in the



STEVE ALBERT

Yellow tubes on a Porta-Bote bring a whole new look to the venerable classic.

design industry, I can't leave well enough alone when it comes to thinking of ways to improve products. So during the '06 Ha-Ha, we showed the Grand Poobah a preliminary version of a Porta-Bote with tubes attached for better stabil-

ity when getting in and out. After several years of testing and improvements, the attached photos show the current product, which is a collaboration between Porta-Bote and Sotar.

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

Steve — The story of folks who dropped out of sailing to raise a family but then were somewhat surprised to find themselves enthusiastically getting back into sailing are legion. We're glad you were one of them.

We're sorry that we can't forward messages to the subjects of our articles, such as Peter Carr, but we're happy to let him and everyone else know that you can be reached at stevealbert@charter.net for details on your modified Porta-Bote.

↑↓MULTIHULLS GOOD — ENGINES BAD

I've been a multihull enthusiast since my first ride on a P Cat in the early '60s. So I have been very interested and excited to see that multihulls will be used in the upcoming America's Cup.

I am, however, very upset that motors will be permitted on these boats for any reason at all. I believe that crews should do all the work, and that a motor to trim sails or move ballast — or to do anything! — is wrong.

The America's Cup should be an intellectual and physical competition, so the use of motors should be prohibited.

Howard Spruit
Mokuakalana, Jar Cat
Santa Cruz

Readers — The use of internal combustion engines to help run sailboats has been controversial since the beginning. There were many complaints, for example, when Roy Disney's MaxZ86 Pyewacket and Hasso Plattner's sistership Morning Glory showed up to sail around the Heineken course in St. Martin in '04 with engines thundering. They were needed to



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LETTERS

frequently 'trim' their canting keels. More than a few people found the sound of the engines on racing sailboats to be disturbing. "Why not just have the engines attached to a propeller?" suggested one wag.

In the case of the America's Cup, Alinghi shocked everyone with the announcement they would use power, so BMW Oracle has followed suit.

Racing Editor Rob Grant sees it like this: "The use of stored power to actuate sailing systems that make a boat go faster is not a new or unusual practice. Many races, including the TransPac, Pacific Cup and Coastal Cup, among others, have 'open divisions' for boats that employ these technologies — whether they be powered winches, canting keels or water ballast — and are granted waivers to use them. Their handicaps are adjusted to theoretically account for the additional performance they allow. It could be argued that the use of an engine to charge the batteries that run the wind instruments, laptops and communications equipment that permit more precise and informed routing and performance analysis is making that boat go faster as well

"But while we marvel at the speeds attainable by canting-keeled boats with water ballast and powered winches, we don't think it's done much for the sport. Sure, records have fallen as the powered systems allow for ever-larger boats to manage ever-larger sailplans with fewer crew. But at the same time, the cost-savings in the crew budgets can't come anywhere near the extra expenditures for the sailing systems. As these systems trickle down to smaller race boats in the 40-ft range, with expensive fully-custom electric winch packages permitted under the IRC rule — where the original intent was to allow cruising boats to race in a club-level setting — we think it's a totally pointless way to spend a ton of extra money for something that doesn't add jack in the way of performance.

"In the case of the Cup, allowing the powered sailing systems is downright stupid. With such a sordid backstory that's attracted fairly wide-spread mainstream media attention, only two high-profile players, two of the most advanced inshore boats ever built, and just three races, this America's Cup really has the potential to captivate a much wider audience — including the ISAF Member National Authorities who voted the Tornado off the Olympics' island (but that's another story). We instead think it will look like a cop-out if folks at home see exhaust emanating from the back of one these machines; the least they could do is use 'cherry bombs' for mufflers and rev the engines as the boats accelerate for a little extra sound effect!

On second thought, it might look really funny to see them roll across the Strait of Hormuz onto Iranian shores because the engine's gone out and they can't tack. Imagine the conversation onboard:

"Skipper: 'Stand by to tack.'

"Engineer: 'Sorry, no can do. Need a half-hour to bleed this puppy — you heeled 'er over too far.'"

↑↓LET'S MAKE THIS INTERESTING

Who cares about the America's Cup? I might, if the rules were different. I would start with the following six:

- 1) Crew limited to six of the same nationality as the challenging or defending yacht club. One foreign coach would be permitted — as long as he/she never sailed on a vessel with any of the named crew
- 2) The mast height would be limited to 120% of overall length.
- 3) No engines or energy storage of any kind would be allowed.

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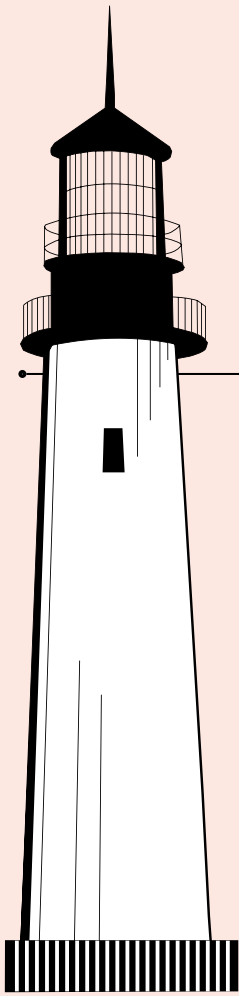
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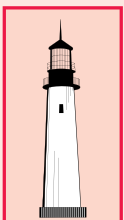
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LETTERS

4) Boats would be limited to four sails, and all sails must be carried during all races. No repair or substitution to the vessel or its equipment would be allowed once the race series starts.

5) Each boat — and all of its plans, documentation and equipment — must be auctioned off immediately after the final America's Cup race series. Only contestants are allowed to



CARLO BORLENGHI / ALINGHI

Given Newick's six rules, 'Alinghi' would not be allowed to compete in future America's Cup racing.

bid, and the bidding would start at \$2 million. Anything bid over that amount to go toward the expenses of running the next race series. Resale prohibited for four years.

6) Any dispute about these rules will be decided by the event organizers, made up of one person from each contesting club. Sailors only, no lawyers.

Dick Newick
Newick Nautical Design, Inc.
Sebastopol

Readers — Dick Newick has been one of the most innovative trimaran designers since 1960, having drawn more than 130 designs, with more than 100 having been built. Four of his designs raced in the OSTAR between '68 and '84, and two of them won their class.

↑↓ AND WE NEED AN ANCHOR SWIVEL . . . WHY?

Maybe I'm dense, but I don't see why an anchor swivel is necessary. The chain/rode can easily twist at all times. In fact, it seems to me that a swivel under load will likely not twist as desired. So why does anyone want a swivel?

Tom Farr
Vent Arriere, Catalina 36
Santa Barbara

Tom — A swivel can be helpful in preventing the anchor rode from getting twisted. If a rode gets twisted badly enough, it will be too knotted up to fit through the gypsy and into the chain locker. What's worse is if it gets knotted up in the chain locker and it won't run out freely. Undoing that mess can be very hard work.

↑↓ SWIVELS ARE SO MISUNDERSTOOD

Thank you for publishing my letter in the August issue of *Latitude* regarding the proper way to attach anchor swivels, which I hope your readers found helpful. I think that there is often a misunderstanding of the swivel's purpose in an anchoring system, based on the way that many people set up their swivels, and from your comment saying that if you need a shackle between the anchor and the swivel for a "correct installation," why waste your money on the swivel?

The purpose of a swivel is to allow twist to work its way out of the end of the chain — not to connect the chain to the anchor. A pair of interlinked shackles does a perfectly good

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LETTERS

job of connecting the chain to the anchor, and at much lower cost than a swivel. A pair of 3/8" galvanized shackles costs less than \$10, while the cheapest stainless swivel in that size is more than \$50.

Twist can get into the chain in different ways. With



JIM HANCOCK

The proper double shackle set-up.

an all-chain rode, twist can get into the chain if the boat moves around its anchor over a period of time — such as happens in the reversing currents in La Paz. Twist can also get into the chain portion of a



JIM HANCOCK

rope and chain rode. When you pull on the rode with some tension, the natural twist coming out of the rope wants to work its way down into the chain, where it can cause the chain to twist and kink. Most boats that are set up for inshore and coastal sailing use this type of set-up. Giving the twist somewhere to go by adding a swivel isn't a bad idea.

A shackle-swivel connection.

By the way, when you are making up your shackles, it's smart to put some Lanocote on the threads of the shackle pin. If you do this, the shackle will come apart easily later on, even after years of use. To keep the shackle pin from working loose at other times, the pin should be secured (moused) with seizing wire.



JIM HANCOCK

A proper 'mousing' job on a shackle.

I commonly see anchors connected with a single undersized shackle. I suspect that the intention is to save a few bucks on a second shackle, but in order for this to work, the shackle that is being used has to be undersized so that its 'ears' will fit through the hole in the anchor. The correct method is to use two shackles, which lets you use shackles that are sized to match the chain, and also ensures that there will be a good bearing surface on all parts of the shackles. Shackles are cheap; boats are expensive. Need I say more?



JIM HANCOCK

This wasn't a Kong swivel but it still failed.

The photo at left is attached for its irony. It is of a swivel that failed on August 1, the same day that you published my letter. The failure was from the swivel's being attached directly to the anchor, as described in my first letter. It was not a Kong swivel. The anchor was lost. The boat and crew were OK.

Jim Hancock
School Director & General Manager
Club Nautique
Alameda

Jim — Thanks for clueing us in. It's a little embarrassing, but we always assumed that swivels were only used when two shackles were too big to come up through the hawsepipe.

The DIY Tradition



Carroll Ballard takes very good care of his 1973 William Garden designed Porpoise Ketch, *Poppywog*. He has spent nearly 20 years perfecting one of the last of the fine wooden yachts from Taiwan's Formosa Boat Builders. Above, Carroll applies his favorite hull paint, Epifanes Marine Lacquer. Berkeley Marine Center welcomes Do it Yourselfers (DIY's). In a recent *Practical Sailor* article (June 2009), our yard was listed first among reader picks for favorite DIY boat yards in the US! As fewer boat yards allow owners to do their own work, we're proud to support the DIY tradition.



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LETTERS

↑↓ IN THE IMMORTAL WORDS OF JEAN-PAUL SARTRE, "AU REVOIR, GOPHER"

Having owned boats for many years, I have accumulated a quantity of expired flares. Not one to throw out anything, I tend to accumulate stuff for unforeseen needs. Recently my lawn has been suffering from an attack of gophers. I tried everything the stores had to offer to solve the problem, but nothing worked. The damn gophers just laughed at me — and bred like mad to boot. But then a light went on over my head — try setting off the expired flares in the gopher holes.

There was only one slight problem. After I put a flare in a hole and covered it with dirt, I went into the house. Moments later a frantic woman knocked on my door to warn me that smoke was coming out of my lawn.

Hugo Landecker
Alexander, Westsail 32
San Rafael

↑↓ ARE THERE GOPHERS IN HAWAII?

As a member of the Board of Directors of HOST, the Hawaii Ocean Safety Team, I represent yacht clubs. We have formed a committee to investigate the safe disposition of flares that have expired.

Due to *Latitude's* coverage of yachting matters, I would appreciate it if your readers could pass along any recommendations about the proper disposal of flares. I can be reached at bigbobsq@aol.com.

Bob Heidrich
Staff Commodore, Hawaii YC
Honolulu, Hawaii

Bob — Know anybody with a gopher problem? More seriously, you could have competitors set them off while crossing the finish line of your local races, just like the French do when finishing around the world races. Really more seriously now, we suggest that you try to donate them to the Coast Guard Auxiliary or other marine safety programs for training purposes. Or budget cruisers heading off to the South Pacific who might appreciate the spares. If none of the above appeal to you, you'll probably have to pay to have them disposed of at a certified hazardous waste disposal site.

↑↓ NEVER THAT LEVEL OF VIOLENCE IN MEXICO

You asked for feedback on the relative safety of cruisers in the United States versus Mexico. We've had a boat in Mexico from '95 through '02, and again from '07 to the present, spending time both in the Sea of Cortez and on the mainland. Yet the only time our boat has ever been boarded was at 2 a.m. while tied to the wharf at Monterey, on our way south to the start of the '01 Ha-Ha. Nothing was taken.

In another example of the relative safety of the countries, the staff of a boatyard in Richmond where we had hauled out wasn't allowed to leave at the close of the business day because of roadblocks associated with shootings in the area. Within a couple of hours, eight people were shot and two died. That same night two people were shot dead in Oakland, and another shot and killed in San Jose. We've been to a lot of anchorages and towns in Mexico, both on the coast and inland, and never had that level of violence in the near vicinity.

About three times a year we make a round trip drive from Northern California to Puerto Escondido, Baja, where we leave our boat when we're not aboard. We also occasionally make the drive from Puerto Escondido to La Paz. We've never had a problem of any sort during those trips. If it's just luck, we hope it holds out.



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LETTERS

We noticed in *'Lectronic* that you're thinking of leaving *Profligate* in the Sea through June next year because the weather in Southern California is so awful in that month. If so, how about putting Loreto Fest, to be held April 29-May 2, on your schedule? It seems that it would be comfortably after your editorial deadline, and there's also good wi-fi at the Portobello Restaurant in the Singlar complex. Since we don't believe that you've ever had any editorial staff at the event, we think you might have the wrong impression about it, for you usually describe it as a "gathering for cruisers, musicians, and RVers."



CORNELIA GOULD

The Loreto Fest 'beauty contest'.

RVers? Where did that come from? There are definitely some land folks involved, but that's certainly true for all the Mexico cruising get-togethers — except for your revived Sea of Cortez Sailing Week.

All in all, more cruisers attend Loreto Fest than any other similar event. There were over 120 boats there this year, with 84 moored/docked at Singlar facilities. We had a great time and raised a bunch of money for local charities — and especially for a program that enables kids to keep going to school after the mandatory six years. I bet they could even get a race on the schedule. Anyway, please give it some thought, because it's a fun time, a great cause, and could always use the great publicity you are able to generate with your magazine and website.

Air Ops spent all of last year in the Sea, and the winter proved to be fairly mild. There are lots of great anchorages in the Sea, and it definitely is not crowded until April and May. We're home in Sacramento for the summer, but do have a sailing adventure on the calendar — three weeks sailing with friends on their *Amel Santorini* along the Dalmatian Coast of Croatia. Then we're back to *Air Ops* in early October for the fall season in the Sea.

Dave & Merry Wallace
Air Ops, Amel Maramu
 Sacramento/Puerto Escondido, BCS, Mexico

Dave and Merry — Given the fact that it was so gray, damp and gloomy in San Diego this year, there's an excellent chance that we will be attending Loreto Fest next year with *Profligate*. After all, *Profligaters* love warm and blue, and that's what it is down there at that time of year.

But 120 boats at Loreto Fest this year? We had absolutely no idea the event had become so popular. If we attend next year, we'll obviously have a much better understanding of the event.

↑↓NOTHING LIKE THIS EVER HAPPENED IN MEXICO

I walked out into the parking lot at Embarcadero Cove Central Basin in Oakland to find that my Honda Civic had been stolen. I called 911, and they said they'd send a "team" over right away. The team turned out to be the local SWAT team, and they arrived with their AK-47s in the horizontal 'combat ready' configuration, ready to fire. I learned that they have been concerned about fires in the marina, plus the extremely dangerous guy who was running a meth lab on his boat a few slips away.

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LETTERS

Several weeks went by, and I settled with the insurance company, passing the title along to them. Then, because my stolen car had been abandoned on a street in Oakland, the parking tickets started. The city threatened to put a lien on my house for non-payment. Getting them to understand that the car was no longer mine required several more trips to the Oakland Police Headquarters.

Needless to say, we left that marina as quickly as possible, and have found Alameda to be more civilized than Oakland.

Mike Chambreau
Impetuous, Cal 34
Los Altos

Mike — We lived in various parts of Oakland in our youth, from the flatlands to the hills, so it always disappoints us to hear how things have deteriorated there. Unfortunately, incidents such as the one you experienced don't surprise us. While we were giving the Ha-Ha presentation at this year's Strictly Sail Boat Show, someone smashed the passenger side window of our car and rifled through the glove compartment and center console. We're not sure what they were looking for, but they didn't take any of the few things of value. Next time we'll pay the fee to park in the lot with a security guard, and hopefully save our \$150 insurance deductible.

↑↓GORE WASN'T THE ONLY NOBEL LAUREATE IN '07

While I have the highest regard for the environmental — and other — work of former Vice President Al Gore, who will be the speaker at the Leukemia Cup Regatta VIP dinner on September 19, I, and undoubtedly some other *Latitude* readers, were recipients of the 2007 Nobel Peace Prize along with him. You see, the award stated that the prize was "to be shared, in two equal parts, between the Intergovernmental Panel on Climate Change (IPCC) and Albert Arnold (Al) Gore Jr., for their efforts to build up and disseminate greater knowledge about man-made climate change, and to lay the foundations for the measures that are needed to counteract such change".

As the IPCC Chairman, Rajendra Pachauri said at the time, "You are all now Nobel Laureates." There are many Bay Area scientists and engineers who, among a couple thousand worldwide, have contributed over the 20 or so years since the IPCC was constituted under the UN. No doubt many of us are also sailors.

Bob Schock
Achates, Newport 30
Berkeley

Bob — Congratulations to all of you.

↑↓KELLY IS HYSTERICAL AND JUST PLAIN WRONG

Local 342 Shop Steward Dave Kelly's July issue letter concerning the possibility that bridges on the Estuary might have to be closed because of budget problems was so full of errors it's hard to believe he has a clue about what people who operate bridges do — and the law concerning such bridges. Kelly's statement that the bridges might have been closed permanently was not true. For even if all funding for bridge operations in the state were somehow taken away, the bridges would have to be left in the up position because maritime traffic has priority over land traffic. If the county placed the bridges in the down position without an operator, it would be subject to fines of \$25,000 per day. It should be noted that the cities of Alameda and Oakland pay nothing for the operation of these bridges, and yet reap the benefit of their existence.

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LETTERS

The other hyperbole of Kelly's letter is the statement that the Public Works Department would be dissolved if the budget were cut. There will be layoffs, but not to the extent hysterically claimed by Kelly.

The reason I know that Kelly is so wrong is the fact I am the Project Inspector for Seismic Retrofit for Park and High Street Bridges for Alameda County Public Works. But I do know why he's upset. He doesn't care about protecting public works jobs or serving the sailors or businesses within the estuary, but rather is worried about the loss of union dues. That may sound harsh, but I have worked for Alameda County for 28+ years, and I know how that game is played by the union.

And *Latitude's* suggestion that lots of "old geezers" could operate the bridges is not true either. The job takes training and knowledge. You would not want an inexperienced person operating a bridge in which each leaf weighs over six million lbs.

Skip Edge
Public Works Inspector III
Alameda County

Skip — We love to learn new stuff, and to be proven wrong, so we're ready, able and willing to meet you at any bridge at any time to be shown why it's so difficult to open and close a bridge that two retired geezers couldn't do it. After all, it's not as if the six-million-lb bridge leaves have to be lifted by hand. Or is this another BART-like deal, where it supposedly takes five weeks of training for a train operator to learn how to doze off while a computer does all the work for him/her?

⇓ PRACTICE 'FILLET AND RELEASE'

We're getting ready to take off for Mexico in a few months, and have started researching the rules for fishing in Mexico. We know that we'll need a license to fish anywhere in Mexican waters, but we also noticed the following statement in the rules:



Jim Donnell of the Ventura-based 'Meerkat', holds up a nice dorado caught off Muertos.

"Fish caught under a sportfishing license may not be filleted aboard the vessel from which it was caught."

Does this mean that we can't catch fish destined for eating while we are cruising? That wouldn't make any sense, since we've read so many stories about cruisers catching and eating fish in Mexico. It's confusing because I've found this rule cited on almost every website that discusses fishing licenses in Mexico.

Or is this one of those rules that everybody ignores because it's only applied to tourists in Cabo?

Carolynn & Tom Boehmler
Sunny Side Up
Mayflower Mercury 48
Alameda

Carolynn and Tom — According to Miguel Portoni at CONAP-ESCA, the agency that regulates fishing in Mexico, the purpose of the regulation is to allow officials to count your catch so they can make sure you haven't gone over your daily limit. He said that if you're planning to eat the fish right away, you are al-



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LETTERS

lowed to fillet it. He also said that, while the regulation is not strictly enforced, it wouldn't hurt to leave larger fish whole, cutting off just what you'll be using when you start to prepare a meal. If space in your refrigerator or freezer is limited, you can also leave a 1-inch by 1-inch square of skin on each portion of meat for identification purposes.

But if you're sportfishing, with the goal to catch your limit, Portoni says the fish need to be left whole. Gutting and cleaning the fish is allowed, but don't fillet or steak them until you're ready for dinner.

Generally speaking, the rules Mexico has for cruisers are reasonable and make sense, so don't be too concerned about things like that.

↑↓ "AS A FORMER PROSECUTOR, I SAY GOOD JOB!"

I'm a retired state and federal criminal prosecutor, and my wife Sue and I are currently on our catamaran *Angel Louise*, which is anchored off Porlamar, Isla de Margarita, Venezuela.



Porlamar, Venezuela, known for its fine anchorage and for dope smuggling.

We've been following all of *Latitude's* coverage of the Bismarck Dinibus case, which I first learned about in *Latitude*. I can only say thank you for your

good work, as I'm interested in the case both out of professional curiosity and due to our being full-time liveaboards. By the way, both my wife and I hold active Coast Guard licenses.

Back in 1971, I was the youngest chief prosecutor in the nation, having been sworn in as the Jefferson County (Iowa) Attorney General just an hour after graduating from law school. During my 11 years in that office — where I had two highly publicized trials — and from '91 to '07, when I served as



COURTESY ANGEL LOUISE

Ed Kelly, the former youngest Chief Prosecutor in the nation.

an Assistant United States Attorney, I have never seen coverage of a case that equals the professional job that *Latitude* has been doing.

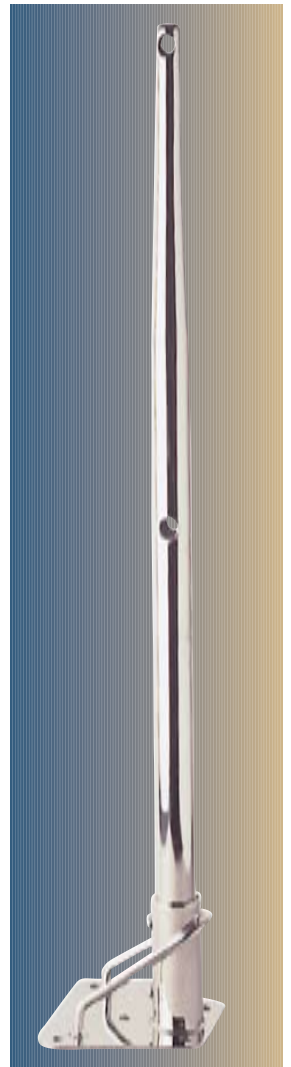
I'm personally surprised no charges were ever filed against Russell Perdock, the operator of the powerboat that slammed into the sailboat, resulting in the death of Lynn Thornton.

Based on personal experience, I know how easy it can be for a prosecutor to err by putting focus on only one aspect of the case, blinding him or her to the rest of it.

Sue and I figured we wouldn't be able to follow much of the proceedings after leaving Florida in December of '08, but have been pleasantly surprised that this trial has been followed by



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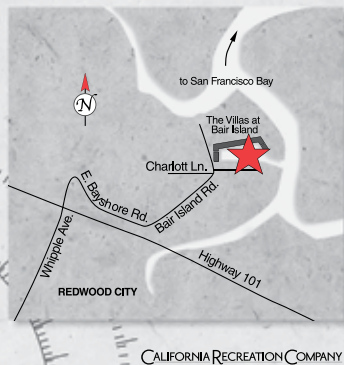
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LETTERS

the national media. It's an important case. I will await the developments of the trial as you report them. In the mean time, good job!

Ed & Sue Kelly
Angel Louise

Happily anchored off Isla de Margarita, Venezuela

Ed and Sue — We hope you've got your PFDs strapped on tight because we think you're in danger of going overboard with your praise. But thank you.

And as we hope everyone knows by now, both 'Lectronic and Latitude 38 (in magazine form, complete with all the ads) are available free from our website (www.latitude38.com) everywhere in the world. Well, maybe not in Iran, North Korea, Cuba or China.

↑↓ PRIVATIZATION IS THE WAY TO GO

I've been so busy sailing in Mexico and travelling around that I just got a chance to read the July issue. But I can't help commenting on the ridiculous posturing by state legislators who threatened to cut state parks and other popular programs — specifically the ones that are most visible to the public and whose loss would inconvenience taxpayers the most — in order to balance the budget.

Had Angel Island and other facilities been closed, it would have been further proof that our state officials and staff are beyond incompetent, and that, rather than working to meet taxpayer needs and requirements, they were solely focused on their personal agendas. If the state were to get out of Angel Island, and its operation and management were to be leased to a private operator that understood the basic concepts of responsibility and customer service, the state would not only save money, it would gain revenue from the lease. Furthermore, some if not all of the terminated state workers might be rehired to continue their work.

In a previous life, I was a regional manager for a national marina management company. In that capacity, I helped transform three failing municipal marinas in the Bay Area into thriving privately-operated municipal marinas. And I have seen numerous other examples of privatization and public/private joint ventures work to the benefit of all concerned. Rates do typically increase for the limited number of taxpayers who actually use the facilities, but with market forces in place, the increases usually aren't as great as feared. Plus, the city and/or state no longer has a losing operation that needs to be supported by taxpayer dollars. Unlike the government, private operators understand the importance of customer service, and typically improve service and maintenance in order to increase customer satisfaction, usage and occupancy.

Despite the numerous successes, there are always those so-called public-minded officials who argue that privatization allows "greedy" (i.e. successful) private companies and individuals to profit from the use of public lands at the expense of "the people." What they intentionally fail to define in their argument is that "the people" they are referring to and protecting the interests of are, in fact, only themselves, and the only potential expense borne will be theirs.

With certain well thought-out parameters and guidelines in place to ensure that the public interests — meaning the interests of the real people — are first and foremost, there is really no effective argument against privatizing nearly all of the parks and recreation activities of state and local governments. Except, perhaps, for the argument that most of those so-called public officials will have to look for a new job where

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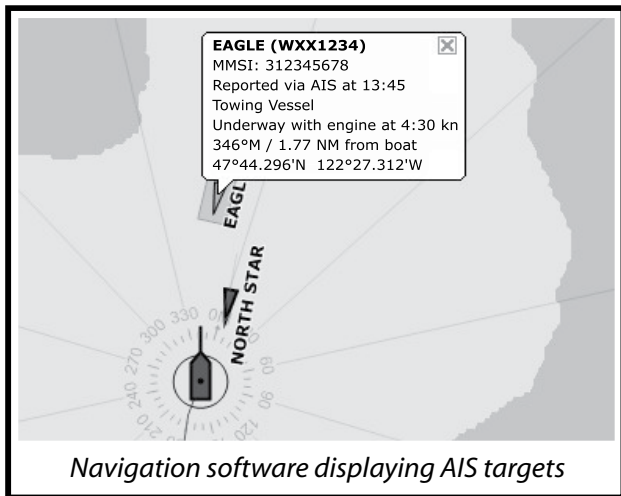
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LETTERS

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J. Mills

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J. — We agree that the legislators tried to scare taxpayers with proposals that would cut the most visible services and cause taxpayers the greatest inconvenience. They sure weren't talking about trimming the up to \$498,000 a year some government employees collect as pensions, were they?

For philosophical and practical reasons, we've long believed that the smaller the government, the more effective and less corrupt it will be. That's why we're strongly in favor of privatizing just about all public services — including many of the functions currently handled by law enforcement and the judiciary. It's worth noting that dysfunctional New Orleans privatized its transit system, and while keeping most of the same drivers at the same pay rates, managed to cut costs by 30%. Anyone not in favor of privatizing BART? It's also worth noting that socialist Sweden privatized its postal system with success, and even Mayor Daley's Chicago, which is about as union as you can get, now saves money by having private companies do what more expensive city workers used to do.

The basic law of all customer satisfaction — as our president has been eager to point out when it comes to health care — is that when companies and non-profits have to compete, the customer wins. He knows you get the worst service and the smallest bang from your buck from monopolies. Ironically, the president seems blind to the fact that the U.S. government is the world's biggest monopoly, and he's been growing it at the fastest pace in history. No wonder the natives are restless.

If any mariners question how monumentally incompetent government can be, they only need review the 30-year history of



LATITUDE / RICHARD

For decades now, the State of Hawaii's pride of ownership of the Ala Wai Yacht Harbor has been clear for all to see.

the state of Hawaii's magnificently bungled management of the 700-berth Ala Wai Yacht Harbor in Honolulu. It was as if they had the only snow cone stand in hell, but after decades still couldn't figure out how to make

a decent snow cone, and despite having a never-ending line of eager customers, still managed to lose massive amounts of money.

For younger readers who are going to have to spend a lifetime paying for the wretched excesses of government today, the critical decision you're going to have to make is whether you're going to demand that the government work for the taxpayers, or whether you'll continue to allow it to exist to serve the two political parties and government workers. It obviously should be the former, but at this point it's clearly the latter. Our heart goes out to you younger folks, as you're going to have to either spend decades in involuntary servitude while you try to change the course of the monstrous ship of state, or stage a messy revolution.

↑↓ **THE LATITUDE 38 THUMBNAIL CRUISING GUIDE**

We're about to send in our Ha-Ha entry, but are wondering

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LETTERS

if you can give us some tips on where to stop while making our way down to San Diego in September and October. We're not ultra-budget cruisers, but we are thrifty, and are looking to ease our way into the cruising life.

Buz & Eunice Johnson
Confacimus Navegemus, Ericson 35
The Delta

Buz and Eunice — Here's our thumbnail report on cruising in Southern California:

Morro Bay — The folks at the Morro Bay YC couldn't be more accommodating, and Morro Bay itself is like taking a trip back in time. But the harbor entrance can be dangerous when a large swell is running, so be careful.

Cojo Anchorage — Immediately upon passing Pt. Conception, round up to port, drop the hook, and see how beautiful California was 1,000 years ago. There are a number of great places to surf in the area, and there won't be any crowds. This is an ideal spot to rest for a couple of days after coming down the Central coast, but it's also great for walking along the beach and soaking up the beauty of a rare, unpopulated part of the Southern California coast.

San Miguel, Santa Rosa and Santa Cruz Islands — There are no services or facilities at any of these, but the hiking and exploring are great. While the winds tend to be calmer in September and October than the rest of the year, it can still blow hard at San Miguel, so be prepared. Santa Cruz is one of the best places to segue into the cruising life, and there is surf, too.

Santa Barbara — This truly beautiful city is so clean, tranquil and pleasant that we sometimes find it a little disturbing. You can either get a slip inside the harbor or anchor out for free on either side of the wharf. It can be roly. If you're a walker, jogger or cyclist, this place is paradise, with great waterfront paths on either side of the harbor. The Enterprise Fish Company on lower State Street, which is within easy walking distance of the harbor, has a 5-8 p.m. happy hour that features great prices on appetizers and drinks. Walk a little farther up State Street and you'll find countless unique — but not necessarily inexpensive — restaurants of every type.

If it's time for a day or two of vacation from your boat, Santa Barbara is the place, as Enterprise Rent-a-Car will pick you up and drop you off, and you can take great short and medium-length trips to places like the summit of Gibraltar Road,



LATITUDE / RICHARD

Two Harbors, Catalina, has the best bonfires on the coast.

Red Rock, the Santa Ynez wine country, and for back country lovers, the bear country of Zaca Station and Figueroa Mountain. Who knew it could be so wild so close to the coast? Better yet, if you rent a motorcycle you can take our favorite ride: Up Sycamore Canyon, through Montecito

via the Upper Village, along the back roads past Lake Casitas to Ojai, at which point it really starts to get good. You make the long climb up the mountains of Los Padres National Forest on Highway 33 to the barely marked Lockwood Valley Road, then crisscross the nearly washed out road on your way through rugged high desert and thick pine forests to Fort Tejon on the



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LETTERS

Highway 5 Grapevine. It's all about twisty two-lane roads through nearly unspoiled nature — but it's also about 200 miles round-trip — so your sore ass will be happy to get back on your boat.

Ventura and Oxnard — While neither of these harbors or regions is particularly scenic, it's almost certain that you'll be able to find a guest slip. When the surf is up, the bodysurfing and boogie boarding can be great at Ventura. But use caution when entering the harbors if there is a big swell running.

Marina del Rey — This isn't the most soulful of marinas, but hey, it's L.A., and it's easy to get a slip during the fall. The jogging and biking trails along the beach go on for miles in both directions from Marina del Rey. MDR is also a great base for rotating crew, as LAX is right next door. It's also the base for 'doing' L.A. If you haven't caught a performance at the Hollywood Bowl or Greek Theatre, or visited historic downtown L.A., you should consider it.

Long Beach — You'll probably be able to find a guest slip at the Downtown and Alamitos Bay Marinas, but you can also anchor out behind one of the oil islands. Alamitos Bay is more convenient than the Downtown Marina for shopping and marine supplies, but neither offers many attractions for transients. Long Beach gets more wind than almost any coastal town in Southern California.

Catalina — Many Catalina lovers say September is the best month of the year and October is the second best. That's because the weather is great, the water is about as warm as it gets, and the crowds are down. Unless you want to take a mooring — which is a little dear for many cruiser budgets — count on having to often anchor in relatively deep water. Avalon is a dated tourist town, but it's fun for a day or two, and the



LATITUDE / RICHARD

White's Landing is the most sheltered free anchorage on the face of Catalina.

local supermarket is reasonably well stocked with fresh fruits and veggies. Two Harbors, on the other hand, is ultra basic, and the better for it. BBQ ashore at night and you'll quickly make lots of sailing friends. On Saturday afternoons in the fall, the two bars at Two Harbors are inundated with SC football fans. If they get too obnoxious — as is their wont — just remind them what 42-point underdogs Stanford did to their national championship dreams two years ago.

Newport Beach — Not only does Newport have all the marine services and supplies a cruiser might need, it's close to John Wayne Airport. But best of all, you can anchor for five nights free without a permit, or you can pay \$5 a night for a mooring for up to two weeks. What a deal! The downsides are boats supposedly need to be occupied for all but a couple of hours a day while in the anchorage, and you have to show up at the Sheriff's Office every five days to pay for your mooring. If there is a hurricane in Mexico, make sure you stop by The Wedge to watch the death-defying bodysurfers. Well, mostly death-defying, as earlier this summer one of them was tragically killed after being thrown into the breakwater. Newport is a great place to walk and ride a bike, and you sure don't want to miss a ride on the Balboa Ferry.

Dana Point — You can anchor for free inside and outside the breakwater, or you can get a guest slip. There is surfing at nearby Doheny, but overall Dana Point is one of the more

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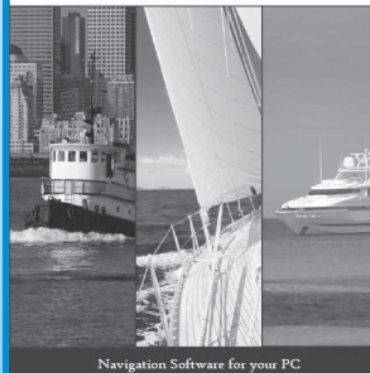
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LETTERS

plastic harbors along the California coast.

Oceanside — This is a small harbor where you can get a guest slip. It's not plastic, but there aren't a lot of attractions for visitors either.

San Diego — If you take the Misson Bay turnoff, you can anchor free for 72 hours at Mariners' Basin. The Police Dock is the prime budget berthing option in San Diego Bay, but they don't take reservations and it's always packed in the fall. San Diego's A-8 anchorage offers up to three months of free anchoring for out-of-county boats, but you have to get a permit first from the Harbor Police, and it gets crowded just before the Ha-Ha. If you do anchor there, you land your dinghy about halfway between the downtown area and the Shelter Island marine services. It's a long walk to either place, so a bike really helps. West Marine runs a free shuttle between their stores and most marinas and anchorages just prior to the Ha-Ha. In years past it was difficult to get a berth in San Diego, but not any more. We're not saying that slips are cheap, just that they should be available. San Diego has a number of interesting things to see and do, but we know you'll be too busy with last minute boat projects to enjoy them. Chula Vista Marina, farther down the bay, also usually has slips.

A lot of people mock sailing in Southern California, and there are times and areas where it's pretty pedestrian compared to San Francisco Bay. However, there is fine sailing to be had between Santa Barbara and Santa Cruz Island, between Santa Barbara or Oxnard and Marina del Rey, and between Catalina and the mainland. Not every day, mind you, but quite often. The spinnaker run from Santa Barbara to either Marina del Rey or Catalina is a perfect tune-up for the Ha-Ha itself.

Enjoy!

↑↓ STILL LIVIN' LA VIDA LOCA AT 66

As skipper of the '79 Newport 30 *Desert Wind* — winner of the 'Spirit of the Ha-Ha' award in the '08 Ha-Ha — I must respond to some of the letters that *Latitude* receives, and manfully publishes, that tend to be derogatory about what you do or don't do.

Given the planning and preparation that the Poobah and Assistant Poobah have to put into each Ha-Ha, and all the data and boats they manage during the event, I can't imagine how

anyone could be critical. I thought you made a superb effort, and that it resulted in most, if not all, of the participants' having a great time.

By the way, I'm currently cruising my old boat from Vancouver to Alaska, having put 1,500 miles under the keel with another 500 to go. While I am singlehanded, there are two other boats from New Mexico that are making the same trip. We've seen some amazing sights: calving glaciers in Glacier Bay and Tracy Arm, pods of orcas and



At 66, Stan Hafentfeld is living twice the life of most 33-year-olds.

"bubble netting" humpback whales, salmon fighting their way upstream to ancient spawning grounds and black and brown bears (up close) in Anan Bear State Park feeding on some of those salmon while bald eagles soar and do their own brand

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LETTERS

of fishing.

In part, I was compelled to attempt this trip due to articles in *Latitude*, and your careful but easygoing attitude toward cruising and the general enjoyment of life. Many thanks for the encouragement!

Stan Hafenfeld

Desert Wind, Newport 30

Elephant Butte, NM / Currently in Ketchikan, AK

Stan — Maybe we're just insensitive, but we can't remember any complaints about the last couple of Ha-Ha's. Nonetheless, we encourage 'suggestions' as they help us revisit aspects of the Ha-Ha to see if we might be able to improve them.

But overall, we think the success of the Ha-Ha speaks for itself. And there is nothing that makes us happier than to see the number of people who return to do their second, third or fourth Ha-Ha.

As for inspirations, you're the man, Stan. At 66 years of age, you've taken a relatively small and inexpensive boat, and are living life to the hilt. If it weren't for people like you, we wouldn't be doing this.

↑↓WHAT'S GOOD FOR THE EAGLE SCOUT . . .

There has been some discussion about who should pay for the hundreds of thousands of dollars of expenses incurred by the Coast Guard when they rescued a Frenchman who called for help just 150 miles into his third failed attempt to row across the Atlantic.

I'm not exactly sure where I stand on the controversy, but I note that the state of New Hampshire is going after 18-year-old Eagle Scout Scott Mason to recover some or all of the \$25,000 they spent rescuing him from Mt. Washington. The search had to be launched after Mason had gone off the marked trails and become incapacitated as a result of spraining his ankle. It was nine years ago that New Hampshire passed a law that enables them to go after people who need to be rescued.

If we're asking U.S. Eagle Scouts to help defray the costs of their rescues, shouldn't we be doing the same for French oarsmen?

Scott Strepp

New Hampshire

↑↓STUPID IS AS STUPID DOES

Andy Deering's June issue letter — in which he said that he eschews safety gear such as EPIRBs and liferafts — was cynical and witless. Moreover, it is double dumb. I realize that an indictment of this sort requires some defense — although not a lot, as Deering's missive speaks for itself.

As a long distance ocean racer who is over 60 years of age, I wish to note that there is a distinction between being a safety gear "freak," and being appropriately mindful of the need for such gear. Deering suggests no liferaft! No means of long distance emergency communication! That, Mr. Deering, is a reckless disregard for safety and is double dumb.

For Deering to have the temerity to attack those of us who are safety-gear-conscious, and to further pin this "malady" on those of us who are closer to the twilight than the dawn of our careers, is cynical in the extreme. While we don't dwell on the fact, what we do is dangerous.

As a skipper, I am not responsible only for my own life, but for the lives and safety of my crew. I owe taking safety seriously to them and to our loved ones. I, for one, am grateful that Deering is not in the TransPac YC race committee.

Granted, safety gear can be taken too far. On that account,

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LETTERS

my opening sentence was not quite accurate. Mr. Deering thinks he's a wit. I think he's half right.

Chip Megeath
Criminal Mischief, R/P 45
Tiburon

Readers — Megeath took first place in class in the recently completed TransPac.

ESCALERA NAUTICA

I was hoping for the best for Mexico's \$2 billion 'Nautical Stairway' program, instigated by former President Vicente Fox in '01, which called for building a 'stairway' of marinas and tourist sites along the Pacific Coast of Baja, both sides of the Sea of Cortez, and as far south on the mainland as San Blas. The idea was that if West Coast mariners never had to travel more than 120 miles to their next stop — in theory, one day's travel by boat — it would bring much more nautical tourism to Baja's 2,000 miles of coastline as well as another 1,000 miles of the mainland coast. The plan called for 22 full-service marinas, five of which already existed, seven that existed but needed to be rebuilt, and 10 that would be built new. It also called for construction of a 70-mile 'land bridge' across the Baja Peninsula so yachts up to 55 feet could be trucked across Baja without having to take their masts down.

Alas, the Mexican government has now decided that the project can't be salvaged. It's too bad, for as with many of the Vicente Fox initiatives, it had promise. But Mexico being the Mexico that it is, it was impossible for things to not go wrong with something so great. The problems that caused the demise were overcharging, huge areas left undeveloped, expensive equipment sitting idle, and a hands-off management in Mexico City that thought no price was too high for gringos.

The Nautical Stairway was one of the best ideas for cruisers in a long time, so it's too bad that it didn't turn out.

Jim Barden
Ann Marie, Morgan 28
Marina del Rey

Jim — We're sorry to have to disagree with you so completely, but the grandiose Nautical Stairway failed because it was a dumb idea, and is just another example of the poor record central governments have in trying to anticipate and dictate

consumer demand. From day one, we characterized the Nautical Stairway plan as "insane," long before the likes of the Packard Foundation did a big study and came to the same conclusion. Why? First, because mariners were not clamoring for the facilities and services being proposed. In-



WEBB LOGG

The never-used breakwater at Santa Rosalita was just one of many unnecessary steps in the Nautical Stairway.

deed, most cruisers vehemently objected to the concept of 'resorting up' Baja, saying it would ruin the very reason they wanted to go there in the first place. Second, the project was based on the preposterous assumption that, if built, 76,000 American boats would cruise down to Mexico each winter to make use of the facilities. Right. Every marina in California

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LETTERS

would empty each winter because everyone would be taking the 'stairway' to Mexico. Third, because neither private investors nor the government ever seemed to appreciate the inherent problem with Baja north of La Paz, which is that it's too cold in the winter and too hot in the summer. There are some great months in the spring and fall, but it's hard to sustain developments on two such short periods in a year. As foolish as the Nautical Stairway project was, it couldn't be stopped because the government officials driving it had nothing to lose.

We also disagree with you when you say that what was built didn't work for cruisers. That's only half true. In some places, such as Puerto Escondido, where a large cruising fleet was driven out by wildly overpriced moorings that never had an occupancy rate over two or three percent, it was indeed a disaster. In other places, such as the Singlar facility in Mazatlan and Guaymas, cruisers seem to be very happy with the facilities. And in other places where the facilities are being only lightly used, what skin is it off cruisers' butts? Furthermore, the Singlar-branded facilities were not always overpriced. In La Paz, for example, Singlar's Fidepaz Marina, while not the best marina in La Paz, is at least the most affordable. No, the people who really got screwed are the Mexican taxpayers, who will have gotten almost nothing in return for their government's having foolishly invested nearly \$1.5 billion dollars of their money.

To be fair, FONATUR, Mexico's tourist development agency which was behind the Nautical Stairway project, has had some good to excellent success with resort development in places such as Los Cabos, Ixtapa and Cancun. But when it came to nautical tourism, they had no idea what they were dealing with.

↑↓ THAT PIC KEEPS LATITUDE FROM BECOMING BLAND

I had previously seen the graphic photo of the man impaled on a post that you used in the story regarding the Bismarck Dinus trial. It's a disturbing photo, but I understand your attempt to shed light on the danger high boat speeds bring to safety.

By the way, the photo compelled me to visit *Snopes.com*. According to that rumor tracking site, the victim had been in a truck accident, and the post had entered the cab and impaled him. When I first saw the photo, I wondered if he survived. *Snopes* says that he did initially, but died of an infection three days later after emergency surgery.

I agree with your withdrawing the photo, but I encourage you to walk the edge of editorial license to avoid a bland publication.

Steve Frost
Cepheus Dream, Catalina 36
Alameda

Steve — According to the copy that came with the photo from Birdman Livingston of the Wylie 38 Punk Dolphin in Pt. Richmond, this is the story: "This is an actual emergency room photo of a fisherman who lost control of his high speed bass boat in West Virginia. The wardens believe that he was traveling at a speed of approximately 75 mph at the time of the accident, and had been unable to negotiate a curve in the narrow waterway. Unfortunately for him, upon striking the shoreline, he was ejected from the boat and landed on an old fence post. The good news is after about six months, the man made a full recovery from a shattered hip, broken leg, several broken ribs, internal injuries and soft tissue damage. The doctors credited his recovery to the fact that the post lodged itself so tightly that there was little or no blood loss."

We think the *Snopes*' explanation of the photo sounds highly unlikely. After all, it's difficult for us to believe such a thick post

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LETTERS

could have passed through the front of a truck, without being badly blunted, and have still had the force to penetrate all the way through the large man's torso.

↑↓AN OPINION FROM THE TRAUMA ROOM

I am sorry you took so much flak for the picture of the impaled gentleman. I thought it very clearly drove home the point of water safety. I'm a trauma nurse, however, so I realize that fact may have skewed my opinion. People need to realize that the seemingly impossible can and does happen through carelessness.

Elizabeth Ogden
Clear Lake, TX

Readers — Latitude also received a call from Michael Ce-hand, a former paramedic. He "totally supported" our running the photo too.

↑↓"THE ONLY TIME I'VE DISAGREED WITH YOU"

One of the things I admire most about *Latitude* is that once in a while you decide you were wrong, and admit it. So it was with the photo of the impaled man. I think your running the photo was almost the only time I have disagreed with you on anything — and I have been a fan since the beginning when I was boating out of Berkeley. Being in Alaska, I miss the magazine, but now that it's on the web, I'm a pretty happy guy.

Jeff Coult
Arctic Traveller, Defever 49
Juneau, AK

↑↓POOR TASTE AND A LACK OF EDUCATION

That was a bad picture. I would not send it to anyone. Accentuate the positive and never dwell on man's suffering. It shows poor taste and a lack of education. You can do better.

Don Lounibos
Esprit, S2
Sausalito

Don — If you have a complaint with our education, we suggest you take it up with the dean at U.C. Berkeley.

↑↓PEOPLE NEED TO UNDERSTAND CAUSE AND EFFECT

I disagree with your decision to pull the photo. People need to see the possible outcomes of foolish behavior so they can think about their own actions. A picture being worth a thousand words, you achieved more by showing it than you could have done by describing it. It's a pity that we are now so politically correct that we must never be upset by real life. I would be interested in knowing what percentage of your total readership was upset by the picture. Perhaps this was another instance where a vociferous minority adversely affected the lives of the rest of us.

Richard Scott
Dallas, TX

Richard — We've received more letters saying that we should not have pulled it than letters saying we should have pulled it. We don't think those who objected to the photo were being "vociferous" in a ranting sense, but they were genuinely upset.

↑↓DARWINISM AT WORK

I kind of like the impaled man photo. Not because the image is clearly Darwinism at work, but more because I share your rage at the obtuse reasoning of Lake County officials in

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LETTERS

the Bismarck Dinius case. I can't and don't understand why State Attorney General Jerry Brown hasn't become involved — except that our government means to send some sort of message damning the lifestyle of just about every sailor. As much as I can see the health merits of reduced alcohol consumption, there remains in my mind no earthly reason anyone should be allowed to use his boat as a weapon simply because he is a cop — who I suspect was probably drunk himself.

Dave Wilhite
Bellingham, WA

Readers — For the record, a few months ago Wilhite came as close as you can to dying on a boat during rough conditions outside the Gate. Also for the record, having read most of the case information, as well as between the lines, we're not entirely sure Deputy Perdock was drunk when he slammed his boat into Beats Workin' II. We think he is guilty of negligence in the death of Lynn Thornton, but probably not as a result of being drunk.

↑↓NEXT TIME, WE PROMISE

If you want to run gruesome photos in the future, you could post them separately, then write a warning and a link to the photo. That way no one would be involuntarily subjected to something they really don't want to see.

Jeff Berman
Perseverance, Catalina36
Alameda

Jeff — In retrospect, that's exactly what we should have done.

↑↓TOO MANY DRUNKEN FOOLS ON LAKES

Sorry to hear that so many people complained about the photo of the impaled speeder. Although I am a sailor who usually moves at less than 10 knots, the photo was a perfect reminder of how quickly seemingly 'cool' maneuvers can end in a not-so-cool way.

It's also a key reason that I started my kids sailing in the Pacific rather than our local lakes — the latter are filled with drunken fools who don't understand that they are driving a weapon.

Thank you for your tenacious coverage of Bismarck Dinius' plight. I grew up waterskiing on Clear Lake, which makes the story that much closer to home. It's nice to see that national outlets such as Boat/US and others have picked up on it too. A tremendous thanks to *Latitude* for this and so many other great articles about the world of sailing.

David Gauny
Smart Money, Catalina 400
Ventura

↑↓SOMETIMES RIGHTS CAN BE WRONG

On July 19, while leaving the St. Francis YC harbor after the Simpson Regatta, we literally had a run-in with a 48-ft boat. We were sailing downwind under main only on starboard tack. The much bigger boat was behind us, on port tack, with her huge main boomed out across most of the channel. She was going considerably faster than we were and overtaking us. This might not have been a problem but, at the time, the tug *Brandy Bar* and her barge were anchored in the channel across from the large sandbar near the harbor entrance, making the channel entrance less than 30 feet wide. As we approached this bottleneck, it became clear we were going to have a problem.



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LETTERS

"Can't your boat go any faster?" shouted the skipper of the much larger overtaking boat. We yelled back that we were under sail only, that we were the stand-on vessel, and that as the overtaking vessel it was his responsibility to avoid us.

Well, he didn't. We had to haul in our main to try to prevent his unusually long boom from hitting our main, risking a serious round-up into the tug boat in the process. Despite this, his boom hit our mainsail as he sailed by, and we narrowly missed hitting *Brandy Bar*.

The skipper's sarcastic response to our repeated calls that he was breaking several rules was, "I'm glad you guys know the rules." He didn't even check to see if he'd caused any damage.

Thankfully, no one on our boat was hurt, and he didn't cause any damage. But that skipper clearly needs a refresher in the Rules of the Road, specifically Rule 6a (safe speed in proximity of navigational hazards), Rule 8 (action to avoid collision), Rule 12a (starboard/port, windward/leeward rights), and most prominent, Rule 13 (overtaking).

Also applicable are Rules 16 and 17: I believe we, as the stand-on vessel, fulfilled the obligations set forth in Rule 17, including (b) "When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision" — namely pulling our mainsail inboard to avoid more serious contact, while Rule 16's "early and substantial action to keep well clear" was certainly not fulfilled by the other boat.

Will the editor please print the applicable rules so that the skipper of the other boat can review them? Such a large, fast boat being driven by a reckless skipper is a danger to others' lives and property. Is there any recourse we have against this skipper, besides letting your readers know to keep a wary eye out for him as he comes charging down on them?

Jordan Primus, Kelly Ryan, Marnie Roach
Crew
Little Wing, J/24

Jordan, Kelly and Marnie — As you no doubt noticed, we omitted the name of the other vessel. We didn't see the incident, so it's impossible for us to make a judgment about it.

The way you tell it, you had the rules in your favor. But even if that's true, we wonder if you've considered the possibility that you could have handled the situation differently. After all, it's quite a ways from the St. Francis YC basin to the bottleneck, it's not as if either of your boats were doing 10 knots. And your J/24 is nimble as can be. Did none of you anticipate there was going to be a problem at the bottleneck? Did none of you realize that you, on the much smaller and more nimble boat, could have most easily defused the situation? We think that whipping a 180° turn into the wind long before you got to the bottleneck — not pulling in your main at the last second before contact — is what Rule 16 means by "early and substantial action." The overriding consideration, particularly in narrow fairways or in situations where the other skipper has gotten himself into a box, is not to sit on your rights no matter what, but to avoid getting into a situation where it's impossible to avoid contact. We can think of countless situations when we voluntarily gave up our rights to prevent a potentially dangerous situation from developing.

Like we say, we didn't see what happened, so we're only speaking in the most general of terms.

↑↓ BLOOD ON THE FACE, BLOOD ON THE ENGINE

The bloodied face of Liz Clark wearing a headlamp didn't



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LETTERS

jibe with a surfing accident, as you suggested in the July 24 *'Lectronic*. Those lights are a mainstay of boat repairs, as they allow you to see while freeing up both hands.

While cruising on our Wauquiez 45 *Suzy Q*, I found that a little blood-letting, along with a colorful string of curses, worked wonders in getting whatever was broken this time fixed.

Joe & Susan Altman
Suzy Q, Wauquiez 45
Aromas, CA

Joe and Susan — We thought Liz was just using the headlamp to better see the pieces of coral she needed to pull out of her cheek. But as it turned out, you're right, it was an engine



LIZ CLARK

Is an engine room mishap any less "cool" than a surfing accident?

room accident. "My face was bloodied as a result of an accident in Swell's engine compartment," Liz wrote to us. "I was trying to realign my engine after replacing the motor mounts. I pulled the rubber vibration boot out of the rear block, but it was impossible to push it back in. So I borrowed a car jack to try to push it down, and had to put a piece of wood between the ceiling of the engine room and the jack. By the end of the day I was tired and frustrated, and I put too much force on the jack. The space was really tight, and my head needed to be right next to the jack for leverage. The jack slipped off the wood and flew into my face. It was no fun. It would have been cooler if I'd wounded myself on a reef, but it just didn't happen that way. Anyway, I went to a friend who is a nurse, and she put a butterfly strip on it. It kept me out of the water for a week, but it's healing well."

↑↓ KING RICHARD TAKES A BITE OF HUMBLE PIE

LaDonna Bubak, one of the editors at *Latitude*, should raise her jolly roger for her good shot over the bow. I'm referring to how she "hijacked" the publisher's editorial defense of Liz Clark asking for money. I've enjoyed *'tude* for its sailing knowledge and editorial content for 31 years, and the publisher is spot on with his rebuttals 98% of the time. But methinks that this time a young surfer girl may have blurred his thoughts. It can happen us males in our 60s. So thank you very much, LaDonna, for what I believe was a much needed different perspective.

Doug Royer
Club Nautique
Danville

Doug — If we have a soft spot for Liz, it's not because she's young and attractive and we have the hots for her. No, it's because she reminds of us of our daughter, who is the same age, who has the same very fair skin, and who has a milder form of Liz's adventurous spirit.

While we understand and respect your and LaDonna's viewpoint, we're sticking with ours. What we think you don't see about Liz is that she's truly different, an emerging vagabonding poet, if you will. And god knows we need more of those



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LETTERS

and fewer lawyers. It's all the better because Liz has not just sipped from the Kool-Aid of the ultra-simple, eco-conscious, Mother Earth-loving, all-people-are-brothers outlook on life, but has chugged it.

It just so happens that we recently bumped into Holly Scott, who is the owner of the Long Beach-based Cal 40 Mahalo, a three-time vet of the Ha-Ha, and a delivery skipper. Holly mentioned that while in Hawaii preparing the SC 52 Paranoia for delivery back to California, she'd bumped into Liz. Having contributed a used Cal 40 headsail to Liz's adventure, Holly told us that Liz had sent her three black pearls as thanks, but even more importantly, included the most beautifully composed and hand-drawn thank you note.

It was at that point we mentioned that some readers — and LaDonna — thought it was in bad taste for Liz to have asked for money. It might have been the fact that Holly had just gotten off the boat at the end of the delivery from Hawaii and had just finished her first cocktail, but her eyes quickly darkened and she fairly exploded: "Fuck that! Liz is special. She's got it right here," Holly said, pounding on her heart. "I've met a lot of cruisers, and some of them are assholes. But Liz isn't. And having been in the sailing industry for many years, I've met a lot of famous women sailors, and not all of them are so nice. Liz is a ray of sunshine. I totally support what she's doing."

Also stepping in to defend Liz was Betsy Crowfoot, a long-time sailing journalist, who had been part of Holly's delivery crew to the mainland, and who had been onboard with Liz when she did her first sail in preparation of her surfing safari under sail. In a milder tone, Betsy said, "A lot of people don't know the background to Liz's story. She was working as a waitress when she happened to cross paths with Barry Schulyer of Santa Barbara at some kind of environmental fundraiser. Barry and his wife Jean have been huge supporters of women's sailing projects for years. Barry, for example, was a big supporter of Dawn Riley's America True campaign for the America's Cup. And I've done three all-women's TransPac races that wouldn't have happened without Barry's financial support. Barry was looking to support a woman's sailing adventure such as the one Liz wanted to do. They met by happenstance, and it went from there. But Liz is far from the only woman who has benefited from Barry's sailing philanthropy. As for myself, I think what Liz is doing is wonderful, and I fully support her, too."

↑↓WHAT KIND OF SACRIFICES HAS SHE MADE?

Thank you *Latitude* editor LaDonna Bubak for your take on Liz Clark asking for money. You and Kathe Hashimoto, who said the same thing, echo my sentiments. I think it's great that Liz is able to follow her dream, albeit on someone else's dime. As I recall first reading about her venture, she had a benefactor supply her with the Cal 40. Liz seems to have captured the attention and admiration of some influential supporters/advocates.

Most cruisers doing what Liz is doing do so after some significant sacrifice. I wonder why we don't see calls for financial help in *Latitude* from the many cruisers who lost a rig, an engine, or transmission and had to limp home and go back to work, or simply end their cruise. Liz appears to be a good steward of the boat provided her, and has apparently worked hard maintaining the boat. I applaud her. I just don't recall reading much about any sacrifices she made to launch her dream.

For the publisher of *Latitude* to suggest that anyone who challenges her request for money is "overly grouchy or has something against everyone who receives money from others to go sailing" is a little bit defensive, and I think misses the

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LETTERS

point. But then, it is his magazine and he has the right to support whom he chooses.

Mike Robinson
Pt. Richmond

Mike — As a reader of *Latitude*, you have as much right to disagree with our opinions as we have to express them, so always feel free to disagree with us.

What we have trouble seeing is the distinction between Liz being open to receiving contributions to her adventure and other sailors who have done the same thing. And there are zillions of them, from sailors in youth sailing programs, in Olympic programs, in America's Cup programs. So what's the difference between a yacht club asking members to support a specific program to benefit a couple of youth sailors they don't even know and Liz asking *Latitude* readers — whom she's entertained with many articles — if they'd like to chip in to her adventure?

↑↓ IS PETALUMA SAFE FOR BOATERS?

A few years ago sailors who spent the night in the Petaluma Turning Basin reported a lot of crime and vandalism to their boats. Do you know if the situation has improved?

Chris Eldon
Chinook, Tiara 4000 Express Cruiser
San Francisco

Chris — We put your question on 'Lectronic so you could get an answer in time for this month's issue and before the season was over. We got lots of feedback, all of it overwhelmingly positive. Get all the details on taking your boat up to Petaluma in this month's Sightings.

↑↓ PETALUMA HAS GREAT ATMOSPHERE AND PEOPLE

We visited Petaluma in July and had a great time — as we have on every trip there in the past several years. The town has great atmosphere, wonderful restaurants, and very friendly and helpful people — including the bridgetender. For those planning a similar trip, we suggest an early morning departure to avoid the afternoon chop on San Pablo Bay, and we remind everyone that the channel between San Pablo Bay and the Petaluma River must be followed carefully to avoid running aground.

Michael Mellon
La Vida, Catalina 320
Belvedere

↑↓ LOW TIDE IS THE ONLY PROBLEM IN PETALUMA

The Richmond YC had a 16-boat cruise to the Petaluma Turning Basin on April 24-26. The security was excellent and there were no incidents — except having to wait for the tide so we could get away from the dock on the second day.

Bill Gage
Quintana Roo, Catalina 36 Mk II
Point Richmond

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.

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LOOSE LIPS

Eight bells.

There's a bumper sticker that's a favorite among many Laser Master's sailors that reads, "Cheat the nursing home, die on your Laser." Tahoe-based Tony Dahlman did just that, but at too young an age, on August 14 at the Laser Master's Nationals in Monterey. He was on the water when he suffered a fatal stroke. The 61-year-old is remembered fondly in an article by fellow Laser sailor Buff Wendt that you can find by searching "Remembering Tony" at www.sierrasun.com.

A little light bathroom reading.

Mark Reed of the Portland-based Ericson 38 *Southern Cross* warns sailors about an unusual "hazard" along the northern



MARK REED

How perfect is it that Vicki Bugbee-Reed is reading her favorite sailing magazine as she and skipper Mark cruise by Reading Rock?

California coast: "Folks should not pass downwind of Reading Rock, between Crescent City and Trinidad, too closely. It's covered with sea lions all the way to its 100-ft peak. Phew!"

Reed, who is on his way to Mexico with wife Vicki, also notes that the new Eureka Public Marina is "beautiful and well-run." Have you been to the new marina? If so share your experiences (and photos) with LaDonna Bubak at ladonna@latitude38.com.

Three cheers for the good guys.

With its headquarters on Alameda Island, the Coast Guard's Eleventh District conducts operations in coastal waters as far south as Central and South America and more than 1,000 miles offshore. Over 3.3 million square miles of open ocean are within its purview when conducting search and rescue, law enforcement, and homeland security operations.



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SIGHTINGS

the jewel sparkles once again

The Petaluma Turning Basin has long been a prized destination for Bay Area sailors, but a few years ago, crime against boats — from slashed cockpit cushions to boats being set adrift — became a problem. The unsecured docks allowed vandals access to visiting boats, and the Turning Basin earned an unsavory reputation.

So when *Latitude* reader Chris Eldon emailed to find out if the situation had improved (see page 78 for the full letter), we contacted the Petaluma Visitor Center to find out. According to Lisle Lee, security gates installed around the basin have essentially brought a halt to vandalistic incidents. “The docks are open during the day but require a code at night,” Lee said.

But we wanted a broader perspective so, in the August 10 edition of *Lectronic Latitude*, we asked readers about their recent experiences. Rod Williams of the Alameda-based Catalina 42 *Azure* was just one of nearly two dozen readers who confirmed that all’s well at Petaluma.

“We’ve made annual trips to the Turning Basin for the last several years,” Williams wrote. “The locking gates have made a world of difference on the docks at night. Before they were installed, groups of bored teenagers congregated at the far end of the dock (below the yacht club) to hang out. They were never rude to us, but they could get loud late at night. A friend once found trash left on his deck, and we often noted fresh graffiti written and carved onto the wooden dock but we never experienced any theft or vandalism. Despite the minor annoyances, we still found Petaluma to be a charming place to visit.”

Mark and Patty Thompson reported a similar experience: “Over this July 4 weekend, we took our Catalina 380 *Seaya* to the Turning Basin. The trip up the river is beautiful with the vineyards and golden hills as a backdrop, and the bridge operator could not have

been more friendly and professional on the radio. The Turning Basin itself is quite charming, and there are probably a couple dozen great places to eat and drink within a 1/2-mile walking distance. We felt completely safe the whole time. We didn’t even think twice about allowing two 11-year-old girls the freedom to go to the ice cream parlor on their own. It was a great trip and, as we left, we were already talking about coming back.”

Several readers noted that, on busy summer weekends, stern-tying might be required in order to fit more boats on the first-come-first-served docks. San Francisco’s Chris Northcutt describes his first attempt at the technique in July: “We came up on a Friday, so there was plenty of room to

There’s room for dozens of boats on the Turning Basin’s docks.

side-tie before switching to stern-tie. I docked with the bow up-current, and secured the midship dock line. I secured the aft dockline, made sure the stern fenders were in place, and then began easing

continued on outside column of next sightings page

what’s right

It’s a curious coincidence that we’ve heard reports of painful stings by a rare scorpionfish or its relative, the stonefish, from sailors in both the Caribbean and in Mexico. The Mexican incident prompted lively discussions on cruiser blogs about the proper treatment — as opposed to worthless myths — of these and other stings.

When young Josh Morrell was stung in the shallows of the BVI by an unseen creature, his parents instinctively applied ice to counteract the swelling. Turns out



DAVID NABORS

The ride up the Petaluma is a beautiful one, reminiscent of the French countryside.



LATITUDE / ANDY

for the bite

that was exactly the wrong thing to do. "You want to apply water as hot as you can stand it," said Dr. Kent Benedict of Santa Cruz. "The same is true for stingray bites." The heat, we're told, breaks up the harmful elements injected by the stinger.

Jeremy White of the Portland, OR-based GibSea 106 *Madeline* was unlucky enough to step on a stingray, but fortunately learned about the hot water treatment, which he regards as a "miracle cure."

continued in middle column of next sightings page

jewel — cont'd

off the midship line. The current pushed the bow out, and when the boat was perpendicular to the dock, I resecured the midship line. We then secured the downstream aft and midship docklines, and were all set without so much as a raised voice."

Visitors to the Turning Basin are required to call the city's Public Works Office — (707) 778-4372 — 24 hours in advance to request a raising of the drawbridge. As boaters pass through the bridge, the tender will provide the gate code. The fee to spend the night is a flat \$22 and includes electricity and water, though there are no onshore facilities unless your yacht club has reciprocal privileges with Petaluma YC. We highly recommend contacting the Visitor Center at (707) 769-0429 for their highly informative boater's information packet.

—ladonna



TIM CROWE

SIGHTINGS

the 900-mile-a-day club

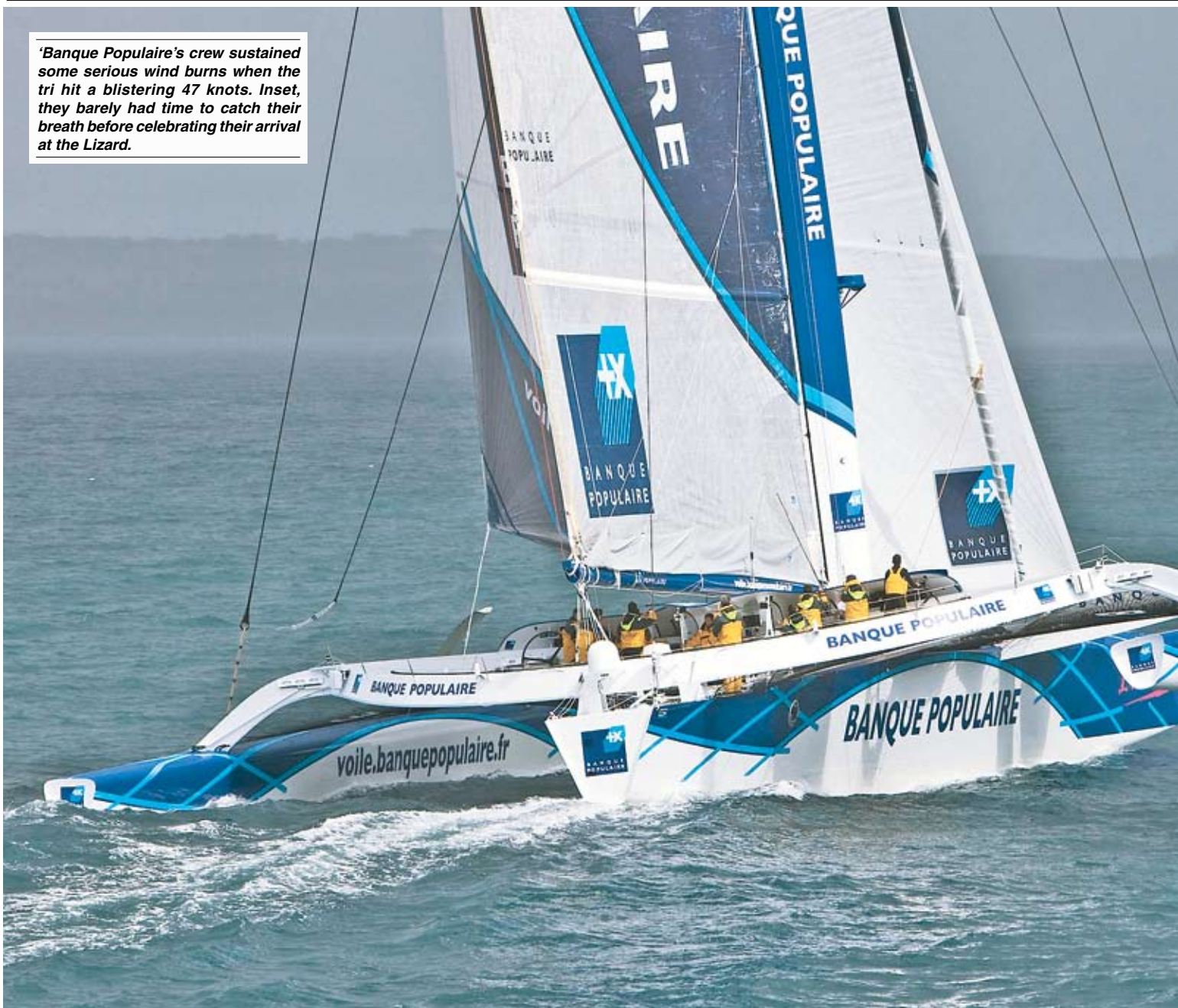
When we asked *Groupama 3* navigator Stan Honey what the odds were that the 105-ft trimaran would be racing Pascal Bidegorry's 140-ft monster tri *Banque Populaire* across the Atlantic, Honey responded that it was unlikely. Franck Cammas' *Groupama 3* and Bidegorry's behemoth are moded for different conditions, with the latter better suited to bigger breeze. But as it turned out, *Banque Populaire* left New York some 2.5 hours after *Groupama*, and the race was on . . . really on. The two boats pushed each other so hard across the pond that they each broke both the course and 24-hour records. *Groupama* was first up on the 24-hour record, knocking off an 858-mile day. Not to be outdone, *Banque Populaire* reeled off an astounding 907-mile day — with an average speed of just under 38 knots! Finishing

continued on outside column of next sightings page

stings

Pamela Bendall of the Port Hardy, B.C.-based *Kristen 46 Precious Metal* tells of a terrible stingray attack last season at La Manzanilla, Mexico. "Finally a local doctor arrived, cleaned the hole, and stuffed mashed papaya (of all things) into the wound. The swelling subsided after three days and continual papaya maintenance. What was important in this treatment was to keep the wound open and not bandaged. The healing has to go from inside out, and by covering it, infection and permanent damage to the

'Banque Populaire's crew sustained some serious wind burns when the tri hit a blistering 47 knots. Inset, they barely had time to catch their breath before celebrating their arrival at the Lizard.'



PHOTOS B. STICHELBAUT/BFBP

— cont'd

joint could happen. I was amazed at how quickly he recovered." Apparently it is the papaya's high content of proteolytic enzymes, especially papain, that make it so effective. Turn to page 30 for another treatment suggested by a reader.

Cruisers headed south this season should be aware of the simple precaution of shuffling your feet when crossing shallows in order to 'announce' your arrival and disperse bottom-dwellers such as rays.

— andy

900 miles — cont'd

within sight of each other, *Banque Populaire* ultimately beat *Groupama 3* to the Lizard, Cornwall by about three hours on August 2 — after covering the 2,880-mile course in 3d, 15h, 25m, 48s!

Next up for both boats is a Jules Verne Trophy attempt for the out-right round the world mark sometime this winter; they'll go on standby in November. It may seem as if the smaller *Groupama* will have her work cut out for her given that she cedes some 35 feet of waterline to *Banque Populaire*. The trans-Atlantic record attempt did demonstrate that while *Banque Populaire* is formidable with the breeze up — and aft — but the lighter *Groupama 3* has legs when the breeze dips below 25 knots (in the last day of the record attempt, she made up nearly 40 miles on *Banque Populaire*). While boats this fast are capable of skipping from weather system to weather system, the round the world course will always include upwind and reaching work and, at times, lighter air.

Since rupturing her port ama and capsizing in her first Jules Verne attempt early last year, *Groupama 3* has been rebuilt and fortified. Though reportedly the lessons learned about *Groupama's* structure were incorporated into revisions to the build of *Banque Populaire* — which had almost been completed at that time — the former will no doubt benefit from its prior experience. Whether both boats leave at the same time remains to be seen, but with no Volvo Ocean Race, and no Vendée Globe, it'd sure be nice if they would.

—rob



brit steals zac's thunder

At the risk of making a regrettable assumption — as in the famous headline "Dewey Defeats Truman" — let us congratulate 17-year-old British singlehander Mike Perham on completing his remarkable circumnavigation. As we go to press, he is roughly a day's sail from crossing his tracks off England's Lizard Peninsula, and unless disaster strikes within the next 24 hours or so, he will thus snatch the status of 'youngest around' from Southern Californian Zac Sunderland. Perham's age at the finish will be two months younger than Sunderland's when he arrived home at Marina del Rey on July 16.

Sailing eastabout, aboard the chartered Open 50 *TotalMoney.com*, the 17-year-old Brit originally intended to sail the Southern Ocean route via the so-called Great Capes in order to break the nonstop, unassisted record set by Australian Jesse Martin when he was 18. But after serious autopilot problems forced Perham to make pit stops at Portugal and the Canary Islands, he lowered his sights and simply aimed to become the youngest around via any route — a feat Sunderland was pursuing at the same time. Ironically, the two young men crossed paths — and shared a cordial lunch together — in South Africa while racing the clock in opposite directions.

Just as Sunderland knew he probably would not hold the record for long, Perham can already feel the heat from three younger challengers — all of whom are female. Australian Jessica Watson, 16, plans to set sail next month and return before her 17th birthday, next May 18, and Sunderland's younger sister Abby, now 15, recently picked up the gauntlet, hoping to depart this fall also and return before her 17th birthday in October 2010. Both Watson and Sunderland intend to sail the ambitious — and dangerous — southern route, nonstop and unassisted.

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SIGHTINGS

perham — cont'd

As if those campaigns aren't controversial enough — "What age is too young?" many critics are asking — 13-year-old Dutch sailor Laura Dekker has now thrown her hat into the ring with the full support of her parents, who are circumnavigators themselves. Even in the Netherlands, however, which is arguably the most open-minded country in Europe, Dekker's intentions have sparked a substantial controversy. In fact, government agencies are vying to put her in protective

services in order to block her record attempt. It's important to note that her proposed route would take her mostly through the tropics via the Panama and Suez Canals.

Although we're normally opposed to the regulation of personal liberties, we can certainly see the point of those who question the wisdom of allowing kids to go to sea on their own when their wisdom teeth haven't even come in yet. But where do you draw the line? Perhaps at crossing the Southern Ocean and round-

ing Cape Horn. Remembering how that tumultuous cauldron has nearly taken the lives of more mature sailing luminaries like Isabelle Autissier (twice), Tony Bullimore (five times), and others, we have to wonder if the potential glory is worth the risk. Stay tuned for further developments.

— andy

size matters

The boat on the cover of the most recent issue of *ShowBoats International*, one of the ultra-glossy magazines published for the megayacht market, is Bill Joy's 190-ft ketch *Ethereal*, a very lovely boat in what might be called the 'modern traditional' style. The yacht was launched in The Netherlands last October by the celebrated Royal Huisman Shipyard.

Joy, a co-founder and chief scientist of Santa Clara-based Sun Microsystems until '03, and a current partner in the Palo Alto venture capital firm of Kleiner Perkins Caufield and Byers, was one of the first boatowners to spend a lot of time and money considering all options in an effort to make his yacht as eco-friendly as possible. To that end, she's got a hybrid electro-mechanical propulsion system and all sorts of other features to make her more energy efficient.

Ethereal was chosen as the cover girl for *ShowBoats* because it was the "Super-Green Superyachts" issue of the magazine. If you're wondering how anybody can say "green motoryacht" without turning red with embarrassment, editor Jill Bobrow said she understood. In fact, Bobrow initially compared it to other oxymorons such as down escalator, jumbo shrimp, old news, and black light. But by the end of her editorial, Bobrow wrote that 'green motoryacht' didn't have to be an oxymoron because "yachts are becoming 'more perfect.'" While admitting that the idea of creating a megayacht that had zero impact on the environment was "hopelessly optimistic," she said that thanks to the surge in environmental awareness by the owners of big yachts, "giant baby steps" were being made.

We wouldn't have envied Bobrow's assignment of having to make the case for mega-motoryachts being green, but at least she was honest enough to present evidence to the contrary. For example, in one of the issue's articles, former San Francisco Bay sailor, Ron Holland, the

continued on outside column of next sightings page

navigation

Triangulation is the process of determining the location of a point — such as a finish line of a sailing race — by measuring angles to it from known points at either end of a fixed baseline, rather than measuring distances to the point directly. The point can then be fixed as the third point of a triangle with one known side and two known angles.

It sounds complicated and not very much fun, so when we decided to navigate the recent Santa Barbara to King Harbor Race on *Profligate* without the use of GPS,

JULIEN GIRADOT / DPPI / TOTALLYMONEY.COM



How long will Perham hold the title? Not long if Zac's little sis has her way.



without gps

we elected to use a process we call 'Triangulation Lite'. It was simple. We just had new crewmember Judy stand on the house and 'open up' to about a 25° angle. Then we had helmsman Bill Lilly, Judy's boyfriend, keep the N/M 55 *Bolt* as close to the apex of her triangle as possible. Triangulation Lite may have no basis in trigonometry or geometry, but it was a lot of fun — Judy said it tickled sometimes. And it worked great until Judy went into the galley to prepare a delicious pasta dinner.

— richard

size — cont'd

designer of *Ethereal*, is remembered as having told an '08 symposium in New Zealand that Joy's yacht was most certainly *not* a truly green yacht, but only that Joy had insisted on looking at new resources and concepts in order to try to increase efficiency and minimize the environmental impact of his boat.

The magazine also didn't shy away from the unwelcome facts presented by naval architect Michael Peters at that same symposium. Peters told the not-so-happy-to-hear-it audience that a typical 150-ft displacement motoryacht — which is actually kind of a mini-megayacht — would, when running at full speed for two hours, consume more resources than a family of four would in an entire year.

The issue also discussed the concept of megayacht owners pur-
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Spread, the Triangulation Lite navigation system would occasionally break down when helmsman Bill Lilly, who has suffered from ADD his entire life, became distracted and failed to keep 'Bolt' in the apex of the triangle. Insets, oh yeah, there was some racing going on too.



SIGHTINGS

size — cont'd

chasing carbon offsets. It was claimed, for example, that after a run from the Caribbean to the Med, a 200-ft yacht's resource consumption could be mitigated by a \$10,000 payment to a carbon offset company, which would presumably do things like plant a bunch of trees in the right places. We don't know about you, but we find the concept of buying carbon offsets to be little more than 'penance lite' for the absolution of some rich guy's environmental transgressions. We'd have more respect if such an owner practiced a little self-flagellation in public at the big boat show in Monaco.

With all due respect to Bobrow, we're not buying the 'green motor-yacht' concept. A boat's not being as dirty as it could have been is still plenty dirty when you're talking about a mega-motoryacht. If

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unclear on

Even longtime sailors get a little rusty on the Rules of the Road from time to time — especially when it comes to vessel lighting. This fact was obvious during last year's Baja Ha-Ha, as several boats were spotted with improper — and even downright weird — light configurations.

Realistically, you might never get cited for improper lighting, but you could confuse the heck out of other mariners, both large and small. And, if an accident occurs when you are out of compliance with the Rules, you could be blamed.



FRANCO PACE / COURTESY ROYAL HUISMAN YACHTS

the concept

First, all skippers should keep a copy of the International and Inland Rules of the Road handy in their nav area. You never know when you might want to look up something, if only to confirm that your memory is serving you correctly when you're sleep deprived.

The most commonly seen taboo during the Ha-Ha was running both masthead tricolor and deck level running lights at the same time. This is a problem because, under the Rules of the Road, red over red

continued in middle column of next sightings page



Bill Joy's 190-ft 'Ethereal'. She's sleek. She's sexy. But just how 'green' is she?

size — cont'd

boatowners want to make a difference, they should look to size. For if an owner was as eco-aggressive in the building of a 100-ft boat as with a 200-ft boat, he'd have really done something. Of course, he'd have really done more if he'd built a 100-ft — or less — sailboat instead. Indeed, as another author wrote in the green issue, "There is little doubt that wind power will continue to be the cleanest and most cost-efficient means of propelling yachts for the foreseeable future."

Why haven't we slammed *Maltese Falcon*, the 289-ft sailing yacht built and recently sold by Tom Perkins of Belvedere, and Joy's *Ethereal*? As we wrote several years ago, both of these boats were many years into the design and building process before it was realized that the environmental situation was as acute as it appears to be. As a result, we wrote that we gave them a 'pass'. But enough time has passed that anyone launching a megayacht now had to have been aware of the environmental situation and just not cared. As such, in our opinion, anyone who launches a mega-motoryacht now can't claim to be 'green', but rather should be assumed to be full of a brown organic substance.

— richard

big boat series preview

With a little less than a month to go as of this writing, the St. Francis YC's Rolex Big Boat Series has already attracted 72 entries, and we'd be surprised if there weren't at least another 15 not yet entered. So far, it's looking as if there will be seven one-design classes: Melges 32, Beneteau 36.7, Express 37, 1D35, J/120, J/105 and Cal 40. What? Cal 40? That's right, six of the venerable plastic classics are already entered as a one-design class for what we have to believe is the first time ever. The number of J/105 entries stands at only 13 right now and, if history is any indication, we'd be surprised to see a fleet with numbers less than the high 20s. The Melges 32s have only five entries right now but we expect that number to get up to at least 10. Judging by the current entry list, the resurgent West Coast Farr 40 fleet — which has been drawing around 10 boats for regattas in Southern California — hasn't attracted enough boats for its own start this year.

When it was announced at last year's event that the regatta would serve as the 2009 IRC Nationals, we were hopeful that the IRC turnout for this year's Big Boat would be impressive, and include some entries from both the East Coast and the world at large. That was until the economy bottomed out. The result is that the IRC division is shaping up to be a nearly all-local and West Coast affair. The fact that 28 boats are already signed up is testament to the health of our local IRC fleet, and we wouldn't be surprised to see at least five more owners sign on the dotted line between now and then. Two of the four division winners from last year are back: John Kilroy Jr.'s TP 52 *Samba Pa Ti* and Jim Mitchell's electric-blue R/P 52 *Vincitore*



LATITUDE ARCHIVES

This year's BBS will see one-design fleets for all the usual suspects, plus an unusual one: Cal 40s.

continued on outside column of next sightings page

bbs — cont'd.

will be going another round in IRC A. Other notables include Chris Welsh's Spencer 65 *Ragtime*, SF Bay IRC series-leader Dan Woolery and his King 40 *Soozal*, and Brad Copper's Tripp 43 *TNT*.

As always, there should be some great spectating on the Cityfront, so save the dates: September 10-13. You'll find the event website at www.big-boat-series.com.

—rob

ready for some mexican sun and fun?

Need to get away from your dead-end job, news reports that drone on with nothing but depressing topics, and traffic so thick you could walk to your destination faster? As you read this, there's still time to sign up for the 'Sweet Sixteen' Baja Ha-Ha before the September 10 entry deadline. And it can all be accomplished online in about 15 minutes at www.baja-haha.com.

Now the largest offshore sailing event in the U.S. — and the second largest cruiser rally in the world — the Ha-Ha is many things to many people. But it's probably best described as a 760-mile family-friendly cruise-in-company event that attracts sailors of all stripes, more often than not launching them into a new lifestyle of extended cruising.

This month, Ha-Ha enthusiasm will rev up to a full head of steam as crews mix and mingle at our annual Mexico-Only Crew List and Baja Ha-Ha Reunion Party on September 9 at Alameda's Encinal YC. While this spirited shindig serves partially as a reunion for Ha-Ha veterans, its primary aim is to introduce skippers in need of crew to sailors in need of a ride. (Registered '09 captains and first mates get in free, others pay \$7 at the door; snacks provided; no host bar; 6-9 p.m.; directions online at www.latitude38.com).

While we're on the subject, if you own one of the 160 boats that have signed up so far for this year's event, we'd like to suggest that you consider taking a few extra watch-standers along for the cruise down the coast. Here's why: Typically, couples who are perfectly comfortable with sailing their boats in their home waters as a duo often fail to consider how frazzled they'll become after standing three-on, three-off watches for up to 72 hours in a stretch — the time it takes some boats to complete the longest of the three legs. During the rest stops, while larger crews are hiking the local mountains, surfing the point breaks and sampling *cervezas* in town, some of the doublehanders are so exhausted that they barely make it ashore at all. By contrast, taking

along a few extra crew will mean everyone gets more sleep, you'll have more helping hands in an emergency, and the trip will be less physically demanding — in other words, you'll be likely to have more fun.

Both choosing appropriate crew and picking a

Potential crewmembers are lining up for a ride south.

boat to crew on can be tricky, however. To avoid a bad experience, we suggest you get to know your new shipmates ahead of time by going for a daysail and/or sharing a meal or two. Also, be absolutely certain that you all have realistic expectations about what the trip

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lights

indicates a vessel "not under command." To remember this, merchant marine cadets use the mnemonic "Red over red, the captain is dead." Consequently, it's illegal to run both your deck lights and masthead tricolor at the same time if your vessel is under command. Similarly, if a sailboat were to run a tricolor, deck lights and a steaming light, vessels viewing its port side would see red over white over red which indicates a "vessel restricted in its ability to maneuver."

Likewise, green over white (a masthead

Brian Petros' Hood River YC-based Moore 24 'Electric Mayhem' goes SPLAT! in the 2nd Annual Double Damned Race last month on the Columbia River Gorge. For the full story on this kick-ass race, turn to page 102 (but not before you finish reading 'Sightings') and for some great videos, search YouTube for 'Dam to Dam 2009'.



— cont'd

tricolor and steaming light viewed from starboard) could be confused for a fishing boat engaged in trawling: "Green over white, trawling tonight." So when you're motoring or motorsailing at night you must run your deck lights in combination with your steaming light, not your tricolor. Masthead tricolors, by the way, are legal only on boats less than 65 feet.

One of the most unusual combinations reported, red over green over green (viewed from starboard), actually turns out to be a

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ha-ha — cont'd

will entail, such as: What boat chores will crew be expected to fulfill? Who will pay for provisions and other expenses? How will watches be handled? Where will crew sleep? If you definitely *are not* into developing any sort of 'extra' relationships, make that crystal clear up front.

Those precautions aside, we think taking crew along is a fine idea that works out for the best more often than not, and often leads to lasting friendships. A potential side benefit for those who do catch rides is making connections for future cruising in Central America, the Caribbean or the South Pacific. If that sounds good to you, a final tip is to bring plenty of sailing resumes to the Crew Party, preferably with your photo embedded, so potential skippers will remember you after enduring a whirlwind of introductions. See you there!

— andy



SIGHTINGS

chill out at china camp

San Francisco Bay isn't known for its great gunkholing, so the handful of viable small boat anchorages — especially when they're complemented by fantastic shoreside offerings — generally see no shortage of traffic. Yet a surprising number of sailors we've spoken to recently have never anchored out at one of the premiere destinations on the Bay: China Camp State Park.

Nestled just inside the San Pedro peninsula in San Pablo Bay, China Camp offers not only excellent holding in soft mud, but protection from winds with any southerly or westerly flavor — which means, of course, throughout most of the summer. And the ridges that protect the

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lights

proper option for sailboats under sail: All-around red over all-around green at the masthead, over deck-level running lights. To our knowledge, Dr. Lou Freeman's San Diego-based Swan 52 *Seabird* was the only boat to display this combo, but he was perfectly correct to do so. The mnemonic for this one is "Red over green, sailing machine." It's rarely seen on the West Coast, but commonly seen on big sailing yachts in the Caribbean and Med.



Lampin' at the Camp — (clockwise from below) The village features a museum, historic buildings and a shell-laden beach; 5-year-old Josie found plenty of prizes there; decorating the walls of the café are photos of John Wayne during the filming of 'Blood Alley', and Huey Lewis & the News, who posed for their 'Greatest Hits' cover there; Jon Bielinski, who built the Block Island schooner 'Annabelle' 25 years ago, and Noreen Tierney love getting away to China Camp; the Chinese junk replica 'Grace Quan' spends much of the summer tied to the pier; hiking the trails is a great way to work off your It's-It indulgence.



PHOTOS LATITUDE / LADONNA

cont'd

As every merchant mariner will tell you, keeping the myriad light combinations straight is a challenge. But it's especially tough if you don't often sail at night. So we suggest you pick up a plastic cheat sheet of light patterns, and keep it close to the helm. And spend some time poring through the Rules of the Road — you'll probably be amazed at all the things you didn't know, but should.

— andy



china camp — cont'd

anchorage from sloppy seas also protect it from the fog that blankets much of the Bay during the summer months. In fact, China Camp boasts more than 200 fog-free days every year!

By many sailors' standards, the anchorage itself has a decidedly 'roadside' feel, but unless the wind switches from the north or east, conditions are generally mellow. And even if there's a small amount of rocking and rolling during the day, the wind typically shuts off at sunset, leaving you to enjoy a warm and gentle evening in your cockpit.

In a northerly, the fetch across San Pablo Bay can quickly allow rollers to build up, making the anchorage uncomfortable, at the least. Before heading out for the weekend, check the weather forecast, and if it calls for a northeasterly, do yourself a favor and head over to Clipper Cove instead.

But summer conditions favor sailors. Catch a morning flood tide, pop the chute when the wind comes up, and hang on tight — you'll be there in no time. It's perfectly safe to pass between Pt. San Pedro and The Sisters; just keep an eye out that the current doesn't insidiously pull you down on one of several large barge moorings. As you near McNears Beach, depths shoal pretty fast — just stay a few hundred yards off the beach and you'll be fine.

Though not the deepest of anchorages, the shoaling is gentle so, if you find the depths getting a little too thin for comfort, you'll have plenty of time to head for deeper water. When choosing a spot to drop the hook, keep in mind that there's room for 100 or more boats between McNears Beach and China Camp, so try not to crowd your neighbors. Shoal-draft or centerboard boats are particularly lucky because they can really tuck in close to shore.

Once the hook is set, launch the dinghy and head ashore. Landing is allowed over the entire beach — on both sides of the pier — though it is restricted to daylight hours. If the tide is rising, be sure to pull the dink above the high-tide line or tie it off. And though the park is clean and safe, it would be unwise to leave anything valuable in the dinghy. Park Ranger Tom Frazier reports that dogs are allowed in developed areas (*not* on the trails) but noted that they need to be leashed and, of course, picked up after.

If you're there on a weekend, stop in at the little store and treat yourself to a shrimp cocktail and an It's-It. China Camp resident Frank Quan, a descendent of the original settlers who has lived there nearly all of his 84 years, runs the store with the help of his cousin, Georgette Quan.

A must any day of the week is the museum (open 10 a.m.-5 p.m.) situated next to the pier. China Camp is steeped in history and the museum does a wonderful job of detailing it. You'll walk away with a deep respect for the immigrant fishermen who plied the Bay 150 years ago — and a deeper regret for how our government treated them.

Beyond the village run 15 miles of trails, some of which lead to hike-in campsites and picnic areas. Most are accessible to hikers, bikers and horse riders so keep an eye out rounding blind corners. The last thing you want to do is run face-first into the business end of a palomino.

The myriad activities China Camp offers make it a no-brainer destination on the Bay. So the next time the family balks at yet another day of screaming — figuratively and literally — across the Slot, take them to China Camp instead. With the possible closure of 25 Bay Area parks starting in September due to budget constraints, you wouldn't want your first time to China Camp to be your last.

— ladonna



This stowaway hitched a ride from Sausalito to China Camp last month. He now happily resides in the park's garden.

MISS CINDY

Tony Bigras' one-year, 6,000-mile cruise from Vancouver to Florida — via Central America and Cuba — was unusual for several of reasons. For example, the 52-year-old built *Miss Cindy* in just 450 hours, at a total cost of \$8,500 for everything from sandpaper to electronics. He was able to take her from the boatyard to her launch in Baja atop an old station wagon. The cat's main anchor

only weighs 11 pounds, yet held the boat in up to 40 knots of wind. He was able to take her 95% of the way from the Pacific to the Caribbean — via Lake Nicaragua and the Rio San Juan — on her own bottom. Because she only displaces about

1,000 pounds, she hit a top speed of 15.8 knots on the way.

As you can undoubtedly deduce, Bigras' Turtle Island 16 micro cruiser is a bit smaller than the average cruising cat. *Miss Cindy* is just 16'3" long, and has a beam of only 8'5". The masts for her bi-plane lug rig are 17 feet tall, and she sets a total of 200 sq. ft. of sail. Able to carry a 500-pound payload, *Miss Cindy's* typical speed under sail was 3 to 7 knots. She's equipped with a 2-hp outboard for calms, which allows her to cruise at 4.25 knots at 15 mpg. The micro cat's hull was built of quarter-inch marine ply, stitched and glued, then sheathed with e-glass and epoxy. Her masts are hollow fir.

As you might expect, we had a few questions for the sailor from British Columbia who sailed offshore passages

'Miss Cindy' must have been a sight for road-weary drivers' eyes during the 16-ft cat's overland delivery from B.C. to Baja — piggybacked atop a one-shot, \$300 station wagon.



spanning up to six days along the way:

Latitude 38: What kind of sailing experience do you have?

Tony: Quite a bit. I started in '71 at Sidney, B.C. on small monohulls, then sailed a Buccaneer 24 tri in the Gulf Islands and around Georgia Strait for about five years. I had an Australian Quick Cat 16 that I would race unofficially with the Sunday fleet all through the nasty winter weather. In fact, I sailed that cat after school every day for about a year. I then built custom glass boats for a few years, then worked as a rigger for three years in Victoria, during which time I would sail on customers' racer/cruisers.

Every boat I've owned since then has been of my own design and construction. I sailed *Osrām V*, a 23-ft cat, around Vancouver Island, going offshore for the run to Victoria. In '83, I sailed *Osrām VI*, a 31-ft trimaran, from Prince Rupert around the Queen Charlottes, with a solo offshore run from there to Victoria. Neither of those boats had engines.

When I sold *Osrām VI* in '84, I thought I had gotten boats out of my system. I didn't walk the docks, design boats, buy sailing magazines, go to boat shows or sail with friends. But in '93, my wife was taking a course at a local college, and one of her classmates was this 80-year-old guy who'd bought *Osrām V* from the guy I'd sold her to. My wife kept pestering me to meet him and show him how to sail the boat. After a couple of years went by without him croaking, I gave in to my wife's nagging. I took the guy — who turned out to be nice enough — out on his boat, and after 12 years of remission, caught the sailing bug again.

So in '97, I started building *Osrām VII*, a 50-ft x 27-ft aluminium cat. Seeing how my getting back into sailing was my wife's fault, she couldn't help but

be supportive — at least in the beginning. The support didn't last, however, and the big tin cat went in a divorce sale in '00. I have, however, gotten to sail on her several times since.

The year '01 was pretty big for me. As the divorce was finalized. I did a big IT contract, and thanks to lots of hard work, brought in quite a bit of money. I flew to Hawaii hoping to find a boat wanting crew headed east or south. I got on a Gemini 32 cat for a 21-day



passage to San Francisco. She wasn't the best cat for the open ocean, but I loved being out there.

In '04, I sailed a 40-ft keelboat from Victoria to San Francisco. After 36 rough hours in the beginning, it was a peachy sail the rest of the way. In '07, I took my 40-ft trawler cat *Osrām VII* 1,700 miles to the Queen Charlottes and back. And from May of last year until June of this year, I built *Miss Cindy* and sailed her 6,000 ocean miles. So I'm not new to sailing.

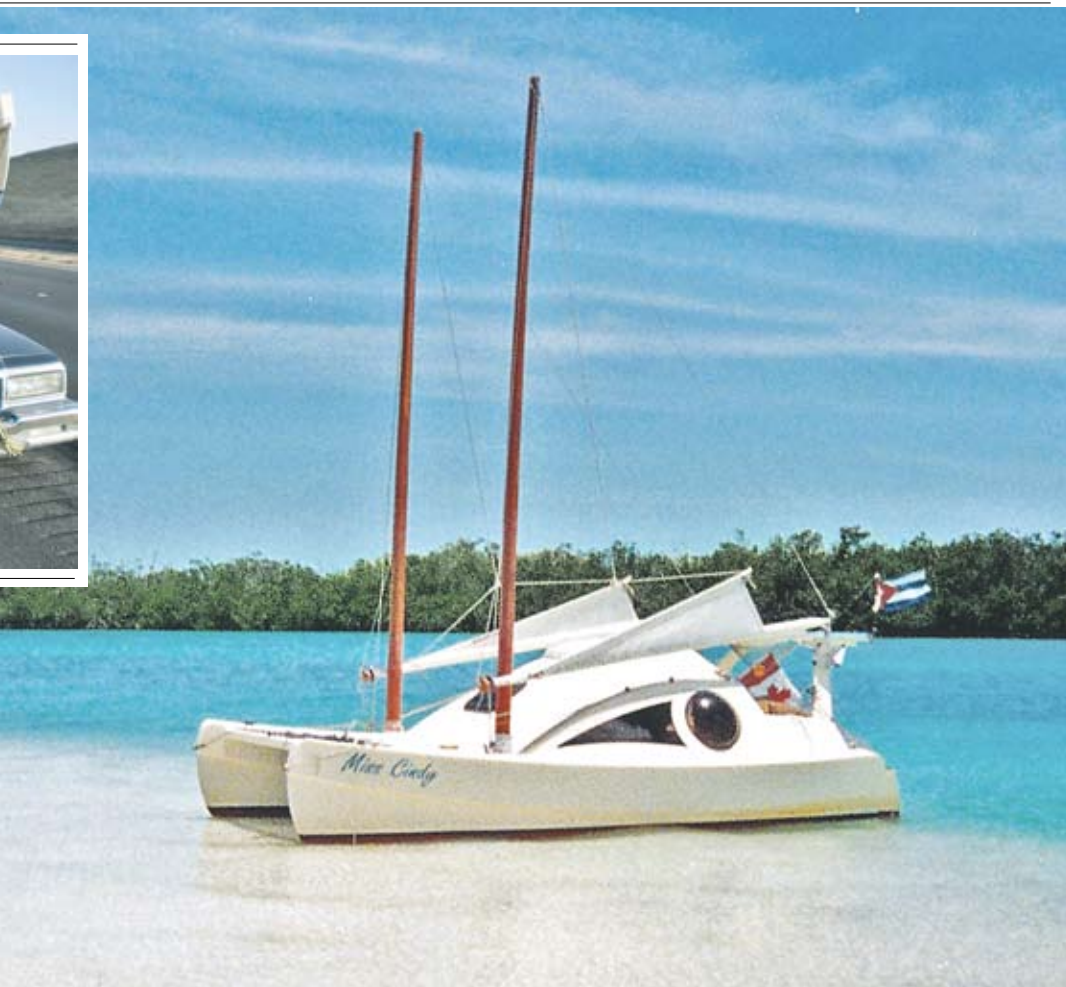
38: What inspired you to go micro?

Tony: I was looking for a quick-build, modest cost, easy-handling sailboat that I could take from the Pacific Ocean to Lake Nicaragua, and then down the Rio San Juan to the Caribbean Sea. I originally planned to sail her all the way down the coast from Victoria, but having lolly-gagged in Europe too long during the summer, I didn't complete *Miss Cindy* until September.

38: Is the 450 hours it took you to build the boat about what you expected?

Tony: If you include stitching up

— THE LITTLE CAT THAT COULD



Spread: As versatile as she is petite, 'Miss Cindy' can be beached in calm weather. **Inset:** Although Tony did get a ticket, it came with a photo op.

both sails, I had planned on 500 hours. I didn't work too hard at it either, as I think my longest day was 10.5 hours. Most weeks I averaged less than 40 hours. Some of the credit for the quick build goes to the 6-inch heavy duty pad sander I bought for the project.

38: Did you ever take *Miss Cindy* through the surf?

Tony: No. I'm a pretty cautious guy, and wasn't keen to gain that experience far from home. But I did beach her at a couple of spots in Mexico when the swell was small. And I did cross a couple of river bars in El Salvador and Nicaragua.

38: What's the concept behind the unstayed lateral schooner rig, and were you happy with it?

Tony: I've long been interested in the rig for cruising, as the two sails make it great for downwind sailing. They are easier to handle than one big one, the center of effort is lower for greater stability, and there is some added redundancy

of components. Upwind there isn't much degradation from the rig, as it's like two boats sailing close to each other. There is, however, blanketing on a beam reach, but I planned to swing the windward sail forward to reverse flow, leech to luff, in clear air. I also incorporated a concept of roller-furling I had first seen on Matt Layden's Paradox design. The mechanism is quite different with mine, but the



ability to roll the sails up quickly, and only as much as I wanted, worked out very nicely. It proved to be a great rig.

I did do some minor tweaks to the roller-drum diameter and to the boom end hardware. And I would improve both of them some more if I were to do the trip

again. My homemade sails worked well. The rig was easy to handle, and self-steered very well on all points of sail, not just when running. The limitations are handling 200 sq. ft. of sail when flying in big winds, but it was manageable. Had the sails been much bigger, I would have had my doubts. The unstayed masts were no trouble at all, as there was no clunking and no concerns. The one thing I learned about the rig is that you can never have too much chafe gear.

38: Were you concerned about the micro cat's ability in the open ocean and in heavy weather?

Tony: Sure. Prior to setting out, the only experience I had was with a 2-ft scale model, and a few daysails on *Miss Cindy* in benign conditions. The first heavy weather I saw was three days out of San Felipe in the Sea of Cortez when we got a Santa Ana. But the little cat handled it easily. When I got into conditions beyond my previous experience — like on the passage from Isla Providencia to Cayman Brac in the Caribbean — it got pretty interesting. But generally speaking, I was not concerned. I mostly tried to be kind to the boat, and to try to figure out the best speed and course for self-steering.

There were a couple of times when it got hairy; for example, when I was surfing big waves from Cayo Largo to the west end of Cuba. But I never had a sense that I was losing control. Given the choice, I would have preferred not to have been surfing at up to 15 knots in those seas. I did spend some time on the sea anchor, but mostly to get some sleep when the self-steering was not up to snuff. The boat was pretty sweet on the parachute.

38: Cats under 40 feet tend to have problems with pitching when sailing upwind. Was *Miss Cindy* so short that it wasn't a problem?

Tony: There were some pitch issues

Left: Going downwind or beam reaching she can swing her sails apart. Upwind, they work independently, like two boats sailing in tandem.



MISS CINDY

to windward in the small inshore waves and lighter winds, so in those conditions I needed to free-off to maintain speed. While sailing to windward in Force 2 to 4 winds in the Caribbean, *Miss Cindy* was well-behaved. In rougher stuff, the issue was her launching off waves. I was able to moderate that by reefing and slowing down. *Miss Cindy* has a fairly fine entry with a big buoyancy increase when waves reach the knuckle, and that seems to help dampen pitching.

There is a link to a movie of her going to windward in the Caribbean at: <http://turtleislands.net/tmc/atbeatwake.mov>

38: What were the biggest seas and strongest winds you encountered?

Tony: The strongest winds I saw were in a Papagayo off Nicaragua. Maybe 45 to 50 knots, but the strongest wind I sailed in was the Santa Ana a few days out of San Felipe, when it blew 35 to 40 knots with 7-foot seas. Some of the most challenging sailing was the upwind work to Cayman Brac, where I had a day of Force 6, with pretty steady seas of 10 to 12 feet. Then there was the reaching and downwind work on the southwest of

Cuba, when it was blowing 25 knots, and the 8- to 10-foot seas broke from time to time.

38: Is *Miss Cindy* a boat you'd recom-

"Miss Cindy' is my favorite of all the boats I've sailed."

mend to an average sailor?

Tony: I don't think the average sailor would want a pocket cruiser. Most would want either a higher performance day sailer or a more spacious cruiser. For those who want a pocket cruiser, and can watch the weight of what gets put in her, I'd say she's a very sweet boat without vices. *Miss Cindy* is my favorite of all the boats I've sailed.

38: What would you think if someone wanted to sail a sistership across the Pacific?

Tony: They would have to sail solo due to weight constraints. For a pocket cruiser-type person who equipped the boat with a watermaker, parachute anchor, self-steering vane, and who had practiced righting her in controlled conditions, and who had the requisite experience for such a trip, yes, I think she could do the job — with a good vane set up, I'm confident that she would average 100 miles a day when sailed conservatively.

38: Any plans for another boat or cruise?

Tony: My drawing board is like most marinas — full of lots of boats, most of which only dream of going somewhere. I don't see building anything for myself in the next year or two. Currently, I'm thinking about a six-month sojourn in the canals of Europe. I'd probably pick up something like an Albin 25 in Holland, then sell her once I made it down to the Med. As of right now, I don't have any other sailing adventures planned for *Miss Cindy*.

38: Thanks, Tony. We wish you best of luck with whatever comes next.



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
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BISMARCK DINIUS

When Bismarck Dinius, 41, accepted an invitation to go for a quick sail on Clear Lake on the night of April 29, 2006, he had no idea it would result in the fight of his life. For the last 3.5 years, he's fought for his freedom. On August 20, was acquitted of causing the death of one of his sailing companions.

The Carmichael-based sailor had competed that day aboard a buddy's Catalina 22 in the annual Konocti Cup. He attended the requisite *après-race* festivities at a local waterside restaurant, joined in a wine tasting, and ate dinner. As Dinius walked the docks that evening, he ran into sailing acquaintance Mark Weber, whose O'Day 27 *Beats Workin' II* had placed second in the race. Weber asked if Dinius wanted to join him and a few friends for a short sail as a way to top off a great day of sailing.

Beers were cracked, wine was poured and the group of five people set off in a freshening breeze. As Weber raised sail, Dinius handled the tiller. The wind finally slackened, causing the jib to make such a racket that Weber's fiancée, Lynn Thornton of Willows, asked him to douse it. Not long after — about 40 minutes into the trip — Weber gave the order to come about and head back to the dock. Static from the radio became annoying so he went below to turn up the squelch. What happened next is a blur to everyone aboard.

Lake County Chief Deputy Sheriff Russell Perdock, 47 — who, at the time, was the Number Two man in the department — claims he started his day by making breakfast for his son. Then-wife Donna disputes this assertion: "He never made breakfast in his life." In fact, just about the only undisputed part of Perdock's timeline for April 29 is that he led his son's Scout troop on a hike. Family and friends met later to celebrate his son's birthday at a local pizza parlor — he says after 5 p.m.; Donna says 3 p.m. — where Perdock admits to having had a beer.

When the family returned home — with three of their son's friends in tow

for a sleepover — Perdock began prepping his 24-ft Baja Outlaw speedboat for a night run. Donna testified that when she asked him not to leave her to handle the four pre-teen boys by herself, he told her to "deal with it." She estimates that he left around 7 p.m. He says it was an hour later.

The only other undisputed fact in his timeline of that pitch black night comes at just after 9 p.m., when Perdock crashed his boat into *Beats Workin' II* at such a high rate of speed that it was launched over the top of the sailboat, landing on the other side. Lynn Thornton, who had celebrated her 51st birthday a month earlier, was sitting at ground zero.

Sailboat passenger Zina Dotti testified last month that, after they were headed back to the dock, she heard a powerboat that "sounded like it was going fast." The next thing she remembers is "total chaos." She recalls screaming for 9-1-1, and Perdock shining a spotlight on them, asking if everyone was onboard.

Dotti's fiancé, Ed Dominguez, recalls finding Dinius and Weber

guez said. Thornton died from her injuries three days later, leaving behind a teenage son.

During the ensuing investigation, Perdock initially estimated his speed between 40-45 mph. Much later, he lowered that estimate to 35. Witnesses on shore, including Peter Elmer, a retired police officer and watch commander of East Bay Regional Park District's marine patrol, put Perdock's speed closer to 55

COURTESY BISMARCK DINIUS



Bismarck Dinius suffered two broken ribs, a back injury, a broken and lacerated hand, and a concussion in the accident that took Lynn Thornton's life.

COURTESY CAROL STAMBUK



Justice may have been served for Bismarck, but it seems to be failing Lynn Thornton, seen here celebrating her 50th birthday. She died a little over a year later.

lying on top of Thornton, all of them flattened under the weight of the dismantled mainsail. As he struggled to pull Thornton free, Dominguez clearly remembers someone from the powerboat saying, "You didn't have your fucking lights on." He then focused his attention on Thornton, performing CPR until paramedics could take over. "She didn't look good," Domin-

COURTESY DAN NOYES / KGO ABC 7 NEWS



COURTESY DAN NOYES / KGO ABC 7 NEWS



The Baja's bow hit the sailboat so hard, it took part of the combing — and the sheet winch — with it.

mph. He testified that he told others, "There's an idiot for you. He's going to kill himself or somebody else." A few seconds later Elmer heard the collision.

Though he's changed his story a number of times during the last 3.5 years, on one point Perdock has stood firm: The sailboat's running lights were not on. That's what he told responding officers — Lake County Sheriff's deputies who all worked under him — at the scene. That's what he told Sacramento County Sheriff Investigator Charles Slabaugh, who was brought in to interview Perdock. And that's what he told a Lake County jury last month. For all we know, he truly believes it.

But while he may not have seen the lights, that doesn't mean they weren't on. A number of witnesses — including those for the prosecution — testified that

— A BITTERSWEET VICTORY



What started as a tragedy turned into a travesty. 'Latitude's' unrelenting protests against the case eventually caught the attention of others: Dan Noyes of ABC 7 News, Elizabeth Larson of Lake County News, The Innocence Project, and the worldwide sailing community.

the sailboat was showing the appropriate running lights. Mark Weber distinctly remembers checking before leaving and saying "We've got lights — let's go." Another witness watched the lit-up boat sail away from the dock. One even claims to have watched the lights of Perdock's 389-hp speed-demon converge with the nearly stationary lights of the sailboat a moment before hearing the explosive sound of the crash.

But when Sheriff's deputies inspected the sailboat's electrical panel, the running light switch was in the off position. Instead of wondering if the impact from a boat traveling between 66 and 84 feet per second could blow a breaker switch, they apparently presumed their boss was correct. As did Lake County District Attorney Jon E. Hopkins.

In a stunning moment of absurdity more than a year after the crash, Hopkins announced that he would bring the man responsible for Lynn Thornton's death to justice. "Bismarck Dinius was the operator of the sailboat," Hopkins claimed, and therefore had a duty to make sure the boat's navigation lights were on. Chapter 5, Article 1, Section 651 of Califor-

nia Boating Law does state that the 'operator' is defined as the "person. . . steering the vessel while underway," and Dinius was at the helm.

But Hopkins clearly didn't finish his assigned reading because later on, California Boating Law provides that the operator is "the person who operates or who has charge of the navigation or use of the vessel." In this case, that would be the sailboat's owner,

Mark Weber. But even that seems a stretch, considering Perdock was breaking a number of boating laws himself — not giving way to a vessel under sail and not maintaining a safe speed, to name two.

No, Hopkins felt Dinius was his best target because a) he believed Perdock's story that the sailboat's lights were off, b) Dinius was at the helm, and c)



Some Lake County residents are calling for the resignation of the D.A. and Sheriff, as well as an indictment of Perdock.

he was legally intoxicated. After blood draws, Dinius's blood alcohol content came back at .12, Weber's at .18, and Perdock's at .08.

But as persuasive as Hopkins thought his case to be, jurors saw it differently. After three weeks of testimony and seven hours of deliberations, the nine-man, three-woman jury found Dinius innocent of felony BUI resulting in death, which, if he were convicted, could have landed him in jail for three years. After finding him not guilty, they then had to consider

two lesser charges: boating under the influence and boating with a BAC over .08. They found him not guilty on the first charge and

deadlocked on the second — 11 jurors wanted to acquit, with one holding out. The judge found that they were hopelessly deadlocked and ordered a mistrial on that count. Hopkins has said he has no intentions of retrying Dinius on that charge.



COURTESY DAN NOYES / KGO ABC 7 NEWS

Did Russell Perdock lie under oath?

The worldwide sailing community, which had rallied around Dinius, breathed a collective sigh of relief. And in the next breath began screaming for blood — Hopkins' and Perdock's.

We sincerely hope Hopkins' mission was simply a misguided attempt to make an example out of Dinius and deter others from drinking while boating, and not an effort to protect a high-ranking county official, one with whom he'd worked in the past.

We really do.

But many believe the prosecution of Bismarck Dinius to have been not only a colossal waste of taxpayers' money, but also a cover-up. Protestors gathered outside the courthouse during the trial, demanding Hopkins' resignation and calling for Perdock to be indicted. Thornton's own family not only submitted to the

court letters in support of Dinius, but they also attended much of the trial. "Lynn wouldn't want this," said her best friend and executor of her estate, Carol Stambuk.

Questions have come up about a number of key issues: the security of the two vessels immediately after the accident; Perdock's whereabouts after leaving home; Perdock's access to his blood sample; why the



HAROLD LABONTE / WWW.LAKECNEWS.COM

"It's easier to defend the guilty because it's not as stressful," said defense attorney Victor Haltom. "And Bismarck was innocent."

BISMARCK DINIUS

sheriff's department either refused to interview witnesses who favored the sailboat's version of events, or interviewed them but didn't file reports; and, most importantly, why the D.A. refused to even consider filing charges against Russell Perdock.

If it was a cover-up, it could cost the residents of Lake County a pretty penny. Carol Stambuk is already in talks with her attorneys to file lawsuits against Perdock, Hopkins and the Lake County Sheriff's Office. "I'm doing this on behalf of Thornton's son, John," she said after the trial. "Perdock's the only other party involved, and he's just walking away."

Immediately following his acquittal, Dinius had no plans other than to enjoy his freedom for awhile. "I'm sure I'll sit down with my lawyers and discuss the possibility of a civil case," he said, "but right now I'm just relishing in the fact that I'm not going to prison."

But what many readers really want to know is if Perdock — whom they believe to be the man most responsible for Lynn Thornton's tragic death — will ever be held accountable for his actions. Dinius'



COURTESY BISMARCK DINIUS

The shadow has been lifted from the lives of the Dinius Family — Brittany, Bismarck & Roshell.

attorney, Victor Haltom, confirmed that the statute of limitations has passed for filing the same manslaughter charge that had originally been filed against his client (that charge was dropped shortly before the trial in favor of the felony BUI charge).

"Lynn's family deserve for him to get what's coming to him," he said of Perdock. But how can that happen while the D.A. appears to be protecting him so fiercely? "I believe he committed perjury," Haltom said, "not only on the stand, but also during the depositions and

interrogatories for the civil litigations. Hopkins would not make the charging decision for that because those were all done in Sacramento County. The D.A. there may be a little more objective."

So though the storm has calmed since the conclusion of the trial, clouds are still on the horizon — and on the move toward Russell Perdock.

At a total cost of about \$300,000, Dinius' defense has nearly broken him financially. Add to that the loss of his job in May, and times have become decidedly lean for the Dinius family.

But Dinius refuses to harbor bitter feelings about his situation. "My family and I have been overwhelmed," he said of the hundreds of complete strangers who have sent him encouraging notes and donated to his legal defense fund. (Send your contribution through Paypal to bismarckdinius@comcast.net.)

"I can't even begin to thank people," he said. "It's really humbling, and has reinforced my faith in human nature."

— **latitude/ladonna**

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DOUBLE DAMNED 2009

“So, you guys like to sail when it's like this?” the shuttle bus driver asked the sailors stuffed in the 15-passenger van. You'd expect an enthusiastic “hell yeah!” But the driver's question was met with a pregnant pause before getting tentative, affirmative replies from his preoccupied passengers — all of whom were staring at the fabled “Doug's Beach” as the bus wobbled down Interstate 84. The breeze was already in the low 30s. From our vantage point above its southern bank, the Columbia River was already a frothing monster — and the clock had barely struck 8 a.m.

The sailors in the van had just dropped off their trailers in the town of The Dalles, some 80 miles east of Portland, and were heading 40 miles back down the river to Cascade Locks for the start of the “Double Damned Race.” After doing one, we realized it's named as such not only because the racecourse is bound by dams on either end, but also because no matter how good you are, you are damned to meet with any manner of malfeasance at some point along the serpentine downwind journey against the river's current.

We'd never sailed on Oregon's Columbia River Gorge, so when Moore 24 sailor Rowan Fennell mentioned the race to us last year, we thought it'd be a perfect opportunity not just to see the beautiful scenery, but find out why everyone who's ever sailed there is so ga-ga about it. We accomplished the latter objective easily; the 70-degree fresh water and breeze that averaged in the mid-to-high 20s while scratching 40-knots in spots, was all the convincing we needed. On rare occasions, we were even able to divert our attention from doing our part to keep Dan Nitake's Santa Cruz-based Moore 24 *Absinthe* on her feet, and take in a stunning vista.

Billed as “a different kind of insanity,” the second annual 41-mile downwind run between Cascade Locks and The Dalles on August 8 was that, and a whole lot more. Twelve boats — nine Moore 24s, a Laser SB3, Open 5.70 and C&C 27 — completed the course. But not without some carnage along the way. Whether you wipped out wasn't



SEAN TREW/WWW.PACIFICFOG.NET



Clockwise from above — The Double Damned Race takes you from Cascade Locks downwind, up the Columbia River to The Dalles; Brad Butler's Seattle-based 'Morphine' at a quieter point in the race; Portland sailor Kenny Smith's forehead required six stitches after he used it to break the gooseneck of the Laser SB3 he was aboard; Rowan Fennell, Roe Patterson and Peter Schoen sailed 'Mooretician' to second overall; 'Absinthe's' Dan Nitake and Fennell get pre-race intel from a Gorge local at the Hood River watering hole 'The Shed'; Andy Estcourt and Morgan Larson broke their own record aboard Larson's Moore 24 'Bruzer'.



in question. How many times you did so, was. See this month's *Sightings*, on page 91 for an example. Even Gorge resident and eventual winner Morgan Larson wadded it up more than once — in fact Larson's Moore 24 *Bruzer* was the first — en route to breaking the course record Larson set last year by almost a half-hour.

PRO Doug Archbald from the Hood River YC, described the race as the

Northwest's Delta Ditch Run. Having done both, the only similarities we can derive are that they are both downwind races up a river and their names make the same acronym. Over the course of the Ditch Run, you're sailing almost entirely through waters bordered by flat landscape. Over the course of the Double Damned, you sail up a steep-walled chute cleft from the Cascade Range, with various spires and mounds lining

— A DIFFERENT KIND OF INSANITY



help de-rig. But the Laser wasn't alone; at least half the fleet broke something.

"This has to be one of the best sails I've ever had," Nitake said. "This required the whole crew to pull this one off, rather than having half an hour to figure out something in the ocean. The jibbing vs. crashing was the key to this race. Go fast, don't crash, and life will be good."

Standard operating procedure on a lot of the boats that were flying kites was to take the kite down before jibbing and re-hoisting. Everyone we talked to copped to sailing under a main and jib alone at various points in the race.

Bruzer — sailed by Larson, his wife Christa, brother-in-law Andy Estcourt and Eric Hauge — finished in just over 3h, 50m. Second in were Northern California offshore shredders Peter Schoen and Roe Patterson, who were joined on *Mooretician* at the last minute by Fennell after he heard they had planned on doing it doublehanded! The trio also broke the previous record of about 4h, 18m,



the river's banks. As the wind funnels through this chute and over and around these various features, you're blasted by "standing puffs," that accelerate through the Gorge. As luck would have it, these puffs almost always seemed to be located exactly where you were forced, by a turn in the river, to jibe. In the Ditch

Run, you can push your luck with the edges of the channel, and a navigational overreach means a grinding halt in a sticky mud flat. Go too far in a Double Damned and you've run yourself into a sheer wall of igneous rock.

Fortunately, none of the fleet did that, and it was only the breeze that did the boat-breaking. That is, except for aboard the Laser SB3, where Portland sailor Kenny Smith decided to break the

gooseneck on his forehead, sending him off the water and to the hospital for six stitches. Although the boat made it to the Dalles under jib alone, it took long enough that Smith was waiting there to

There were times when even the chicken chute was a bad idea . . . Dan Nitake keeps 'Absinthe' groovin' while Randy Lakos engineers some rudder immersion and this writer hangs on. Not pictured is bowman Peter Carrick, because he's down below, packing the kites for another round of more insanity.



DOUBLE DAMNED 2009

by more than ten minutes. *Absinthe*, with 'Cruzers Nitake, Randy Lakos, Peter Carrick and this writer were third, missing the old record by some four minutes.

In the post-race debrief over a huge taco bar hosted by The Dalles YC, talk turned to just what type of boats are capable of making the trip. One limiting factor is boat size; as a major shipping conduit, the Columbia is plenty deep for any trailerable boat. The problem comes when launching and hauling out. The only launching facilities at either end are ramps — both of which extend just long enough into the water to submerge a fairly short trailer, depending on the water level between the two dams. While boats as big as an Express 27 are capable of doing it, we don't think you could go much larger. The other limiting factor is control. Save for the Open 5.70 — hampered by a broken reef-line clutch that left the main looking more like a balloon than a sail — the consensus was that most modern sportboats in stock configuration would have been overwhelmed by the conditions.

Although there was plenty of pucker-factor, we felt safe because we were sailing on a boat that counted four Pac Cups and thousands of miles of West Coast offshore sailing among the rest of the crew. Otherwise, we would have lobbied for a kite-free trip.

When "lifelines would have been nice" is the line of the day, you get the picture. The reality is that with current like that pushing one direction, and breeze like that pushing the other, an MOB — of which there were more than a few — means a rapid separation between the sailor and the boat.



SEAN TREW/WWW.PACIFICFOG.NET

'Mooretician' at one of those points in the race where a kite just doesn't make any sense. More than one boat was swallowed whole by the river.

Feeling like we'd just gotten off a gnarly roller coaster and wanted to jump right back on, we were trying to decompress after hauling out when Fennell came over to ask us what we thought

"Well, was it everything it was made out to be," he asked?

"Way, way more . . ."

latitude/rg

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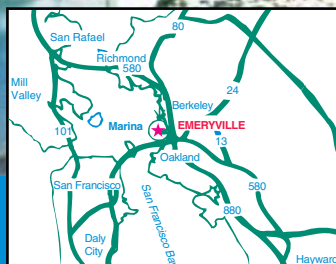
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CONNECTED CRUISING —

Having enjoyed two Ha-Ha's and countless issues of *Latitude*, it's great to be offered the opportunity to give a little back in the form of what we've learned about doing business from your boat in California and Mexico.

Let's start with a little background. I've been working for Hewlett Packard from *Mamabird* for six years now. HP, like many companies these days, is happy to have employees work remotely. I'd like to think they care deeply about my quality of life,

but somehow I suspect it has more to do with reducing site-related costs and increasing productivity. Just think of all the time one spends around the coffee machine or taking long lunches in an office environment, and how one tends not to delineate so clearly between work time and home time when working from home, and the productivity argument becomes clear. As an engineer I spend around two-thirds of my time working from *Mamabird* and the remaining one-third flying to fun places to meet customers face-to-face.

Sharon's story is a little different, as she's a geologist in an environmental consulting firm. Part of her job is overseeing environmental cleanup worksites — which obviously cannot be done remotely. But there is also a lot of report writing, permit applications and other paperwork to be done. Sharon worked out a deal with her San Rafael company whereby she took on more report-writing while her co-workers spend more time on job sites.

Our Computers & Equipment

We each have a notebook computer dedicated to work, another dedicated to navigation, and a spare. This may be more than is typical, but many boats these days have more than one computer. As such, we needed a way to share an Internet connection.

We also have a HP Photosmart C7280 printer/scanner/copier, a Skype phone — which looks like a real phone, but 'talks Skype' over an Internet connection — and a couple of HP MediaVaults on which we store our music, movies and backups. All of these hook together through a simple wireless access point/hub down below. This is identical to what one might find in a moderately tech-savvy home. Where things differ is with our Internet connections.

The wireless access point has a single port marked 'WAN', which I can connect

to the Internet through various means — a DSL or cable modem when at the dock, either a masthead omni-directional or railmount directional WiFi client when WiFi is available, or a Cradlepoint EVDO/HSDPA router into which we plug an AT&T, Verizon or Telcel modem

WiFi. The WiFi standard defines 14 channels, but they overlap each other, so there are only really three non-overlapping channels (1, 6 and 11).

The directional setup is better in this regard. We have an 800mW radio that I mounted on a 19dBi flat panel antenna, and which could warm a plate of beans at 20 paces — and get me in trouble with the FCC if run at full power. This provides

a strong transmitted signal, and also favors signals from the direction in which the antenna is pointed when receiving, hence cutting down on interference. This can be effective in marinas where the boat is relatively still, but we've had to drop a stern anchor to keep the boat from swinging when using it out in an anchorage.

Even with good WiFi equipment on the boat, we've found WiFi disappointing.

card when beyond WiFi range or when the available WiFi network sucks. One Internet connection is shared by all the computers and devices.

The DSL/cable setup was fine when we were tied to our home dock, and at Marina Costa Baja where they lent us a cable modem free of charge and have excellent Internet service.

Our WiFi Equipment

The WiFi equipment we have is professional-grade equipment from High Gain Antennas (www.highgainantennas.com). We have one radio mounted at the masthead, connected to an 8dBi omni-directional antenna.

By placing the radio close to the antenna, we cut down on loss in the coaxial cable connecting the two. Standard network cable (CAT5) runs down the mast and carries data and power. The omnidirectional setup is easy to use, but seems to suffer from interference when there are a lot of wireless networks around — which is often the case near marinas, where most of the high-end houses and waterfront businesses have their own

Disappointments with WiFi

Even with good WiFi equipment on the boat, we've found WiFi disappointing.

Tools of the trade, left to right: A Skype phone, two varieties of wireless USB modems, a wireless WiFi travel router.



WORKING FROM YOUR BOAT

Most in-home access points near marinas are protected. Some cafes and local businesses have unprotected networks, or the key can be bought for the price of a cup of coffee, but those tend to be heavily used by cruisers and as a result are very slow. Even the professionally run marina networks are often unbearably slow, particularly in the evenings.

WiFi connection quality can also be patchy — I remember getting a 'just good enough' signal in the Tenacatita Bay anchorage from a network in La Manzanilla one day, and the next day having to take a dinghy ride across the bay to get a strong enough signal to deliver a promised report. I have a picture in my mind of a low-powered wireless access point sitting on someone's desk behind a pile of books. Maybe I can scrape a signal from it, but then the owner sets a cup of coffee in front of the access point and my signal disappears. The other end is as important as my end, but I have no control over it.

Cell-Based Telcel Modems

Part-way into the winter we found out that Telcel offers a pay-as-you-go cell-based Internet service. It cannot

be bought in the little Telcel shops that now seem to outnumber discount pharmacies in Mexico; only the large Telcel offices sell it. The deal is that you must provide your own GSM/HSDPA modem, or buy one from them. And you need a Telcel SIM card to put in the modem with some credit on it. Then you simply send a special code as a text message to Telcel telling them whether you want to buy a day, three days, a week or a month of service, and you're online. There is no contract to sign, no early termination fee, no credit card required, and the price is compa-

rible to Verizon or AT&T in the U.S.

We bought the modem offered by Telcel for about \$120, which included the first month of service. We successfully used the service in Mazatlan and La Paz. We even just scraped a signal from the southernmost anchorage on Espiritu Santo.

Performance was excellent when near a dense population area, but dropped down as we moved farther away. Nevertheless it was still usable. I understand that this service is a recent offering by Telcel, and they are just starting to build out their high-speed network, so it may improve. Outside the high-speed coverage area, the modem connects in a lower-speed mode using the older EDGE protocol.

Cell Phone Amplifiers

During a visit to the U.S., I picked up a Wilson Electronics cell phone amplifier, and an external 'marine' antenna

Dressed to impress, Colin and Sharon were looking salty yet chic at last year's Ha-Ha Kick-off Party. No, that's not their megayacht.

can only amplify one device at a time. The wireless boosters, however, use a second antenna mounted down below. They work by picking up the signal from your cell phone and/or modem on the internal antenna and retransmitting it with

There is no contract to sign, no early termination fee, no credit card required, and the price is comparable to Verizon or AT&T in the U.S.

by Digital Antennas from 3gstore.com (a great dealer). These cell boosters come in two types: direct-connect and wireless. The former requires a special cable to connect the modem or phone to the amplifier — potentially different for each device you want to amplify — and you

much more power through the external antenna. The former reputedly provides better performance, but we chose the latter for convenience.

As with any radio-to-antenna connection, it's important to use good quality cable. The cable provided to connect the



CONNECTED CRUISING —



When you can 'live the dream' and make an income at the same time, life is good. Sharon and Colin cruised without cutting the cord.

amplifier to the external antenna was 25 feet of RG58, which, in my opinion, is very poor. What was provided to connect the amplifier to the internal antenna was even worse! I un-soldered the cable from the internal antenna and replaced it with a short length of the RG58, and used some LMR400 (very low loss coax) to connect the amplifier to the external antenna.

The cell modem with amplifier has worked very well for us. We found that

The one thing to absolutely avoid is using your U.S.-based cellular modem in Mexico on a roaming basis.

it is critical to place the phone/modem very close to the internal antenna — any more than a few inches away and the signal drops off dramatically. This is quite deliberate on the part of the manufacturer, and necessary to prevent feedback between the internal and external antennas.

Turning Your Telcel Modem into an Onboard Router

The other device that we've really

come to like is the Cradlepoint CTR350 EVDO/HSDPA router. You simply plug your cellular modem into the router, and it turns the cell-based connection into a WiFi network. This lets several computers and other devices share the same Telcel/AT&T/Verizon cellular modem.

Needless to say the cellular providers aren't quick to tell you about this option!

— *colin honess*

Q & A with Latitude 38

Latitude: How well does your modem work, how much does it cost a month, and how long is the contract?

Colin: As mentioned, in Mexico the Telcel modem cost \$120 US, including the first month of service. After that you add money to the SIM card and then buy the length of service you require. We were buying a month at a time for about \$50. On this plan there is no contract. Other plans exist that involve a contract. They have cheaper rates, but the guy at Telcel said they are very difficult to terminate.

In big cities the modem used the HSDPA protocol — same as AT&T in the U.S. — and was fast. Downloads were at around 120 Kbytes a second. Elsewhere, it used EDGE and achieved maybe 28-30 Kbytes a second. We were continually amazed at where we got access. We had it a good chunk of the way from La Paz down to Cabo, and then from Cabo up to San Diego — sometimes as far as 20 miles offshore. We'd wait until we were pulling level with a village onshore, and then nip below and check for a

signal. Very often we were able to download emails, send a few text messages with Skype, and pull a fresh GRIB file.

The cell signal really likes line of sight to the tower, so while it works very well in Bahia Gabriella on Espiritu Santo, we couldn't get a signal in the anchorages farther up the island. Once we left the anchorage and went out into Bahia de La Paz, however, the system worked fine.

In the U.S., I've used both AT&T and Verizon. My experience has been that the AT&T service, when at its best, is considerably faster than Verizon. But we've found Verizon to have better coverage and to be much more consistent. Recently in Truckee, for example, I measured speeds on my AT&T modem approaching 3Mbit/second — which is blindingly fast — but then the next moment only 500Kbit/s — or one sixth as much. In Santa Cruz Harbor, a series of tests showed performance fluctuating between 150Kbit/s and 1.2Mbit/sec, which is miserable to good. Consistency of performance is often more important than peak performance since many real-time applications — Skype, media streaming and so forth — adapt to current link performance, but take time to adapt. Verizon always seemed more uniformly mediocre at around 1.2Mbit/sec.

The one thing to absolutely avoid is using your U.S.-based cellular modem in Mexico on a roaming basis. My AT&T plan charges \$19.95 per megabyte. I'm not sure whether Carlos Slim wants to get fat at my expense, or whether AT&T has a CEO bonus to pay, but in my opinion it's robbery.

Working from the boat involves the high tech and not-so-high tech — such as Colin's old-school solution to glare on his laptop screen.



WORKING FROM YOUR BOAT

It's worth making a point about the 5GB download limit associated with many of the cell-based plans. I think the intent of this is to discourage behavior that would otherwise bog down the service for everyone else. 5GB/month is a lot of data if you are just doing email, downloading and uploading photos, downloading the occasional program, etc. But you soon hit the limit if you're using BitTorrent to share movies. We experienced some pretty miserable performance from several professionally run marina WiFi networks in Mexico, which would likely have performed a lot better had they placed such a limit on a few individual users.



Coupled with an external antenna, this little gizmo — a cell phone amplifier — can give you much more transmitting power.

38: What kind of cell phone booster do you have, and how well does that work?

C: Wilson Electronics Mobile Wireless Dual-Band Amplifier (p/n 801201), Digital Antennas marine dual-band antenna, and some homemade cables. Many times I've been able to connect with the amplifier, but not without it. If the signal strength reported by the modem is correct, the amplifier/antenna combination is giving me a 30-40dB boost — not bad when you consider that every 3dB is an effective doubling of power.

One thing I've noticed is that the range achieved in California is much less than in Mexico. My professional fisherman neighbor says that he also gets noticeably better range in Washington and Oregon than in California. We've theorized that the greater population density in California requires more cell towers,

which are then run at reduced power to prevent interference between towers. When you're in an intended coverage

I'm not sure whether Carlos Slim wants to get fat at my expense, or whether AT&T has a CEO bonus to pay, but in my opinion it's robbery.

area on land you don't notice the difference since the power is lower but you're closer to a tower, but the lower power in California doesn't radiate as far out from the shore. It's a theory at least.

38: What kind of cell phone do you use, how much does it cost, how long is the contract, and how well does it work?

C: I travel a lot for work, so I bought an unlocked GSM phone on E-Bay a long while ago. The idea was to buy SIM cards for the countries I visited. I bought a SIM card and a few hundred prepaid minutes from T-Mobile in the U.S. and then another SIM card with some minutes from Telcel in Mexico. But I'm really an email guy, and didn't much use it. Sharon also prefers email.

Both Sharon and I have parents in Europe, and like to keep in regular touch using Skype. This doesn't require a hugely fast Internet connection, but does require a consistent connection. In California with DSL, WiFi and a Verizon cellular modem, this worked fine for maybe three calls out of five. In Mexico, most WiFi connections weren't consistent enough. But with a cellular modem, Skype often worked — albeit with occasional annoying quirks. It was good enough for family and friends, but not for business.

38: Can you give us a general idea of where it works and doesn't work? And whatever problems you might have with the system?

C: Regarding the WiFi service in places we visited, the good, bad and ugly were:

Best: Marina Costa Baja, which loans

boaters a cable modem free of charge. Good: The anchorage in Cabo, El Cid Marina in Mazatlan, various cafes in La Cruz, and ditto in Barra de Navidad.

Okay: The anchorage at Chacala and the Yelapa anchorage.

Bad: Marina Palmira in La Paz and the marina in La Cruz.

Ugly: Tenacatita Bay and Chemela.

As mentioned above, the cellular modem-based Internet service was outstanding. We got service in Marina El Cid in Mazatlan, in La Paz, in Bahia San Gabriel at Espiritu Santo Island, in the middle of Bahia de La Paz, at various places on the trip from La Paz to Cabo, going past Mag Bay, in Bahia Santa Maria, in Bahia Asuncion, in Turtle Bay, while going past Isla Cedros, while passing 10 miles off Ensenada, and many other odd 'middle of nowhere' places up to 20 miles offshore.

We've noticed that it's quite possible to get a good signal, but still not be able to get an Internet connection. It's like some of the cell towers simply refuse a connection. I don't know why.

38: And finally, any random thoughts on working from your boat?

C: From a connectivity perspective, if I



It still amazes us that you can make free international calls via a Skype set-up from remote anchorages in Mexico and beyond.

were to start over I'd do things a little differently. I'd definitely get the cell-based system. I'd buy an unlocked GSM/HS-DPA modem on E-Bay that is compatible with the Cradlepoint routers, and buy the Telcel SIM card and pay-as-you-go service on arrival in Mexico. I'd set up the amplifier and Cradlepoint router

CONNECTED CRUISING

exactly as we have it, as they work well. (I mention buying an unlocked card because this allows it to be re-used in different countries by buying a local SIM card, and because the cell company isn't providing you with a modem, you have much better chances of negotiating a pay-as-you-go rate.

I'd not bother with the very high power and complex WiFi setup, but go with something like the Engenius EUB-362 EXT and a 9dBi external antenna. We have these also, and they've worked surprisingly well. This is functionally very similar to the package offered by West Marine, but can be had online for around \$60-70. It's not nearly as powerful as the 'professional grade' equipment, but with the cellular system it isn't often needed. And as mentioned earlier, we've found WiFi to be disappointing.

Like anything on the boat, it's im-



Colin and Sharon are currently back in the States fattening their cruising kitty, but we're sure they'll be back 'out there' soon.

portant to have spare parts if those parts are important to you. A month or so into the winter — and probably after a sundowner or two — I picked up my work computer by the lid, buckled the

case and damaged the screen. How can your company send you a replacement in Mexico? I ended up working on the spare for the rest of the winter.

As with all things boating, it's important to have choices and be flexible when it comes to working aboard. Usually cellular technology works fine, but sometimes WiFi is significantly faster. Other times you may have to go into town and sit in a cafe to get online, while on the odd occasion you have to resign yourself to not getting on the net at all. But given the right job, working from your boat these days is a very real possibility. And while you lose some of the camaraderie of working in an office with co-workers, I'd exchange smog for a sea breeze, cube walls for playful dolphins, and a coffee machine for a *palapa* anyway.

— colin honess

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EYE ON THE BAY

September on the Bay is generally a month to remember. The screaming grey breezes of August begin to mellow and warm, leaving the coast clear for racers, daysailors and migrating cruisers alike.

Of course, for many of us, it's also the month that kids go back to school, taking with them the opportunity for family time aboard the boat. Soccer practice, ballet

Spread, 'Knot Knotty' knifes through the slot. Insets (top to bottom), kickin' it in the cockpit; this beauty's flashing her baby blue at the Rock; making memories in front of the Golden Gate.

recitals, football games, the dreaded parent-teacher conference — they all conspire to rob you of your will to live, forget about sailing.

But the last thing you should do is forget about sailing. Not only does sail-

ing as a family create a bond not easily broken, it also teaches kids that you *can* have fun with the parental units. Take along some of their friends and you'll soon be known as the coolest 'rent in the 'hood.

"I don't have the time," you may groan. Balderdash! If you have time to watch *Jon & Kate Plus 8*, you have time to take your boat out of its slip. Schedule one

ALL PHOTOS LATITUDE / LADONNA



— SEPTEMBER REMEMBER



EYE ON THE BAY



— SEPTEMBER REMEMBER



Forget me not, summer sailing on the Bay — (clockwise from below) Making a splash on the Cityfront; catamaran sailing gives you a sense of 'Serenity'; 'Caroline' bows to her partner; we forgot the question; club sailing aboard 'Cavieyacht' (center); 'Renaissance' fair; a sail to remember; 'Daydreams' are made of these; 'Alexandra' performs a little 'Magic'.



EYE ON THE BAY

night a week to turn off the idiot box, pack some food, and take the fam for an evening sail.

Winds are generally calmer at that time of day and there are fewer boats on the water. Official sunset in the Bay Area is after 7 p.m. throughout most of September, which means it will stay light until about 8 p.m. — plenty of time for a quick spin.



Smooth as 'Seasilk'.

If you've never sailed at night before, here are a few tips to keep in mind:

- Bring plenty of warm clothes — even on the hottest days, temps drop quickly when the sun goes down.
- Pack a picnic dinner, or grab some take-out on your way to the boat. Nothing can ruin a good time faster than a cranky teenager on the prowl for food.
- If you suspect you won't be back before dusk, turn on your running lights before you leave the dock.
- As soon as the light begins to fade,

assign everyone on board the duty of keeping a sharp eye out for other boats and commercial traffic — their lights can be tough to see against the backdrop of the City. Stress the importance of this activity without scaring the crew. Try making a game out of it with younger kids: "Who can find the most boats?"

- Keep a good star chart and red-lensed flashlight onboard. Light pollu-

tion drowns out all but the brightest stars, which makes identifying them a breeze.

• When the whining starts, it's time to go in. You may be having a ball tweaking the headsail and fiddling with the main, but always remember this is a *family* outing. The last thing you want to do is teach your kids that sailing is boring.

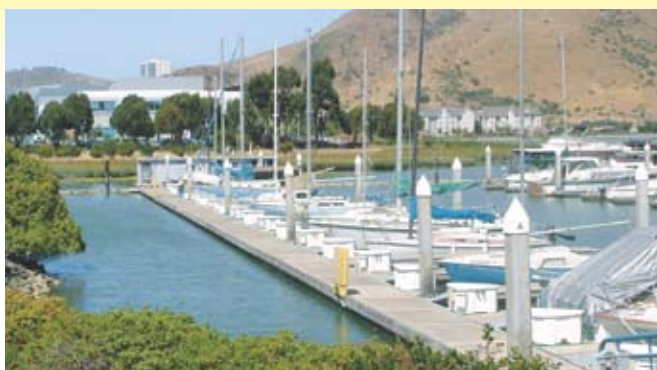
- Set up your boat for a quick getaway so the next time you're faced with a night

of soul-less TV, you can just jump aboard and go.

Finding time for family activities after school begins can be a challenge, but this is one that's worth the effort. Not only will you teach your kids about responsibility while having a good time, but you'll create memories that last a lifetime — or at least until *Dancing with the Stars* comes on.

— **latitude 38**/ladonna

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ARE YOU READY TO HA-HA?

If you check out the ever-expanding entry list of this year's rally and you'll see that there is no shortage of sailors eager to head south this year. With a few days still remaining until the September 10 entry deadline, 160 boats have already signed up, with homeports as diverse as Kauai and Montreal. The smallest so far is *Little Lara*, Jay Bowden's Pacific Seacraft 24 from Santa Barbara, and the largest so far is William Hogarty's Rhode Island-based Maxi 97 *Odysseus*.

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* three-times-weekly news portal, **'Lectronic Latitude'** (found at www.latitude38.com).

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MEET THE FLEET CREW LIST PARTY SEPT. 9

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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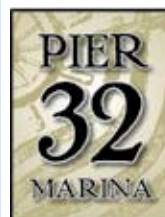
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BAJA HA-HA PROFILES, PT I

Big boats, small boats. Fast boats, slow boats. New boats, old boats. All sorts of boats turn up each year at the starting line of the annual Baja Ha-Ha rally — the 760-mile run from San Diego to Cabo San Lucas. And the backgrounds of the event's 500 to 600 participants are always as diverse as the boats they sail on.

You'll be introduced to them here, and in two following installments in our October and November issues. As you'll learn, they all seem to yearn for adventure and a change of pace from the workaday world back home.

Despite the lousy economy, there seem to be as many boats as ever heading south this year. So many, in fact, that we only have room to run abbreviated profiles here, plus a few vignettes of crews we thought were particularly interesting. Before the October 25 start, however, you'll find full info on all entries in a downloadable event program at www.baja-haha.com.

Here then (drum roll please) are members of the Baja Ha-Ha Class of 2009. (Boats are listed in the order in which they signed up.)

Natalie — Ericson 35 Mk I

Ford Johnson, San Francisco

Noteworthy: The mold for this boat was salvaged from a landfill — where it had been abandoned by Pearson Yachts.

Sirocco — J/130

Lee Pryor & Cathy Sweet, Oceanside

Quote: Lee: "It was my wife who de-

Dolfin — Crealock 37

The Meanley family, San Diego

"Want to get back to the real world," says William, "meet interesting fellow cruisers again and enjoy the wonderful people of Mexico."

Back in 1987, he, his wife Patricia and their then-eight-year-old daughter Kelly did a two-year South Pacific circuit on this same boat. Due to a late start, they had to bypass Mexico. So, ironically, even though they've all been to exotic destinations like the Marquesas, Tonga and New Zealand, none of them has ever been south of Ensenada — and they live in San Diego.

William, Tracy and Patricia are heading off again.

They can't wait to do a bit of exploring in Mexican waters this season. But, sadly, this cruise won't be a long one, due to commitments to the family's hardware biz.

ecided we should go. But I make all of the key decisions otherwise, like where we will store the toilet paper."

Galatea — Island Packet 380

Doug & Cathy Hounshell, Berkeley

Quote: "After 10 years of dreaming about it, we're finally looking forward to sailing our boat in warmer water."

Sally Lightfoot — Corsair 31 UC

Paul Martson, Ventura

Quote: "My crewman, Darren Doud, is like me. He's been sailing in California and elsewhere since childhood — including weird places like New Calendonia."

Trim — Del Rey 50

Ken Newell, Irvine

Noteworthy: Ken eventually hopes to do the Pacific Puddle Jump and dive on Beveridge Reef.

Moondance — Canadian Sailcraft 34

Niels Frommann, Santa Clara

Quote: "My plan is to have no plan."

Sabbatical — Mason 33

Bill Thompson & Claudia Cowen

Long Beach

Noteworthy: This is a family effort: Bill's sister Janet Baker and her husband Paul will crew to the Cape.

Norwegian Steam — Jason 34

Alan Westhagen & Sally King

Seattle, WA

Noteworthy: Built from a bare hull, *Norwegian Steam* is the skipper's "fifth child."

Cuba Libre 3 —

Catalina-Morgan 440

Orlando Duran

& Linda Richards

Marina del Rey

Quote: "We have 50 bottles of rum. Hope they last us to Mazatlan."

Laura — Bristol 41.1

Michael & Laura Michel

Richmond

Quote: "Retire now and work later."

SeaFox — Sabre 452

Jim Hurst

& Rande Fowler

Sausalito

Quote: "SeaFox is fast, comfortable and safe, but like any lady you should



never take her for granted."

Gato Go — Kennex 445

Craig Wiese, San Diego

Noteworthy: Craig's sailing resume includes a 5-year circumnavigation.

Mykonos — Swan 44

Myron & Marina Eisenzimmer

San Francisco

Noteworthy: This will be the couple's fifth Ha-Ha aboard their Frers-designed sloop.

Pipe Dream IX — J/160

Scott Piper & Tracy Nance

Miami, FL

Noteworthy: Scott undoubtedly has more ocean miles under his belt than any other entrant. Having completed four circumnavigations aboard this boat, he was awarded the Cruising Club of America's Blue Water Medal this year.

Siempre Sabado — Westsail 28

Stephen & Lulu Yoder, Newport, OR

Quote: "We're hoping to be the smallest boat in the fleet. No particular reason, just because."

— HEADIN' SOUTH OF THE BORDER

Meshach — 45-ft custom trimaran The Temme family Nawiliwili, Kauai, HI

Both Thor and Tanya have been sailing since their teen years, but their kids have got them beat:



Like their parents, The Temme kids are getting an early start. Left: 'Meshach' blasts along on the open ocean.

"Tristan, who's 6, and Sienna, who's 3, have been on boats since before they were even born!"

"We have heard so many great stories about the Ha-Ha," says Thor, "and thought it would be a great introduction to the cruising life for our kids."

They plan to spend a season in the Sea Of Cortez and along the Gold Coast aboard their custom tri — which has unstayed carbon-fiber masts. After that? "If we're still having fun, we will jump off to the South Pacific and beyond."

Maya — LaFitte 44 Rick Meyerhoff, Sausalito

Noteworthy: Rick's done two previous Ha-Has. Having learned from past problems, he's now better prepared than ever before.

Vento — Swan 391 The Lalovic family, San Francisco

Quote: Ivan and Ursula say, "Our 2-year old deck swabbie, Ena, keeps things interesting."

Kaholo — J/40 Martin & Lisa Falk, Redondo Beach

Quote: "We aren't retired, but we are tired of working!"

Beach Access — Lagoon 380 cat Glenn Twitchell, Newport Beach

Noteworthy: Glenn claims that *Beach Access* is the most improved Lagoon 380 on the West Coast.

Theophilus — Voilier Grand Duc 41 The Derrick family San Francisco

Noteworthy: Kiwi, Debbie and their seven-year-old daughter Alicestasia are eager to find other 'kid boats'.

Braveheart — MacGregor PH 65 Bob Callaway & Al Gilmour Pleasant Harbor, WA

Noteworthy: Bob, who normally singlehands *Braveheart*, plans to head to the South Pacific next spring.

Roksan — Crealock 34 Marvin J. Fritts, Whidbey Island, WA

Noteworthy: A Ha-Ha '06 vet, Marvin previously sailed from Hawaii to Tahiti.

Serenity — Tayana 52 DS Gordon & Sherry Cornett, Ventura

Why did Gordon and Sherry decide to join the Ha-Ha this year? "It was the one way to get rid of the squatters (our kids) living in our house."

Now both retired from medical careers, they learned to sail aboard Lido 14s while at UC Irvine.

After exploring Mexico for a season or two, they plan to hang a right and do the Pacific Puddle Jump, with an open-ended timetable.

Their advice: "Spend more time counting your blessings, and less time moaning about your misfortunes."



They're thankful to be cruising.

The Brass Ring — Sunchaser 58 cat Robert & Joanie Brass, Toledo, OR

Noteworthy: Robert and Joanie spent six years building this boat. From the beginning, their intention was to eventually head south of the border.

Stray Cat — Seawind 1000 cat Guy & Carol Dean, San Francisco

Noteworthy: Guy's introduction to sailing came in the eighth grade at a local lake through a parks and recreation program.

Mai Pen Rai — Islander 36 Noble Brown, Benicia

Quote: "Considering the age of the crew, we need to find a good tequila drink that will mix well with our Geritol."

Astraea — Cheoy Lee 41 Robert Moon, San Francisco

Noteworthy: Robert learned to sail while a midshipman at Annapolis, competing with the U.S. Naval Academy's team aboard Luders 42 yawls.

Grace — Beneteau Oceanis 393 Paul & Judy Witzke, Portland, OR

Noteworthy: Although she's now

headed for the sunny latitudes of Mexico, this boat has "kissed" bergies in Glacier Bay, Alaska.

Virago — Catalina 470 Paul Goss, Alameda

Noteworthy: Paul is lucky to have an extremely supportive wife. She suggested that he take the boat to Mexico for the winter while she continues to work full time back home.

Nalu IV — Lapworth 48 Kent Miller, Los Angeles

Noteworthy: When owned — for 27 years — by Jim and Diana Jessie, *Nalu IV* circumnavigated twice.

Reverence — Tayana 58 Jason Scott, San Pedro

Quote: "This here is the wildest ride in the wilderness. . ."

Atlantis — Treworgy 34 Jim Jolly & Carolyn Wilson San Diego, CA

Noteworthy: The couple has lived aboard and cruised for the past 13 years.

BAJA HA-HA PROFILES, PT I

Mulan — Grand Soleil 39
The Karda/Parr family
Vancouver, BC

"The most interesting thing about our entry," says Cap'n Susan, "is that nobody believed we'd actually do this." Not surprising since she and husband Andrew



Cap'n Susan has an able-bodied crew to help her sail 'Mulan' to distant landfalls.

had to take their three kids, Jack, 11, Samuel, 9, and Max, 7, out of school to do it — and they plan to carry on into the South Pacific after a stint of sailing Mexican waters.

We'd say this happy clan has been on the 'sailing fast track'. They started sailing only seven years ago, and they've thoroughly prepared *Mulan* for cruising since buying her just 18 months ago.

Little Christian — Tayana 37
Donald Murvine & Jacqueline Cavanaugh
Seattle, WA

Quote: Don: "I want to lie in the sun,

bake my bones and render my fat."

Celtic Song — Pacific Seacraft 42
John Berol, San Diego

Quote: "I'm thrilled to be enjoying the sea in the company of those who love sailing."

Worrall Wind — Nauticat 44
Russ & Roz Worrall
Emeryville

Noteworthy: Both Russ and Roz learned to sail back in 1970 via a Red Cross sailing class while they were stationed in Germany with U.S. armed forces.

Hello World — Caliber 40
Christy Clement & Jason Anderson
Seattle, WA

Noteworthy: Cap'n Christy grew up sailing with her dad and got into racing after college. Jason is a passionate newcomer to the sport.

Bliss — Hylas 46
Michael Chambers & Danica Riconosciuto
Ensenada, Mexico

Noteworthy: Their Frers-designed sloop was launched last January.

Rangatanga — Morgan 440
Allan & Allison Gabel
Port Channel Islands

Noteworthy: The owners are both professional pilots.

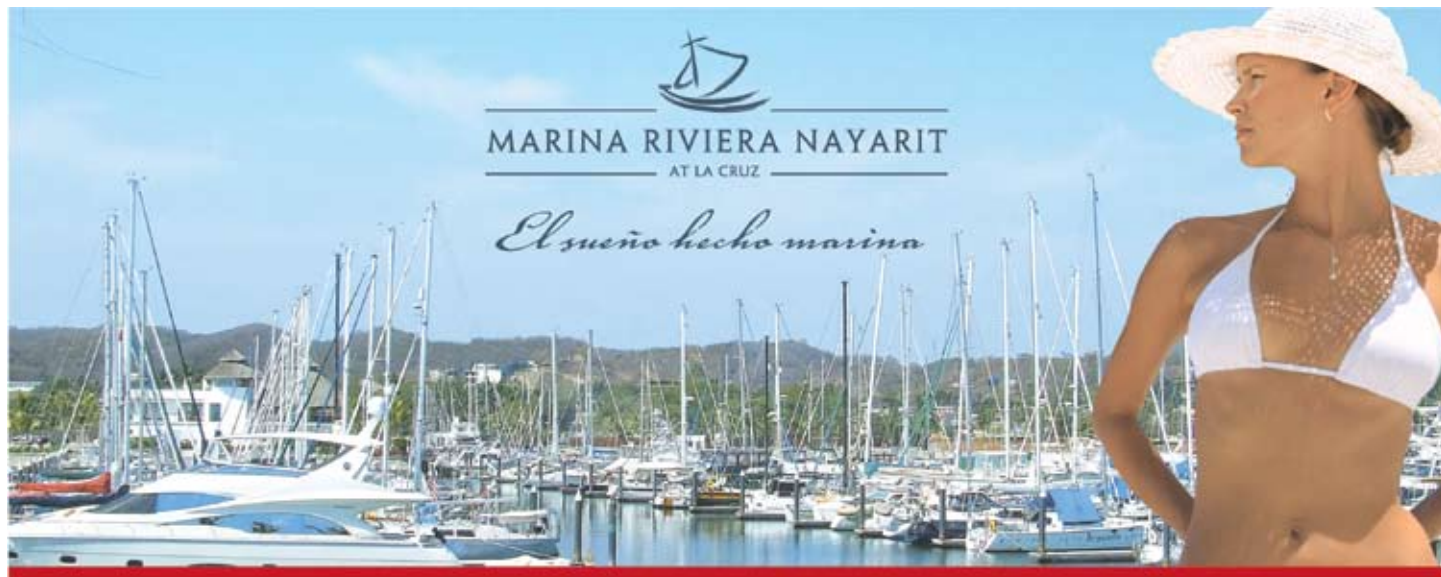
Last Resort — Catalina 470
Richard & Sharon Drechsler
Marina del Rey

Noteworthy: This boat is the flagship of the Sail Through Cancer Foundation Armada of Hope.

Sea Conquest — Morgan O/I 41
The Labarre family, Montreal, QC

Quote: Steve: "My wife Monique and I love adventure and wish to share the joy of sailing with our newborn son, Sacha."

Blue Dolphin — Bruce Roberts 58
Robert & Kathy Baldino



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— HEADIN' SOUTH OF THE BORDER

San Francisco

Quote: "We purchased this old ferro-cement boat intending to become live-aboards, but soon realized that floating in a marina wasn't enough."

Thee Amazing Grace — Vector 39 **David Bloom & Karin McGinley** **Long Beach**

Noteworthy: *Thee Amazing Grace* was built in 1979, commissioned in 1986, but never sailed until 1996.

Delight — Hunter 36 **Albert Miller, Sacramento**

Quote: "Life is a journey. If you get cracked eggs, make an exquisite omelet."

Peregrine — Fuji 45 **Larry & Margaret Zabel** **San Francisco**

Quote: "There is no time like the present to start living your dream."

Free Spirit — Islander Freeport 36 **David Nieuwstad, Santa Cruz**

Quote: "Both the boat and the skipper are getting older, but are not yet down

Proximity — Swan 41 **Rod Lamber & Elisabeth Lehmborg,** **San Francisco**

Years ago, Rod and Elisabeth were living in a tiny San Rafael apartment when she



From liveaboards to world cruisers...

said, "You know, this place is so small, we may as well live on a boat." The idea stuck, and they bought this solid, S&S-designed sloop. Initially, they had no plans to cruise. "But soon," they say, "we knew that we must." The old dreams of their youth came back to them. If all goes well, they may circumnavigate.

for the count. Nothing is stopping me now!"

Journey — Beneteau Evasion 37 **The Luker-Freiberg family** **Tacoma, WA**

Noteworthy: Parents Craig and Melanie are eager to find playmates for sons Jordon, 9, and Marcus, 7.

Merry J — J/42

Robert Moore, San Francisco

Quote: "Time to get off the treadmill for a total change of lifestyle."

Nipigon — Norseman 447 **Denny Thompson & Mike Irvine** **Friday Harbor, WA**

Noteworthy: Denny has previously done three Atlantic crossings.

The Answer — Ericson 38 **Robert Haley & Ray Thielen** **Richmond**

Quote: Cap'n Robert, who's a pipe welder by trade, says, "It only took 6,325,000 welds to get to this point. I can't wait!"

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Risk Taker — Catalina 38

**Duane Rawson & Christine Anderson
San Francisco**

Quote: "We have been threatening to retire and go cruising," explains Duane. "The economy pushed us out



'Risk Taker' has been thoroughly stress-tested by granddaughters, Cassie & Brianna.

the door." Before the downturn, he made his money as a contractor.

Unlike those in the fleet who are lifelong sailors, Duane got interested in the sport only nine years ago, and Christine jumped in back in '05. Over the years they've honed their skills in both local and foreign waters — including Croatia and Ireland. After a stint in Mexico, they may take their S&S-designed sloop to the Caribbean.

Sea Bear — C&C Landfall 39 Harold & JC Miller, Alameda

Quote: "This will be a major, mandatory attitude adjustment. A chance to test our skill set against real world challenges."

Avalon — Catalina 42 Mk II Phil & Katie Habegger Marina del Rey

Quote: "It's time to cut the docklines. We've both just retired, and all the stars are in alignment for us."

Rhino — Westsail 32 Roger Hedrick, Jr. Dana Point

Quote: "I built the Rhino from a bare hull for this very adventure. She's a consummate cruiser — 10 tons of fun and security."

Blackdragon — Catalina 34 Steve & Tracey Dolling Vancouver, BC

Noteworthy: Steve says Tracey started sailing "at birth." He claims he married her partly because her dad had a sailboat.

Lady J — Beneteau 393 Steve & Rita Hirsh San Diego/Everett, WA

Quote: "We're looking forward to the

start of another great adventure!"

Lovely Lady — Hallberg-Rassy 46 Rose Loper & Jani Way, Seattle, WA

Noteworthy: Cap'n Rose ordered this boat from the factory to celebrate her 50th birthday in '98.

Callisto — Amel 54 Michael & Ann Last St. Helier, Jersey, UK

Noteworthy: Michael sailed this boat from France. He and Ann will eventually head into the Pacific and beyond.

Wind Child — Beneteau First 36s7 Rudolf Heessels, Sequim, WA

Noteworthy: This boat flies a hot pink spinnaker that can be seen for miles.

Delphis — Cal 39

Peter Greengrass, Calgary, AB

Noteworthy: Peter's 29-year-old son Joshua will crew to the Cape, where his wife will re-join the boat for further cruising.

Formula Won — Beneteau 473 Jim Schmid & Bill Peavey, San Diego

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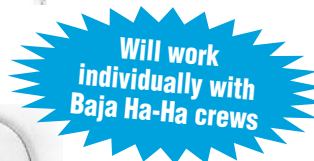
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— HEADIN' SOUTH OF THE BORDER

Noteworthy: While they cruise, Jim and Bill intend to continue fundraising for their favorite charities.

Jarana — J/42
Bill Cuffel & Kathy Kelly
Seattle, WA

Quote: "Beats working — at least we hope so."

Rocinante — Passport 40
Larry & Vicky Byers, Seattle, WA
Quote: "The fruit is on the end of the limb. You've got to go out there to get it."

Rockstar — C&C Landfall 43
Jeff & Amber Lim, Vancouver, BC
Noteworthy: Unless the grandparents volunteer to fly Jeff and Amber's two-year-old to Cabo, he may be along as 'crew'.

Nirvana — Irwin 44
Robert & Sherry Davis, Shell Beach
Quote: "When we did the Ha-Ha last year our 'to do list' was longer than the boat, but we went anyway and had a great experience. We can't wait to go

Equinox — Brewer 30
Tom & Mary Ellen Ybarrola, San Diego
 Believe it or not, this is the third boat Tom and Mary Ellen have built together — and they're still in love! They began con-



The boatbuilding's over. Time to head south.

struction of *Equinox* in 2000 and launched her in '07. "She has a foam core with bi-directional fiberglass skins laid up with epoxy," they explain.

Their previous effort was a 28-footer designed by the late Carl Schumacher, which they raced often and occasionally trailered to Mexico. On this trip their plan is to spend a season seeing more of mainland Mexico. After that, "*Quien sabe?*"

again this year!"

Teal Sea — CT 54
Craig & Debbie Schroeder
Long Beach

Noteworthy: After cruising Central America, Craig and Debbie plan to transit the Panama Canal and head up to Belize.

Happy Nest — Beneteau 46
David & Joy Robbins, Longmont, CO
Noteworthy: Three years ago David and Joy "jumped into sailing with both feet." They have now retired, sold their house and hope to eventually cruise the South Pacific.

Aquila — Islander Freeport 36
Michael Rafferty & Diana Nitzch
San Diego

Noteworthy: Their 'must see' list includes the islands of French Polynesia and Thailand's Ko Sumoi.

Evergreen — Liberty 458
Dennis & Carol Morrison
Alameda


Noteworthy: They will cruise Mexico



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until hurricane season, then head home to replenish the cruising kitty, and start again in the fall.

Interlude — Catalina 36
Mike Joyce, Alameda

Noteworthy: Mike's plan is to continue on to La Paz and commuter-cruise for the winter.

Liberty — Catalina 42
Barry & Carol Carrigan
Scottsdale, AZ

Noteworthy: Barry first learned to sail in 1954, Alice in 1973.

Alika — Challenger 32
Rory & Cheryl Kremer
Monterey

Noteworthy: Although Cheryl started sailing only a year ago, Rory is an old pro. From '99 to '04 he did a solo circumnavigation on a steel *Spray* replica. Plus, he's done nearly 50 solo and crewed deliveries from Hawaii to the mainland U.S., Canada or Alaska.

Rotkat, Lidgard 43 cat
Arjan Bok, Emeryville

Having witnessed the beginning phase of *Rotkat's* construction, we were thrilled when Arjan finished and



The 'Rotkat' crew have a sweet ride for the trip south.

launched her in the summer of '06 — after about a million hours of hard labor. But we're even more thrilled that he and Debbie are heading south this year with the Ha-Ha fleet. Designed by Australian Garry Lidgard, with design input from Arjan, *Rotkat* is one of the best-looking cats around. And she'll be a whole lot more comfortable to cruise than the Newport 33 *Tiger Beetle* that Arjan and friends took south in the 2000 Ha-Ha. Debbie took a pass on that trip, but she's aboard and eager this time.

Ansa — Cooper 416
David Bereznai & Terry Downs
San Francisco

Quote: "No comment."

Echo — Islander Freeport 41
Michael Bereznai
Beaverton, OR

Noteworthy: In keeping with his philosophy that "warmer and farther is better," Michael hopes to eventually reach Borneo, Indonesia and the Phillipines for some diving.

We'll take a breather here, and pick up where we left off next month. If reading about all these lucky souls makes you eager to throw off your own docklines, we say, "Do it!" There's still time to sign up before the September 10 deadline.

If you need crew — or are a potential crewmember looking for a ride — we urge you to sign up on our online Crew List at www.latitude38.com, and show up at the September 9 Crew List Party at Alameda's Encinal YC (6-9 p.m.)

— **latitude/andy**

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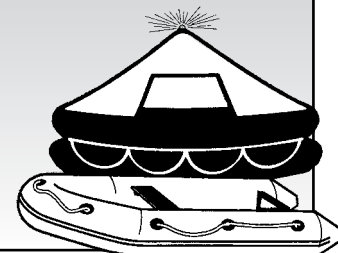
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MAX EBB

Sal was the last person I would have expected to see in a kayak. And never in my wildest dreams did I imagine that he would paddle all the way to this island. But as I walked down the trail to get closer to the beach, I confirmed that it was, in fact, my friend Sal Minella, owner of a well-known upscale restaurant, climbing out of a sea kayak. Sal is a confirmed powerboater — one of a very few in my yacht club — and his boat is one of the largest boats in the marina.

"Like my new ride?" he said as he slid his boat up to the high water mark.

"It's beautiful," I responded, although to me every kayak looks the same as any other, unless it's one of those strip-planked varnished works of art that should never be allowed anywhere near a gravelly beach. "But Sal," I said, "I didn't notice your boat in the anchorage, or at the docks when we pulled in — and it's pretty hard to miss. Are you anchored over on the east side?"

"Guess again," he said proudly. "I paddled here from my slip near the yacht club!"

This didn't make sense. It was after 6 p.m., the last ferry had already left the island, and even we yachties would have to be back on our boats and away from the docks by sunset. He would never make it home before dark.

"But how are you going to . . ."

"I'm camping here for the night," Sal explained before I could finish asking. "Not alone, mind you. There's a big group on the way. I started early because I'm still new at this, but I made excellent time. It's the first leg of a week-long sojourn around the Bay."

"Sounds ambitious," I said. "But what about your big boat? You know, the one my friend Lee always calls the *OPEC Special*?"

As if the mere mention of her name had conjured her from thin air, Lee Helm sailed into view on a windsurfer. Sal waved her to the least rocky landing spot. She had run out of wind close to the island, and had to pump the sail to propel the board the last few hundred feet.

"Max!" Lee hailed as she hopped off into waist-deep water. "Imagine, like, running into you here at Kayak Camp!"

"I'm tied up dockside in the cove," I explained. "Why did you jump off all the way out there when you could have sailed right to the beach?"

"Don't want to ding the skeg," she informed me. "They're expensive."

Everything became clear when she

carried the board up to the beach. There was no centerboard, but that skeg was an impressively long, thin piece of carbon.

"One of the boats from the sailing club is bringing my gear," she explained. "I left, like, an hour after them but I passed them just before I got here."

Lee apparently had never met Sal, so I made the formal introduction.

"You're the guy with the *OPEC Special*!" she said. "Awesome boat,"

"Not any more — now I just have this kayak."

"Does Cash for Clunkers include big powerboats?" she asked. "Too bad they had to crush your old boat, but at least it's off the road. What a great program!"

"No, no, no. My cardiologist made me do it. He ordered me to start exercising. I hate gyms, and my imagination is much too vivid to relax on a bicycle, so here I am with a kayak. I've been out every day for a month, and I'm already down 10 pounds! All thanks to Dr. Bocks."

"Doc Bocks is in our yacht club, too," I explained to Lee. "And he's been after

me to do the same, but I'm not about to sell my boat, and I don't really have a good place to store a kayak. Where are you keeping yours, Sal? It must be an awful schlepp bringing it down to the marina every day."

"Oh, I still have the marina berth," he said as he popped a waterproof rubber hatch off his kayak's aft deck and pulled out bags of camping gear. "The 'yak lives on a little floating platform, and there's a locker for the paddle and PFD. I still have to decide how to fill up the rest of the space. Maybe a pontoon boat for barbecues, and storage for more water toys."

"I vote for a pontoon boat with a hot tub," suggested Lee. "But the marina should totally be adding kayak and dinghy racks in the parking lot. Maybe even put storage racks on floats in some of the empty berths. When you think of how many kayaks or windsurfers can fit in one parking space, it should be a no-brainer."

Meanwhile a small sailboat coasted to the beach, grinding to a hard stop as the bow hit the gravel. I could tell it was



The route of the 2009 Bay Access Sojourn, extended cruising for all beachable sail and muscle-powered small craft, October 2-8 (membership required). See www.BayAccess.org for updates.

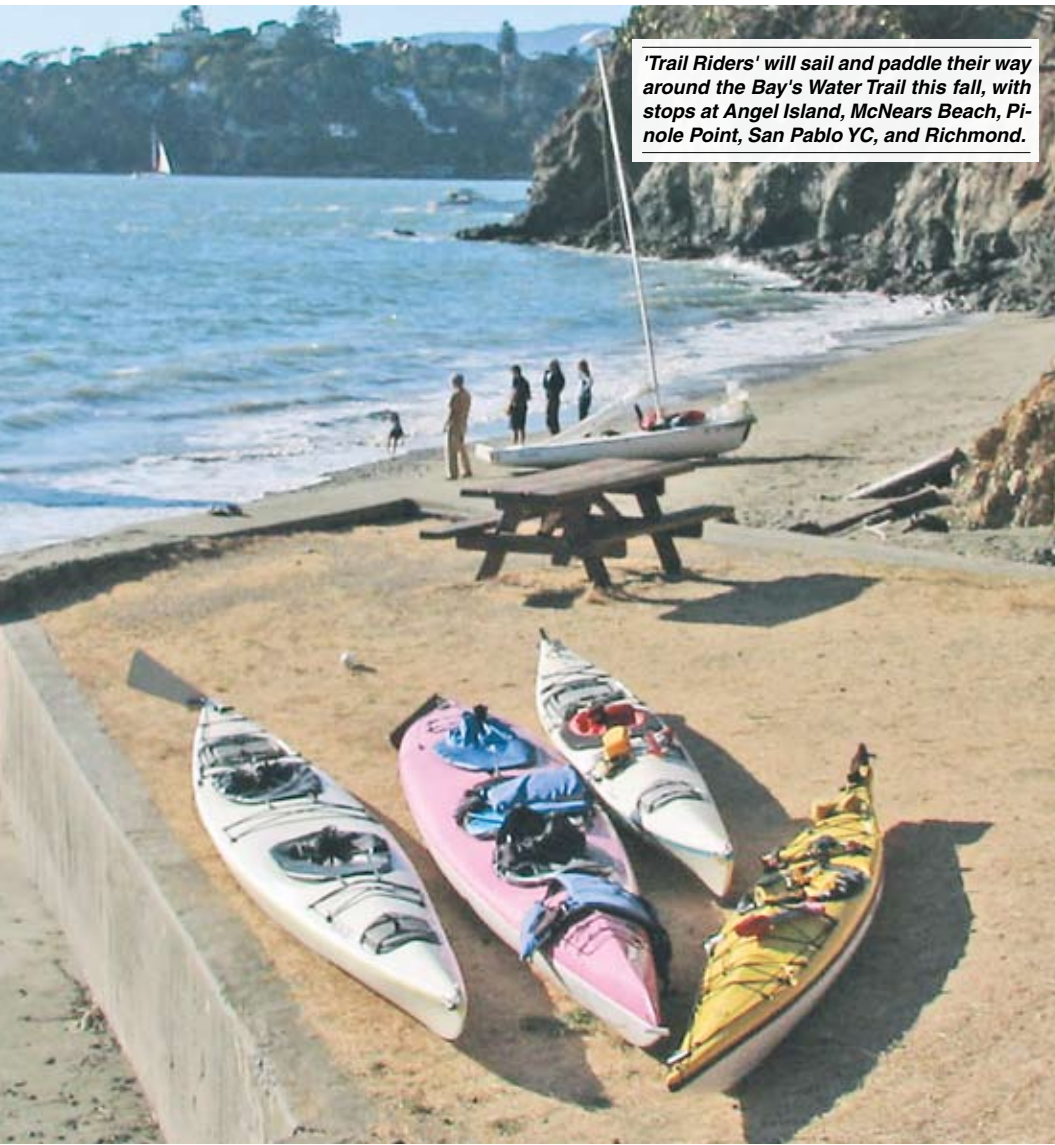
a boat from Lee's club.

"Oh good, my gear is here," Lee observed.

Lee then introduced us to Helena Handbasket, an economics professor who, as we were to learn, had once done some consulting on marina development projects.

"Marina operators love dry stacks,"

HITTIN' THE TRAIL



'Trail Riders' will sail and paddle their way around the Bay's Water Trail this fall, with stops at Angel Island, McNears Beach, Pinnole Point, San Pablo YC, and Richmond.

MAX EBB

she informed us after her boat was secure and the discussion turned back to kayak storage. "And even for wet berthing, it's well known that a lot of small boats generate more revenue per square foot than a few big berths. But in the current climate, they don't want to build facilities for any boats under 35 feet long. Which is very shortsighted, if you look at the trends in urban housing. Fewer people who live close to the Bay will have garages or driveways for storing trailerable boats."

"So you think the demand for small berths will come back?" I asked.

"It might," said Helena. "The car of the future will not be able to tow a trailer."

"It might not even be able to hold a kayak on roof racks without being blown off the road," I surmised.

"On the one hand," said Helena, "boating activity may continue to decrease across the board. On the other hand, smaller sailboats and hand-launched

boats of all types will be a much bigger segment of the market, and demand for on-site storage will be strong."

Fortunately Helena had only two hands, and the economics lesson was cut short when a gaggle of at least a dozen more sea kayakers paddled around the point. Their leader was another sailor I recognized, Roxanne Scholes. Apparently she too had switched to human propulsion this trip.

The next wave to assault the beach was a fleet of dinghies from Lee's university sailing club. They were a little less experienced at beach camping, and had much more gear on board.

More assorted small craft arrived. There was a six-person outrigger and a couple of singles from the canoe club. There was a whaleboat with ten rowers. There was Doc Bocks on his Laser, who, even as I helped him pull his boat onto the beach, scolded me again for not being on a regular exercise program.

The party had begun. Tents were pitched and barbecues were fired up. Prodigious amounts of food were produced, although it was never clear to me where everything had been stowed.

Roxanne filled me in on what this event was all about. "Our group is called Bay Access — we advocate for the Water Trail, and our main goal is to develop and preserve access points for all kinds of hand-launched non-motorized small craft, and to make extended beach camping possible again."

"I used to do this as a teenager back east," recalled Sal. "Back in the day, you could beach your boat and camp on just about any deserted beach. No problem at all. But here on the Bay"

"There are two big problems our group is trying to solve," explained Roxanne. "First, we need places where people can camp without getting arrested. And second, we need launch sites where we can leave our cars for a week without their getting towed."

"This island seems to work out well for your group," I said.

"Only if you can, like, make reservations months in advance," noted Lee.

"If cruising the Bay in a kayak or windsurfer or small sailboat is ever going to become common," said Helena, "we will need legal overnight venues with sail-in or paddle-in access, no reservations required."

"Locals never agree to new campsites," said Sal. "Local security and safety risk or something."

"Oh man, are they ever wrong," said an older paddler walking by with a very long, very narrow, and apparently very light kayak balanced on his head. He had long hair and a tie-dyed shirt.

"This is Ellis Dee," Roxanne said to introduce him. "Professional paddler. Just back from paddling from the San Juan Islands to the Sea of Cortez."

"How long in each area?" I asked.

"No, we paddled from the San Juans to La Paz. A really cool trip, you should do it. But yeah, a managed campsite is much safer than a deserted park, even in daylight."

"You know, I'm surprised how old most of these paddlers are," I said after Ellis had walked away. "The sailors are the younger group. Somehow I would have expected it to be the other way around."

Roxanne thought for a minute. "We are mostly boomers," she admitted. "Except for Jen Ecks, our liaison with the Bay Trail. She's in her forties."

MAX EBB

"I remember reading about this Water Trail thing when the legislation was being discussed a few years ago," I said. "Is the trail a done deal?"

"The legislation passed, but so far the only funding has been for planning. And you'd be surprised how much opposition we get from so-called environmental groups," Roxanne sighed. "They don't realize how much they are working against their own goals when they object to access points for non-motorized boats near natural shorelines. They don't understand how effectively it builds a constituency for the habitats we're all trying to protect."

"Right," said Ellis, after putting his boat where he wanted it. "You can't put anyone in a kayak without turning them into a birder."

"Happened to me," said Sal, reaching into one of his packs. "See, here's my binocs and my bird book. I never go paddling without them. And my Audubon card. But I'm no tree hugger. My old powerboat used to take on a thousand gallons of diesel every time I pulled up to the gas dock."

Lee explained the rest of the group's itinerary. They would spend two nights at Kayak Camp, then hit four more campsites, yacht clubs and marinas over the next five days.

"Last year some of the stops were at waterfront hotels," said Ellis. "Kind of a bummer, man, not being able to camp outside."

"It's urban cruising," said Roxanne. "Bring your paddle and your plastic."

Suddenly I remembered that my boat and the rest of my crew were still at the dock over on the other side of the island, and park rules required that we vacate by sunset.

"Maybe not," said Lee. "The park now lets boats stay at the dock overnight, if the crew has a reserved campsite on the island."

"I'm sure we can find tent space for you," said Ellis. "Heck, I won't even use my tent, unless it rains."

"But you will all have to become members of Bay Access to be in on the campsite," said Roxanne. "Insurance, you know."

"Sure, sure," I said. "How much?"

One check and some waiver forms later, and I was a member with a camping reservation on the island. I made it back to the dock just as the sun was setting, told the ranger I was with Bay Access for the night, and brought the rest of my crew over to Kayak Camp.

The ground wasn't as soft as our berth cushions, but the company was as interesting as it ever gets.

And the highlight of the evening was a peek into the secret shoreside recreations of windsurfers and dinghy sailors: The fireside "wetsuit striptease," wherein sailors put on amazingly erotic performances while stripping from wetsuit to swimsuit. It was PG-rated, but just barely.

It was almost enough to make me think seriously about trading down.

— max ebb

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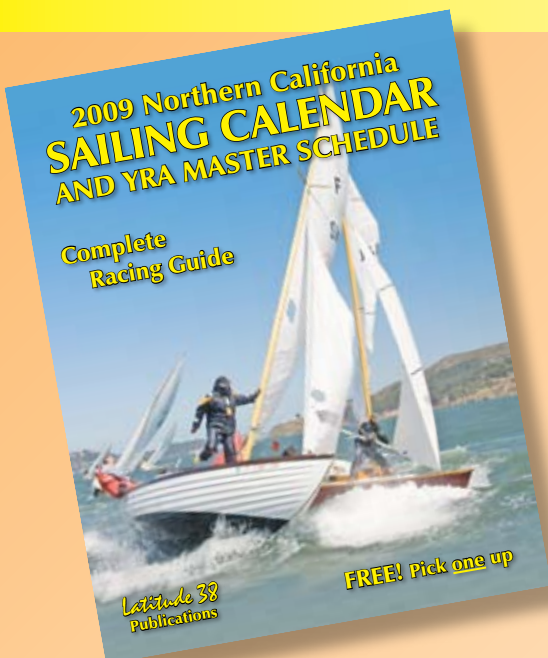
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THE RACING

While there weren't the one-after-the-other national championships of August '08, last month was plenty full of top-quality events. Two in their sophomore iterations were Golden Gate YC's **Inter-YC Challenge** and the **Sarcoma Cup**, both of which grew in size and scope. We also check in with the **YRA Second-Half Opener**, and the harrowing tale of *Savage Beauty*. Don't miss a write-up of the LongPac, plus a look at the **Santa Barbara King Harbor Race**. We have a quick look at local **IRC racing** and the first-ever **Kiteboarding Worlds**. On the championship side of things, there are snapshots of the **505 North Americans**, plus the **Columbia 5.5 Meter** and **Santana 22 Nationals**. Enjoy!

Inter-Yacht Club Challenge

In its second installment, the Golden Gate YC's Inter-Yacht Club Challenge for the Golden Gate Cup drew a high-caliber field for the three days of match racing sailed in 1D35s on the Cityfront July 23-26. With BMW Oracle Racing CFO Chris Perkins at the helm and spokesman Tom Ehman backing him up on tactics, Golden Gate YC won the final by a 2-0 count over St. Francis YC's Genny Tulloch and Russ Silvestri — winners of the four-round robin qualifier despite an incident that left their boat with a broken spinnaker pole.

"They were penalized for the collision," Perkins said. "It started as a starboard, windward/leeward before they spun us onto port, which awarded the race to us. At the Rule 14 hearing after racing it was concluded that there was nothing they could have done to avoid the collision with us or the RC boat — they hit both all on their own — so they were not penalized any further than in the race. They had to get their checkbook out and fix our boat, their boat including a new pole,

Tulloch nailed the start and took control of the match on the first beat. But a missed layline eroded St.FYC's advantage, allowing Perkins to sneak by and ultimately take the first race. For race two, Perkins and Tulloch got into a heated battle in the pre-start, using the committee boat as a pick. But this time Perkins and Ehman nailed the start and never looked back. In the petit final, San Diego YC beat Berkeley YC 2-0.

The pro-am event brought out some impressive talent: Noel "Nitro" Drennan, Andrew "Meat" Taylor, Shawn Bennett, Holt Condon, Alex and Brian Camet among others. With on-the-water judging and the use of the 1D35s, which are much higher-performing than most other match race boats, the event was far bigger in scope than its four-boat fleet and a welcome addition to the Bay's racing calendar.

INTER-YACHT CLUB CHALLENGE 7/23-26

Final — **Golden Gate YC**, Chris Perkins def. **St. Francis YC**, Genny Tulloch, 2-0; Petit Final — **San Diego YC**, Brian Camet def. **Berkeley YC**, Alex Farell, 2-0. (4 teams)
Complete results at www.ggyc.org

YRA Second-Half Opener

Over 110 boats showed up for the YRA Second Half-Opener July 25-26. Hosted by Encinal YC, the event brought out the Bay's hardcore following for the second installment of the popular Party Circuit. The racers who showed up were greeted with both a healthy breeze and plenty of current — the latter being indirectly responsible for one of the more dramatic episodes of the season so far.

One moment, John Lymberg's Flying Tiger 10 Meter *Savage Beauty* was short-tacking up the Marin Headlands



ELLEN HOKE



ELLEN HOKE

The victorious Golden Gate YC team — Back row from left, trimmer Bryan Edwards, mastman John Perkins, main trimmer Noel Drennan and tactician Tom Ehman. Front row, from left: bowman James Byers, trimmer Kurt Wessel, pitman Andrew Taylor; pit assist Lindsay Cohen, helmsman Chris Perkins and Commodore Marcus Young.

and the RC boat. We never understood the Rule 14 hearing conclusion because all they had to do was tack away to avoid hitting us and the parked RC boat, but it didn't really didn't matter to us."

In the first race of Sunday's final,

— successfully evading a flood that was pushing against the fleet at more than four knots — during the Saturday afternoon race to Pt. Bonita. The next thing they knew, Lymberg and his crew — Jesse Repp, Jeff Bruton, Matt Nguyen, and Xenon Herrmann — were stuck, their 7.5-ft-deep keel bulb firmly wedged into a submerged rock pile just west of the second of two promontories to the west of Kirby Cove. Buffeted by the surge from the south swell that had produced epic surfing conditions up and down the coast, the crew set to work trying to free the boat.

"We were constantly keeping an eye on the boats in front of us, to see how far inside they were going," said Lymberg, a Singlehanded Sailing Society member who, in his 15 years of racing, has "four or five" SHF races under his belt — including this year's aboard *Savage Beauty*. "From past experience I've always known the area to be pretty



Golden Gate YC and St. Francis YC get all tangled up at the Inter-Yacht Club Challenge. The event featured all the trappings of a top-flight match racing regatta: top-flight sailors, on-the-water judging, and some unredeemed damage deposits . . .

deep. None of us felt like we were going extremely close or that any of the other boats were either."

Lymberg said *Savage Beauty* found the rock while in the process of tacking out from the shore, in breeze ranging from 9 to 14 knots.

"We immediately tried to save our boat and get out of there," he said. "Hitting the rock swung us back hard in the other direction. Our sails were eased because we had been in the process of tacking. Just as we started trying to free the boat, a wave set came through and started rocking the boat back and forth; it made it impossible to get any shape in our sails. So we quickly said, 'Forget the sails — let's turn the motor on and get

out of here.'"

The boat is equipped with an inboard well for the boat's outboard motor, sealed by a sliding 'door' that fits flush with the hull. The door, which he said functions perfectly when the boat is afloat, had no interest in cooperating.

"One of our experienced crew was trying to get the door open, but it was jammed," he said. "I was finally able to get the motor down and we tried motor-ing off in reverse — it felt like we were getting somewhere. Then we realized the bulb was scraping up against a rock shelf. All of a sudden, we heard a shrieking sound, the motor stopped and we realized the prop was wrapped-up."

A passing small fishing boat with an off-duty Marin County Sheriff's deputy aboard saw *Savage Beauty* being thrashed around on the rocks. The deputy immediately called his colleagues at the department's marine patrol, which responded quickly. In the meantime,

photographer Peter Lyons was next on the scene. He took a line from the stricken vessel and tried to tow it off the rocks with his RIB. Just as Lyons took up tension on the tow line, a set came through and rocked *Savage Beauty*, snapping the tow line. Next to arrive was Richmond YC member Chris Longaker — aboard his Express 34 *Two Scoops* — who stopped racing and called the Coast Guard. Longaker said he had to dodge passing racers to reach *Savage Beauty* after watching "at least a dozen boats sail past."

Meanwhile, Lymberg had turned on his handheld VHF to monitor the radio traffic. In what Lymberg estimates was 15-20 minutes, the Marin County Sheriff's Department RIB was on the scene; before long, they were removing the crew from the boat in multiple passes.

"They had to wait for the right moments," Lymberg said. "They'd come in and pick up one or two of us, and then they'd have to go back out and wait for a set to pass before coming back in."

With all five sailors safely aboard the MCSD's RIB, the attention turned to the boat — which was still stuck on the rocks but otherwise intact, sitting proud, and largely upright, on its keel.

"We were very impressed," Lymberg said. "We'd been monitoring the situation down below while trying to save the boat, and there hadn't been any water coming in anywhere. The Sheriff's deputies asked us if we wanted to contact a salvage company."

Lymberg called Vessel Assist, and as he wasn't a member, he was required to provide a credit card number up front. "I was taken aback by the cost," he said. "They told me it would be \$5,000. But at that point the boat wasn't getting pounded on the shore, and looked as if it could be salvaged. I just felt like, 'We've got to try this.'"

Lymberg said he hadn't realized that Vessel Assist would be coming from Alameda. After what he estimates to have been more than an hour the salvage boat hadn't shown up yet. In the meantime, the San Francisco Police Department had arrived, as had one of the Coast Guard's 47-ft motor lifeboats — neither could safely get close enough to pull the boat off the rocks. But the rising tide and another set of waves came through, lifting the boat off its impromptu stand and washing it into the rocky shoreline.

"The boat started bobbing free, and I thought maybe we could get it," he said. "But then it crashed into the cliffs — the rig was scraping on them — and I knew it was over."

THE RACING



ALL PHOTOS PETER LYONS/WWW.LYONSIMAGING.COM

Scenes from the YRA second-half opener: clockwise from top left — 'Jeannette' rolls upwind, leads-in and lookin' good; Peter Stoneberg's Formula 40 'Shadow'; these sailors even had time to wave; now that's a quarter wave to surf; the raging flood forced the fleet to seek relief wherever it could be found; 'Twisted' grinds upwind ; the flood on the buoy; when the days were done it was time to hit Encinal YC for some party time.

In addition to the boat, Lymberg said he was upset about the crew losing personal effects. Nguyen had a set of keys in his bag for which he had neither copies and nor a way to get an alternate set quickly. So after being dropped off at South Beach Marina, sailor Lance Berc drove the crew over to Kirby Cove to comb the remains of the day, where they found only a few PFDs, the boat's horse-

shoe life ring and sympathetic campers who treated the wet and weary sailors — still in their sailing gear — to a cold beer and ride back up to the campground entrance. As luck would have it, the following day, fishermen combing through the debris field found Nguyen's bag and called the Coast Guard, who returned it to him. "He was ecstatic," Lymberg said.

The following Monday, Lymberg's credit card was charged \$3,000 by Vessel Assist. After a quick phone call to a company representative who Lymberg described as "very helpful," the charge was reduced to the company's hourly rate for the two hours they spent responding, and Lymberg said he ended up paying only \$500.

Reflecting on the incident, he said the



fact that no one was hurt is attributable to those who came to the rescue.

"The Marin Sheriffs did an outstanding job," he said. "They deserve a lot of credit, as well as the SFPD and Coast Guard. We really appreciate the heroic effort by Peter Lyons, and *Two Scoops* for standing by."

Two Scoops owner Longaker said he definitely felt he'd learned a lesson. "The boat was no longer a safe or stable platform," Longaker said. "There's no way [the crew] could have gone in the

water and then been safely rescued without getting seriously hurt. We all need to be reminded that time is — and should always be assumed to be — of the essence. This could have been a real human tragedy."

In the ensuing month, Lymberg — who told us after the incident that he hoped to get another Flying Tiger to replace *Savage Beauty* — has already made great strides toward getting back on the race course.

"I am happy to report that my insur-

ance company was fantastic," Lymberg said. "My claims agent was understanding regarding the accident, and very pleasant to deal with. All he wanted was a fair market value for the boat so the company could cut a check, which arrived within days of them receiving that info. As far as replacing the boat. . . all I'll say is that I am actively working on that, and it could be sooner, rather than later."

For complete result from the weekend's racing, visit www.yra.org.

THE RACING

LongPac

A cutoff low that produced breezy, spring-like conditions over Southern California had the opposite effect for the 25 boats that started the Singlehanded Sailing Society's Great Pacific Longitude Race.

"It's brutal out there," said Race Chair Ruben Gabriel.

Eight boats were having such a slow time that they called it quits before finishing the course, which is rated at 400 miles. The remainder put in plenty of time to get back to the Bay. Elapsed time winner Jeff Lebesch's Hammerhead 54 trimaran *Hecla* was the fastest back from 126°40' West, the line the boats are required to touch at any point north-to-south before turning for home. Singlehander Mark Deppe's J/120 *Alchera* was the first monohull home.

As the LongPac is a qualifier for next summer's Singlehanded TransPac, we thought this would be a good time to pass on the published announcement for it, and a note from Race Co-Chair Bob Johnston:

"Now that LongPac 2009 is "in the books," it's time for that next great SSS tradition. Of course what I'm talking about is the biennial on-line argument over whether SSB's or sat phones are better for checking in offshore! This debate has already started, and somewhere in the middle of it there will be a little sailboat race to Hawaii . . .

Ladies and Gentlemen, I'm pleased to formally announce the running of the Seventeenth Biennial Singlehanded TransPacific Yacht Race.

The race will start on Saturday, June 19th, 2010 at the Corinthian YC and fin-

What the LongPac lacked in breeze, it made up for in wildlife — at least for Jim Quanci and his Cal 40 'Green Buffalo'. A strange cutoff low produced a drifter for the fleet this year.

ish 2,120 miles later in "Bali Hai" — Hanalei Bay on the island of Kauai.

Reading from the draft of the Race Rules and Conditions:

"The Singlehanded TransPac has a rich history, spanning over thirty-two years. The Race's perpetual trophies bear the names of many well-known U.S. and international sailors."

I'll add, names including the late Steve Fossett, Stan Honey, Bruce Schwab, Skip Allan, John Guzzwell and the late Mark Rudiger. But what makes this race so great are the names of all the other sailors most people out there haven't heard of. People like Jim Kellam and Jeanne Socrates, who after reaching Kauai in the Singlehanded TransPac went on to quietly sail around the world, solo. This has been, and hopefully always will be an ocean race for the rest of us.

An informal interest poll has been started on the SSS on-line bulletin board and the rules committee is well on its way to finalizing the rules, including the equipment requirements for the race.

If you're thinking about racing you need to get serious about preparing your boat and if you haven't done it already, sailing your qualifier. Finally, I'll be working on the seminar schedule shortly."

We were unable to include the results from the Society's August 22-23 Richmond-South Beach Race, so make sure to check www.sfbaysss.org for those plus info on the '10 Singlehanded TransPac.

LONGPAC (7/29-8/4)

SINGLEHANDED 1 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Tiger Beetle**, N/M 45, Rob Mac-



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Farlane; 3) **Alchera**, J/120, Mark Deppe. (8 boats)

SINGLEHANDED 2 — 1) **Bar-ba-loot**, Moore 24, Andy Hamilton; 2) **Bandicoot**, Wyliecat 30, Al Germain; 3) **TAZ!!**, Express 27, George Lythcott. (7 boats)

DOUBLEHANDED 1 — 1) **Ohana**, Beneteau 45f5, Steve Hocking/Marika Edler; 2) **Trunk Monkey**, Farr 30, Jody and Skip McCormack. (4 boats)

DOUBLEHANDED 2 — 1) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 2) **Great White**, Express 27, Rachel Fogel/Patrick Lewis; 3) **Elise**, Express 27, Nathalie Criou/Heather Bowers. (5 boats)

MULTIHULL — 1) **Hecla**, Hammerhead 54, Jeff Lebesch. (2 boats)

OVERALL — 1) **Hecla**; 2) **Green Buffalo**; 3) **Elise**; 4) **Ohana**; 5) **Alchera**; 6) **Coyote**, Beneteau First 42, Steve Hill; 7) **Nancy**; 8) **Trunk Monkey**; 9) **Outsider**, Azzura 310, Greg Nelsen; 10) **Redsky**, Olson 34, Brian Boschma. (26 boats)

Sarcoma Cup

Richmond YC and Beat Sarcoma teamed up August 22-23 to hold the second annual Sarcoma Cup. As of this writing the final numbers on how many dollars were raised weren't yet available, with donations still rolling in, but the near 75-boat turn-out had to bode well for the effort to double the \$18,000 raised in last year's event for sarcoma research.

"We applied a lot of learning from last year and incorporated feedback from participants," said founder Nathalie Criou. "It's a very young event so there's definitely a lot we can improve on! What



COURTESY GREEN BUFFALO



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Nearly 75 boats showed up at Richmond YC August 22-23 to race for the Sarcoma Cup and raise big \$\$\$ for sarcoma research.

we can say at this point with certainty is: we received \$20,000 in cash sponsorship — over twice the amount from last year — and all the prizes, awards, plus most of the food donated, so our cost was either lower, or in line with last year, even though we were able to offer more things like fruits, dessert, massages and 2 different types of really nice beer. We had 2.5 times more attendance than last year and donations are still coming in as we have a fundraising competition."

Sarcoma survivor and Pacific Cup veteran Criou started the event last year as a way to raise money for research on treating the extremely rare group of cancers of the connective tissues. Due to the relative rarity of the diseases — which disproportionately affect children — their study receives very little funding; less than 1% of all cancer research funds. All the money raised during the regatta goes toward funding sarcoma research.

As for the racing, it was breeze-on for both Saturday's buoy racing and Sunday's pursuit race, as evidenced by the harrowing experience of the crew of Drew Harper's Viper 640 *BoomSlang*, which capsized while beating to windward near Alcatraz in a roaring flood. While getting ping-ponged around in a gaggle of boats, the boat was hit by a puff during a tack. Despite the strong winds, the two-man,

COURTESY AFTERBURNER

one-woman crew were able to right it, but as soon as the sails loaded up, it took off sailing on its own. In no time the flood pushed the soggy crew to Alcatraz, where one of the men was able to safely scale the seawall. The others were soon rescued by the Protector *Escapade*, whose crew then chased down the Viper, which was eventually towed in safely, albeit with a broken

topmast.

For more information on the regatta and the fundraising, visit www.beatsarcoma.org.

SARCOMA CUP (8/22-23)

J/105 — 1) **Arbitrage**, Bruce Stone, 14 points; 2) **Blackhawk**, Scooter Simmons, 22; 3) **Mojo**, Jeff Litfin/John Case, 23. (19 boats)
EXPRESS 27 — 1) **Witchy Woman**, Tom Jen-

kins, 6 points; 2) **Wile E Coyote**, Dan Pruzan, 9; 3) **Get Happy!!**, Brendan Busch, 9. (10 boats)

WYLIE WABBIT — 1) **Kwazy**, Colin Moore, 5 points; 2) **Mr. McGregor**, Kim Desenberg, 9; 3) **Keala**, Ron Tostenson, 10. (6 boats)

ETCHELLS — 1) **Agent Smith**, Jim Gregory, 4 points; 2) **530**, Jeff Wayne, 11; 3) **Cougar**, Ethan Doyle, 12. (14 boats)

BENETEAU 36.7 — 1) **Mistra**, Ed Durbin, 3 points; 2) **Ay Caliente!**, Aaron Kennedy, 6; 3) **Bufflehead**, Stuart Scott, 9. (3 boats)

OPEN 5.70 — 1) **Boracic**, Michael Gough, 3 points; 2) **Semi-Aquatic**, Jerome Sammarcelli, 6; 2) **Demonic**, Nicolas Vale, 10. (5 boats)

ARIAD-MERCK CRUISING — 1) **Kooyah**, Donald Farquharson, 4 points; 2) **Native**, Adam Gambel, 7. (2 boats)

PHRF B — 1) **Twisted**, Farr 40, Mike DeVries/Tony Pohl, 4 points; 2) **N/N**, Farr 36 OD, Mark Howe, 8; 3) **J/World**, J/120, John Cabrall, 8. (6 boats)

PHRF C — 1) **Hoot**, Olson 30, Andy Macfie, 4 points; 2) **Dragonsong**, Olson 30, Sam McFadden, 9 points; 3) **UFO**, Ultimate 20, Trent Watkins, 10. (7 boats)

PHRF D — 1) **Woof**, J/24, Wally Whittier, 4 points; 2) **Windflower**, Santana 30, Bill and Pattie O'Connor, 5. (2 boats)

SUNDAY PURSUIT RACE — 1) **Shadow**, Formula 40, Peter Stoneberg; 2) **Get Happy!!**; 3) **Witchy Woman**; 4) **J/World**; 5) **Bufflehead**; 6) **Light'n Up**, Express 27, Karl Gillette; 7) **Wetsu**, Express 27, Phil Krasner; 8) **Ay Caliente!**; 9) **El Raton**, Express 27, Ray Lotto; 10) **Wile E Coyote**. (32 boats)

Complete results: www.richmondyc.org

Santa Barbara to King Harbor Race

Afterburner, Bill Gibbs' Ventura-based 52-ft Bladerunner catamaran, used idyllic catamaran sailing conditions to set a new course record of 5h, 37m during July 31's 81-mile race from Santa Bar-

Bill Gibbs' '52-ft Afterburner' took 10 minutes off the reference time for the Santa Barbara-King Harbor Race, finishing some 50 minutes ahead of Doug Baker's Andrews 80 'Magnitude 80'. The 'Afterburner' crew averaged some 14 knots over the race's 81-mile rated distance.



THE RACING

bara to Redondo Beach. The Kiwi-built cat averaged a marvelous 18 knots for the distance sailed, and a little over 14 knots for the rated course, to eclipse her old record by 10 minutes.

Fifty minutes behind *Afterburner* was Doug Baker's Andrews 80 *Magnitude 80* from Long Beach, just back from Hawaii, where she missed the all-time monohull TransPac record by only minutes.

But don't try to get Gibbs into a multihulls versus monohulls argument. "It's all horses for courses," he said. "I have tremendous respect for canting keel monohulls, and *Magnitude* has beat us boat-for-boat a number of times. What this year's race proved is that a catamaran like mine needs moderate winds, meaning 10 to 20 knots, and flat seas, to set records. In winds under eight knots or over 20 knots, and in bigger seas or sailing upwind, *Magnitude* is faster. But this year the conditions were right there in *Afterburner's* sweet spot."

In the world of course-record setters, *Afterburner* is a budget operation. Gibbs bought the now 22-year-old cat more than nine King Harbor Races ago for \$100,000, and most of his sails are nearly seven years old, having been overbuilt from Cuben Fiber to last for many years.

But when it came to corrected time honors in the 107-boat fleet, Chris Slagerman's Firebird *Phat Cat* stole both



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Michael Andrews, Wayne Best and Shawn Grassman sailing 'Bonito' hard at the Tuna Nationals.

ORCA honors and the whole show by nearly 40 minutes over Sprit UI-winner, John Staff's Viper 830 *Plankton*. John MacLaurin's well-traveled Davidson 52 *Pendragon IV* took the honors in ULDB A, while Mike Warns' SC 50 *Fifty-one Fifty* did the same in ULDB B. The "Black Widows" on Mike and Gary Burke's Hobie 33 *Capt. Sluggo* took ULDB C. Sprit PI went to Gary Winton's J/120 *Shenanigans*. In the displacement divisions, Folkman Galloway's Olson 40 *Ono* took PHRF A, while Chad Downey's Jeanneau 49DS *Elixir* took PHRF B, PHRF C went to Larry Leveille's J/29 *Rush Street* and PHRF D

went to Ken Ziegler's Islander 36 *Rasa*. Mark Noble's *Escapade* took the J/105 class and Dave Voss' *Piranha* took the Farr 40 division.

We've done about 10 King Harbor Races over the years, and can't remember one that was more pleasant. Thanks to the start's unusually strong winds — eight knots — boats were able to get away from Santa Barbara faster than normal. While we never saw more than 15 knots, the wind was unusually consistent in the traditional light spots, meaning the lee of Santa Cruz Island and when crossing Santa Monica Bay. It

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 August. 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.

VBVC MONDAY NIGHT MADNESS (7/20) (nothing posted for August)

BENICIA YC THURSDAY NIGHTS (8/20)

A FLEET — 1) **Bluefin**, Noble Griswold; 2) **Enigma**, Randall Lesley. (2 boats)
B FLEET — 1) **Stolen Moments**, Deborah Lyons; 2) **Keilika**, Mike Weaver. (2 boats)

C FLEET — 1) **Yippee!**, John and Johanna Wright; 2) **Alte Liebe**, Jerry Martin; 3) **Spielzeug**, Bob DuBois. (5 boats)

CORSAIR — 1) **Gaijin**, Pete Adams. (1 boat)
Complete results: www.benicaiyachtclub.com

CORINTHIAN YC FRIDAY NIGHT SERIES (8/21)

J/105 — 1) **YIKES!**, Sue Hoeschler; 2) **Roxanne**, Charles James; 3) **Vim**, Garry Gast. (5 boats)

SPINNAKER 3 — 1) **Wuda Shuda**, Soverel 26 OB, Craig Page; 2) **Wuda Shuda**, Soverel 26 OB, Craig Page; 3) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook. (7 boats)

NON-SPINNAKER 3 — 1) **Chica**, Cal 20, Ted Goldbeck; 2) **Tension II**, Cal 20, John Nooteboom; 3) **Fantasea Islander**, Islander 28, Kevin Reilly. (5 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Nina**, Olson 29, Robert MacDonald; 3) **Henry Hannah**, Cal 40, David Holscher. (8 boats)

SPINNAKER 2 — 1) **Yucca**, 8 Meter, Hank Easom; 2) **JR**, Moore 24, Richard Korman; 3) **Viva**, Melges 32, Don Jesberg. (9 boats)

NON-SPINNAKER 2 — 1) **Summer Sailstice**, Ranger 33, John Arndt; 2) **Mimicat**, Hinckley 38, Robert Long; 2) **Maxine**, Yankee 30, Stephen Spo-

ja. (5 boats)

Complete results: www.cyc.org

GOLDEN GATE YC FRIDAY NIGHT SERIES (8/14)

1) **Polperro**, Folkboat, Peter Jeal; 2) **Rambler**, Cal 20, Mike Farrell; 3) **Dark and Stormy**, 1D35, Jon Hunt. (8 boats)

Complete results: www.ggyc.org

IYC SUMMER TWILIGHT SERIES (8/14)

DIVISION A (PHRF 0-150) — 1) **Uno**, Wyliecat 30, Steve Wonne; 2) **Spirit of Freedom**, J/124, Bill Mohr; 3) **Twisted**, Farr 40, Mike DeVries/Tony Pohl. (7 boats)

168 RATERS — 1) **Phantom**, J/24, John Guilford; 2) **Bewitched**, Merit 25, Laraine Salmon; 3) **Bandido**, Merit 25, George Gurrola. (6 boats)

DIVISION D (PHRF > 150) — 3) 1) **Lelo Too**, Tartan 10, Emiles Carles; 1) **Dumbo**, Catalina 22, David Torrisi; 2) **Shadow Fax**, Olson 25, Mark Simpson. (5 boats)

NON-SPINNAKER — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Blueberry**, Nonsuch 22, John Foster. (5 boats)

Complete results: www.iyc.org

MPYC SUNSET SERIES (7/15)



allowed our *Profligate* — despite being loaded down with twin RIBs and outboards, full water and fuel tanks, plus other junk, to finish just 10 minutes after *Fifty-one Fifty*. Alas, two hours were later mysteriously added to our elapsed time, perhaps as a penalty for taking up too much yacht club dock space

after the race. Does that mean we're going to have to forfeit our fourth-in-class cheese platter trophy? We hope not. No matter what, like the Terminator, we'll be back. And you should think about signing up too!

More info and full results are at www.sbyc.org.

Aldo Alessio Regatta

Dan Woolery's King 40 *Soozal* added yet another regatta title to its ever-growing list in the IRC division at St. Francis YC's Aldo Alessio Regatta July 31-August 2.

Posting a 3-2-1-2 in the four-race, no-throut series, *Soozal* finished one point clear of John Siegel's Wylie 42 *Scorpio*. Trailing the latter by a point going into the final race, Woolery was able to put a boat between them to close out the regatta.

Nineteen J/105s showed for the regatta, with Phil Laby and Rich Pipkin's *Racer X* sailing a consistent 2-3-3-5 series to overtake early leader and eventual runner-up, Adam Spiegel and Guillemette Brouillat's *Jam Session*. Steve Madeira's *Mr. Magoo* won the eight-boat

Dan Woolery's Pt. Richmond-based King 40 'Soozal' continues to tear up the SF Bay IRC fleet, having jumped into the series lead going into the final showdown at the Rolex Big Boat Series.



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PHRF A — 1) **Bustin' Loose**, Pulford; 2) **Sea Saw**, Cordrey; 3) **Mas Rapido**, Chaffey. (4 boats)
PHRF B — 1) **Joss**, Duncan; 2) **Fleeboflam**, Chaffin; 3) **Mizzen**, Baxter. (8 boats)
SHIELDS — 1) **Harriet**, Stratton; 2) **October**, Jackson; 3) **Medora**, Feely. (4 boats)
Complete results: www.mpyc.org.

SAUSALITO YC SUNSET SERIES (8/11)

J/105 — 1) **Streaker**, Ron Anderson; 2) **Jose Cuervo**, Sam Hock. (2 boats)

DIVISION A — 1) **Bloom County**, Mancebo 31, John Stewart; 2) **Gammon**, Tartan 10, Jeff Hutter; 3) **Lynx**, Wyliecat 30, Steve Overton. (5 boats)

DIVISION C — 1) **Venture**, Jeanneau 49, Michael Chobotov; 2) **True North**, Baltic 42, Jeff Dunnavant; 3) **French Kiss**, Beneteau 350, Dave Borton. (9 boats)

Complete results at: www.syconline.org

SOUTH BEACH YC FRIDAY NIGHT SERIES (8/21)

CLASS D (Spin <114) — 1) **Jolly Mon**, J/120, Chris Chamberlin; 2) **Tupelo Honey**, Elan 40, Gerard Sheridan; 3) **007**, J/105, Bruce Blackie. (5 boats)

CLASS E (Spin >115) — 1) **Highlighter**, Islander 36, Bill Hackel; 2) **Independence**, J/32, Joe

Wells; 3) **Moondoggie**, Islander 36, BGS Partners. (7 boats)

CLASS F (Non-spin <130) — 1) **Stink Eye**, Laser 28 ODR, Jonathon Gutoff; 2) **Savoir Faire**, Beneteau First, Paul Osborn; 3) **Seaview**, C&C 115, Pete Hamm. (8 boats)

CLASS G (Non-spin > 131 except Catalina 30) — 1) **Star Ranger**, Ranger 26, Simon James; 2) **Sea Spirit**, Catalina 34, Laurence Baskin; 3) **Kapai**, Islander 36, Richard Egan. (7 boats)

CLASS J (CATALINA 30) — 1) **Impulse**, Rachad Youssef; 2) **Huge**, Bill Woodruff; 3) **Dancing Bear**, Loe Askins/Ray Hall. (7 boats)

ST. FRANCIS YC:

CABRINHA THURSDAY NIGHT KITEBOARDING SERIES (8/20, 2r/0t)

OVERALL — 1) Chip Wasson, 3 points; 2) Johnny Heineken, 4; 3) Shawn Richman, 7; 4) Michael Gebhardt, 7; 5) Jeff Kafka, 10. (35 kites)

MASTER — 1) Chip Wasson, 3 points; 2) Marcelo Segura, 29; 3) Eric Geleynse, 29; 4) Bruce Johnson, 33; 5) Steve Gibson, 41. (6 kites)

GRAND MASTER — 1) Frank Wittke, 17 points. (1 kite)

FRIDAY NIGHT WINDSURFING SERIES (8/21, 5r/1t)

J/120 division by three points. Full results are available at www.stfyc.org

SFYC IRC and Express 37 Nationals

San Francisco YC hosted the IRC and Express 37 Invitational on August 15-16. Four Express 37s showed and Bartz Schneider's *Expeditious* bookended a 2-3 with a pair of bullets to finish one point clear of Kame Richards' *Golden Moon*. Dan Woolery's King 40 *Soozal* ran the table in the IRC Division. Next month's Rolex Big Boat Series is the final event in the SF Bay IRC series and *Soozal* will be carrying the series lead into the regatta, which also serves as the U.S. IRC

FORMULA BOARDS — 1) Eric Christianson, 5 points; 2) Steve Bodner, 10; 3) David Wells, 11; 4) Al Mirel, 13; 5) Jean Rathle, 17. (9 boards)

WEDNESDAY EVENING SERIES (WOODIES) (8/26)

KNARR — 1) **N/N**, Eric Gray; 2) **Fifty-Fifty**, Jon Perkins; 3) **Gjendin**, Graham Green. (12 boats)

FOLKBOAT — 1) **Josephine**, Eric Kaiser; 2) **Polperro**, Peter Jeal; 3) **Elsie**, Michael Goebel. (11 boats)

IOD — 1) **Whitecap**, Hernandez/Team Whitecap; 2) **Youngster**, Ron Young; 3) **Xarifa**, Manning/Fulwiler. (7 boats)

Complete results at: www.stfyc.org

SVENDSEN'S THURSDAY NIGHT SERIES TREASURE ISLAND SC SERIES STANDINGS 1)

VANGUARD 15 — 1) Jim Barkow/Melanie Roberts, 255 points; 2) Andrew Watters/Elsie Eustis, 252; 3) Ken Turnbull/Rebecca Beard, 250; 4) Phil Laby/Katie Cochrane, 230; 5) Matthew Sessions/Avery Patton, 189. (40 boats)

Complete results at: www.vanguard15.org

LASER — 1) Marc Jux, 166 points; 2) Mark Halman, 141; 3) Ryan Nelson, 139; 4) Mike Bishop, 139; 5) Steve Orosz, 118. (18 boats)

Complete results at: www.tilaserfleet.org

THE RACING

Championships. Full results are up at www.sfyc.org.

Santana 22 Nationals

For the fifth time in six attempts, Michael Andrews' *Bonito* took home the Santana 22 Nationals trophy after a vintage weekend of Bay sailing hosted by the Corinthian Yacht Club on July 25-26. Tom Montoya's *Meliki* and Jan Grygier's *Carlos* joined Andrews on the podium, taking second and third, respectively, in the 19-boat fleet. As is always the case with the Tunas, both the racing and roundings were extremely tight and not without a bit of bumping and grinding.

The regatta played out quite similarly to the last time the Nationals were held on the Bay in '07 at Richmond YC, with Andrews and *Bonito* earning three hard-fought bullets on Saturday, then losing most of their lead after blowing up a bit in the fourth race, but then pulling out the victory with a convincing bullet in the final race.

"Our plan was to start conservatively, then rely on our boat speed and crew work," Andrews said. "We believed

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Crowded starts were the norm for the first ever Kiteboarding Worlds at St. Francis YC.

strongly that we couldn't afford to be OCS in any race, nor finish very deep, because we knew there were at least four other boats that would likely have nothing but low scores as well."

The conditions might have worked

to *Bonito's* advantage also. Though not as nuclear as Friday's practice race, the weekend saw plenty of breeze in the high teens.

"Having sailed *Bonito* with Wayne Best and Shawn Grassman for six years now, I have a lot of confidence in our ability to work our way into a good position and

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find lanes even in challenging conditions," Andrews said. "Of course it doesn't hurt that I grew up sailing out of the San Francisco YC in the Knox area and that we get our weight out and keep the boat flat as well as, or better than, anyone else when it's windy."

But while Andrews, Best, and Grassman had a lot going for them, one crucial factor was the absence of 92-year-old Ernie Rideout and his far younger Tuna *Maybe*, who proved that 'Old Guys (Still) Rule,' even when they're not able to participate in the regatta. We had initially heard that two-time nationals winner Rideout — the only other sailor to win the event since Andrews joined the class — would not

be able to participate in this year due to a spill off of a ladder. So as much as the *Bonito* crew was relieved to not have to compete against him, they were even more so when Rideout arrived at the fleet dinner on Saturday evening to donate a half-hull trophy to be awarded to the regatta's 'most seasoned' skipper.

It turned out that *Maybe's* absence was due to injuries to Rideout's long-time crew, Ray Pingree and Phil Worthen, whom he taught to sail when they were juniors. Complete results are at www.cyc.org.

Columbia 5.5 Meter Nationals

Encinal YC hosted the Columbia 5.5 Meter Nationals on the South Bay on August 15-16. After a dismasting knocked him out of the regatta last year, Bill Colombo took this year's title over seven other boats with a 4-1-1-1-2 in the six-race, one-throwout series. Runner-up Adam Sadeg ended up a point back, three points clear of Liem Dao. Full

results are up at www.encinal.org.

Kiteboarding Worlds

For the first time ever, ISAF sanctioned a World Championships for Kiteboard Course Racing. Given that it's the discipline's birthplace, it was only fitting that St. Francis YC would host the hugely successful inaugural event last weekend. Sean Farley, winner of last year's course racing nationals, bested the fleet of 68 kites to take the '09 World title. Locals Chip Wasson and John Heineken were second and third respectively. Complete results are online at www.stfyc.org.

505 North Americans

Mike Martin and Jeff Nelson won the 505 North Americans while sitting out the last race. They scored four bullets and a second in the six-race, one-throwout series hosted by St. Francis YC on the Circle August 18-20.

The Southern California duo has won practically every 505 regatta on the Bay leading up to the NAs, so we weren't surprised to see this result. Santa Cruz's



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Mike Martin and Jeff Nelson were practically untouchable at the 505 North Americans.

Mike Holt, sailing with Carl Smit, has been knocking on the door recently and, after a scoring a 6-2-2-1 in the first five races, were also able to sit out the last one and take second for the regatta.

"It's been a great week but the long days tire you out and you can make mistakes," Holt said. "It was a bit lighter today so it made for a fantastic day. That, and knowing we didn't have to go out for

the last race."

Being as it sailed on the Circle, while the boats were launched from Crissy Field, the 69-boat fleet had been sailing not only two races a day of a minimum w-l-w-reach-l-w-l-upwind finish, but they had to essentially sail a triple weather leg to just get back to the barn every day!

For those who did sail the final race of the series, third in the regatta went to Howie Hamlin and Ian Mitchell, with fourth going to reigning world champions Ian Pinnell and Carl Gibbon. East coasters Tyler Moore and Geoff Ewenson were fifth. As we went to press, Martin and Nelson were leading the SAP 505 World Championships presented by APL. Look for coverage in next month's *Latitude 38*.

Race Notes

San Diegan George Szabo and Southern Californian crew Rick Peters became the first American team to win the **Star Worlds** since Mark Reynolds and Magnus Liljedahl did it in 2000. In what was Szabo's 14th attempt, the duo managed to overcome a 54th in the opening race to beat the 84-boat fleet gathered in Varberg, Sweden.

Seven boats showed up on August 15 for Encinal YC's **Gracie & George Race** — doublehanded with a female skipper and male crew. After a half-hour delay,



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a 5- to 10-knot westerly filled in for the 8.6-mile South Bay course. Joan Garrett and Norman Davant aboard the J/100 *Javelin* took line honors in just over two hours, narrowly beating the overall and C Fleet winners Karen Flick and Steve Wonner on the Wyliecat 30 *Uno* at the Estuary finish.

Alinghi announced on August 5, that they will be hosting the match for **AC 33** in Ras al-Khaimah, one of the seven United Arab Emirates.

"Our absolute priorities in making this decision are the prevailing weather conditions and the resulting safety that they bring to both teams," said Alinghi skipper Brad Butterworth. "We looked everywhere for a venue that suited having good racing for the Match dates in February."

While Alinghi might have found what they think is the perfect venue, it violates the provisions in the Deed of Gift that the match be held in the summer months of whichever hemisphere it's sailed in.

PETER LYONS/WWW.LYONSIMAGING.COM



Tight match racing action off Paradise Cay. Kristen and Peter Lane have joined forces with CMA to start the Bay's only weeknight match racing scene — wildly popular in just a few months.

Alinghi is banking on a liberal interpretation of Justice Herman Cahn's ruling in the Commercial Division of the New York Supreme Court that said that the match, "... may be held in Valencia or any other location . . ."

"Golden Gate YC believes SNG's choice of this venue, without our mutual consent, is contrary to the Deed of Gift and decisions and orders of the New York courts," said BMW Oracle spokesman Tom Ehman. "We are reviewing our options."

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With reports this month on **Converting Young Sailors Through Exotic Travel**, our first-time-ever **Photo Contest**, a young Bay Area sailor's **Trials and Tribulations of Sailing the Abacos**, and miscellaneous **Charter Notes**.

'Total Immersion' Into the Sailing Life Through Destination Chartering

You gotta love the photo at right. If it doesn't scream "We're having big fun in the sun!" we don't know what does. And it reminds us that a sailing vacation in some beautiful, sun-baked destination is one of the best ways we can think of to introduce newcomers — especially kids and active young adults — to the joys of sailing.

From personal experience we know that taking young inductees along on often-chilly daysails here on San Francisco Bay doesn't always make them instant converts to the sport — especially when they show up wearing shorts and sandals, with only cotton sweatshirts to block the wind and spray. But take them along on a week-long charter in some tropical wonderland like the British Virgins or Grenadines, and they'll definitely understand why you're so enamored with all things nautical.

Why? Because for most of us, our love of sailing involves a lifestyle more than simply a recreational pastime; a lifestyle that, when you think about it, encompasses not only physical exertion, but also bonding with nature, stress relief, problem solving, the application of scientific principles, and more. By coming along on a yacht charter, your young guests will get a 24/7 introduction to the sailing life in the best of circumstances. Just as a 'total immersion' foreign lan-

Windsurfing didn't come easy for Hannah and Sarah, but they had big fun giving this and other watersports a try during a recent charter.



LATITUDE / JOHN

guage course abroad — where you live with native speakers — can rapidly accelerate your language skills, a stint of living all aspects of the sailing life will give newcomers a first-hand appreciation of all its subtle and not-so-subtle attractions.

Put young trainees on the helm when you're blasting along on a beam reach with the warm trade winds blowing and cool salt spray flying, and they're sure to appreciate the magic of harnessing the wind.

Explain the simple physics of 'lift' that allows a Marconi-rigged sailboat to sail into the wind, and you'll be giving them a real-world example of scientific principles that they've probably touched on in school.

Teach them the rudiments of chart navigation, then ask them to help you plot a course and measure the distance from one day's anchorage to the next. You'll be giving them useful insights into the process of piloting a vessel around the world, plus an appreciation of the challenges faced by the early explorers during the Age of Discovery who were often forced to 'wing it' due to their grossly inaccurate charts.

Introduce your young guests to snorkeling over coral reefs in clear, turquoise waters, and you'll witness their scientific curiosity coming alive, as they ponder the complex relationships between the hordes of brightly colored fish and the soft and hard corals that they feed on.

In addition, when you make young sailors — even those of grade school age — responsible for specific aspects of running the boat, they'll realize that they're part of the team effort that's essential to making any boat function smoothly and safely. For example, after thorough safety training, if you designate your 14-year-old to be the dinghy captain, you'll see his or her self-esteem rise expo-



COURTESY THE MOORINGS

entially, and that previously disinterested kid will likely also take a greater interest in other aspects of crew work.

The killer photo above — which, by the way, won third prize in a recent Moorings photo contest — shows a group of young adults whooping it up in the tropics. Guessing that they're all college age or a bit older, we have to wonder if some of them were initiated into the 'world of chartering' as kids. Because from personal experience we've seen that there's a natural progression for young sailors to learn the ropes from their parents, then want to share the sailing life with their buddies when they're old enough to skipper a charter boat on their own.

How can young people afford such a trip? Run the numbers and you'll see it's not impossible, especially in times like these when airfares are cheap and charter operators are offering deep discounts. Here are a few useful tips: First, if prices from the top-rated companies are too steep, check out second-tier companies that offer somewhat older boats for lower prices — after all, a boat



Are we having fun yet? Oh yeah! Shanghai a bunch of young friends onto a charter cruise, and they may become sailors for life.

that's a bit worn and tired will get you to the same anchorages as one that's brand spanking new.

Second, consider chartering in the off-season, when prices are much lower — and many operators are especially motivated to wheel and deal. Third, go ahead and pack the boat to max capacity, booking two to a cabin, with another couple sleeping on the drop-down salon table. Sure, it will be a bit crowded and messy that way, but when you're young, 'the more the merrier' is an appropriate mantra — especially if it makes the difference between making the trip happen or not.

Finally, pick a destination that's relatively close to home, so airfares won't be a deal-breaker — Mexico's Sea of Cortez and Belize come to mind. And book far in advance so you'll have a reasonable chance of using your frequent flyer miles (or better yet, miles gifted from generous friends or relatives).

Whether you're a young adult hoping

to put together a dream getaway with your favorite bunch of party animals, or a parent who'd love to instill a love of sailing in your kids, we say set a date and place, and book it. We're sure you'll be glad you did.

— *latitude/andy*

We've Showed You Ours, Now Show Us Yours

Over the years, whenever we've gone 'on assignment' (ahem!) to an idyllic charter destination, we've been happy to share our best photos with you in these pages. And, of course, we're always pleased to publish shots that readers send in from sailing venues around the world.

But we were reminded by The Moorings' photo contest, men-

tioned above, that we've never actually held a photo contest of our own — and it's high time we did.

So we invite you to email up to five of your best high resolution JPGs before November 1 to andy@latitude38.com. We'll pick winners in several yet-to-be determined categories, and publish them in the magazine. In addition to earning that 15 minutes of fame, winners will

Cool shot, eh? Why not show us your best images? You could win some 'Latitude' swag, plus get your shots published in the mag.



LATITUDE / ANDY

WORLD

receive some official *Latitude 38* swag. So don't be shy, show us your best!

— *latitude/andy*

High Times in the Abacos:

Skinny Water, Firey Rum & Mischief

After loving our previous charters in the Grenadines, Greece and the British Virgin Islands, we set our sights on the Bahamas late last fall.

Flying in from Monaco, New York, London and San Francisco, our crew rendezvoused at Miami International Airport, then caught a puddle jumper to Marsh Harbour, Great Abaco, in the Bahamas. Not long after our arrival at The Moorings' base, we checked out our beautiful 43-ft cat, *Ultimate Pair O' Docs*, and our flotilla partner, the 42-ft cat *Calusa*. Both boats were built in South Africa, and have four large double berths and four heads. Our provisions had already been delivered and stowed. We could not have been more excited!

After overnighting at the nearby Conch Inn, we went through a chart briefing and a walk-through of the boats with a staffer named David, who's originally from Cape Town. (You'll hear more about him later.) There were a few issues to sort out with the boats, which burned up a few hours. But hey, we were in the islands, not the U.S.

As it was the last week of hurricane season, winds were pretty strong that first day — 25 knots initially, building to 40 — although much milder throughout the week. We pulled out of the harbor under a double-reefed main and headed out to Treasure Cay, arriving at the anchorage in only 90 minutes. We wanted to check out the beach, but our dinghy engine wouldn't start. So we hung out on the boat and went for a swim — the water was still a bit cold, in the low 70's, at that time of year. Afterward, we had a communal dinner party with the *Calusa* crew and somehow managed to go through 2/3 of our weekly alcohol provisioning in one night. Quite an achievement!

We woke up a little worse for wear, which proved to be a recurring theme, but The Moorings sent out a guy to fix the outboard and we soon set sail for Banyan Beach, which is said to be one of the top 10 beaches in the world. Sure enough, it was a spectacular white sand beach and the water was warmer than the day before.

The next morning we were off to Great Guana Cay. We had a fantastic sail despite beating to weather all the way. As we approached our destination, we slowed down and flipped on the engine to drop the sails. But I neglected to ask



anyone to pull the dinghy up short, and promptly ran over the painter, severing it! Thankfully, my 'first mate' immediately jumped in to rescue the inflatable — thereby earning his first mate status! Unfortunately the dinghy's gas tank was still aboard the mothership. We soon had him back aboard safely though. After finally mooring in Settlement Harbour, we learned that Cap'n Matt aboard *Calusa* had also run over and severed his painter! What are the odds?

That night we all headed in to Nipper's for their famous Sunday Pig Roast — *delicious!* There, we soon met the 'Fire in Da Hole guy' who was walking around giving out shots of his namesake rum to everyone there. It proved to be a tough gig, though, because by the end of the night he had to be carried out of the place. (We weren't too far behind).

We awoke the next morning to find that our sister boat was aground on her mooring! To give the tide time to rise enough to get *Calusa* floating again, we all piled onto my boat and headed to uninhabited Spoils Bank Cay for a beach barbecue. Tip: The key to a beach

Clockwise, from upper left: Jenny has a taste for Nipper's rum; Gazer and Alton survey the Hope Town anchorage; Eva slaps the bass at Sea Spray; Cap'n Jason awaits a dowsing; pyramiding at Tahiti Beach; Anna checks the depth.

barbecue on a windy day is to find as much protection as possible, and bring your detachable barbecue from the boat to avoid sand getting in your food.

After a fine lunch on that beautiful beach, followed by a bit of exploration, we sailed back and dropped off our refugees, then set sail for Hope Town on Elbow Cay in time for a rising tide — a necessity there due to the channel's 'skinny water'. After checking the tide charts, we decided to stay two nights because you could only leave on a rising tide, which, in our case, would have meant leaving early the next morning or after dark — neither was ideal.

In the morning we rented golf carts and toiled around Tahiti Beach, which was wonderful for shelling near the shallows, then set out on a pub crawl, vowing to have the house drink at every bar we passed. First, a piña colada at Sea Spray, then a Bahama Mama at the Abaco Inn,

OF CHARTERING



night was at Pete's Pub, a great place that reminded us of Foxy's Taboo on Jost Van Dyke in the BVI, and they had the same *stupid* and *infuriating* ring game that we'd played at another beach bar on Jost called the Soggy Dollar. I lost miserably, but the meal was delicious. On the way home through the anchorage we couldn't find our boat, but soon discovered the *Calusa* crew had pulled a prank by turning off our anchor light! We vowed to get them back.

Thursday morning arrived: Thanksgiving Day in the Bahamas. What could be better? We set sail for White Sound, but on the way it started getting very shallow off Tilloo Cay near Lubber's Quarters. Suddenly we were aground! I felt like a total failure. "Will we ever get out of here," I remember thinking. "Will I get charged? Is a hull damaged?" I was literally sick to my stomach. Out of shame, I decided not to radio *Calusa*. It was still two hours before low tide.

Exploration of the surrounding area by dinghy revealed shallows everywhere. So, in textbook fashion, we tried kedging out an anchor in deep water so we wouldn't drift farther into the shallows. After a few hours of waiting for the tide to rise, I realized it might be close to dark by the time we got off. We were also having a head blockage problem, so I called The Moorings and they said they'd send somebody out.

After a few hours I heard David's South African accent over the VHF (the guy who'd given us our briefing at the charter base). He told us he had just helped another boat out near White Sound and he was on his way to us. A sense of calm came over me. When he arrived and told us the other stranded boat was *Calusa*, my crew and I erupted into a wild celebration. "We both ran aground! I am not alone! And *Calusa* is still ahead of us on the grounding scorecard, two to one!" With that, David shared a Bahamian proverb: "If you haven't run aground in the Bahamas, you aren't trying hard enough!"

Then the fun started. We set the anchor off on its own, tied to a fender so we could retrieve it later. Then

David towed us afloat and told us to head west, but we quickly ran aground again. He towed us afloat again, told us to head north, but we ran aground yet again. About this point we learned that David is an expert sailor, but had only been in the Bahamas for three weeks and didn't know the waters at all! We also learned he had sailed with my wife's family in South Africa during the Cape Town to Rio Race. Small world!

While trying to get us afloat again, I tripped a line and my starboard engine seized. "Don't worry," David said, "I won't tell the other boat you did this." We then figured out it was a line from *his* boat. I quickly retorted, "Don't worry, I won't tell The Moorings that *you* did this!"

My first mate jumped in, cut away the line and we were back in business. He thus secured first mate status regardless of whatever else he did or did not do during the rest of the charter!

By this time it was dark. David tied his boat off to ours and piloted us through the night and into White Sound Harbor. We shared some war stories with the *Calusa* crew while David fixed our head. As a thank you for all his help, we invited him to join us for Thanksgiving dinner and drinks at the Sea Spray. During that wonderful evening, he let us in on a few harmless pranks, one of which we executed the next morning: We secretly pulled the electrical leads off the spark plugs of *Calusa's* dinghy outboard, and later took fiendish pleasure watching their frustrated attempts to start it.

We were so worn out from the grounding incidents — and wary of repeating them — that we decided to stay in White Sound another day and night. That led to more Turtle Racer cocktails and playing

Captain Jason, his wife Anne-Marie (far left) and their fun-loving crew were excellent patrons at every bar they visited.



followed by — and this is where things went awry — five very potent Turtle Racers at On Da Beach, combined with hours of frolicking in the waves of the Atlantic. We eventually arrived at a bar and grill called Captain Jack's where we were taught a game called "American Cornhole" — not what you think, I assure you. It's an innocent bean bag game not unlike horseshoes. We played against a guy named Jack and were frequently given free appetizers, which I thought was strange. But eventually I realized we were playing against *the* Captain Jack!

We left very early Wednesday morning at high tide headed for Sandy Cay to do some snorkeling and have another fabulous beach barbecue. Out on the nearby reef we saw turtles and tons of fish — a great time.

We then dinghied over to Pelican Cay to a beautiful white sand beach with the clearest water we had ever seen — truly stunning! It was a great place to bide our time while waiting for high tide so we could get into Little Harbor for the night. The chart shows a median depth over the bar of only 3.5 feet. Dinner that

WORLD OF CHARTERING

in the waves at On Da Beach.

Sadly, the next morning we had to hustle back to the charter base at Marsh Harbor and turn in our boats. After fueling up, they had me back the boat into the tightest spot I have ever seen. The cat certification class I'd taken back in the Bay at Club Nautique really helped me through this.

We capped off this fabulous trip with a luxurious night at the Abaco Beach Resort, where we scrubbed off a week's worth of grime, and my wife and I enjoyed a 'date night' together.

I learned a lot on this trip, but the most important thing was that there are two types of sailors: those who have run aground, and those who are going to run aground! I know which type I am. What type are you?

— Jason Canter

Jason — Sounds like there were some lessons learned and brain cells burned on that cruise! Many thanks for your report. We'll be sending you some Latitude 'swag' as a thank you.

— Ed.



LATITUDE / ANDY

As we said in our opening article, give kids specific shipboard duties — even swabbing — and they'll feel like they're part of the team effort.

Charter Notes

As fall approaches, we're finally seeing some concrete indications that the economy is improving. The stock market has been cautiously rising and housing values have finally begun to inch their

way upward also. Hopefully, this means consumer confidence will rebound before too long.

The downside to that, however, is that the **super deals** offered these days on everything from houses to yacht charters may shrink or disappear. Right now, however, charter operators are offering deeply discounted rates — we've seen **as much as 35% off rack rates** — plus other incentives, and airfares to many prime destinations are still **substantially less** than a couple of years ago.

If you can travel on relatively short notice, you should be aware that end-of-summer and fall charter rates — *before* additional discounts — are already a bargain in the **Eastern Caribbean** and elsewhere. So if you've been putting off that much-needed getaway, it might be time to reconsider. There's no telling how long the current 'bargain window' will be open.

Likewise, if you're planning a mid-winter sailing vacation, we'd urge you to lock in the airfare and your boat of choice soon, while rates are still flexible. Or should we say, too good to pass up.

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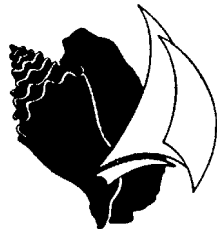
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CHANGES

With reports this month from **Renaissance** on cruising with a dog in Mexico; from **Daydream** on adventures at Suvarrow; from **Fleetwood** on a visit to a fifth continent; from **Moonshadow** on adventures in Sicily; from **Greetings** on a three-year circumnavigation; and **Cruise Notes**.

Renaissance — CT-37 Paul and Judy DeMeire Sailing With A Dog In Mexico (Scappoose, Oregon)

My wife and I sailed down Baja and to mainland Mexico last season with Sam the Seadog, our very mellow and highly



Paul and Sam the Seadog.

agile 24-lb Puggle. When we checked in with the port captain in Ensenada, we brought Puggle's required International Health Certificate. But even though Sam was with us, we were not asked for it.

We spent a month in La Paz and Mazatlan, and almost two months on Banderas Bay. There were some inconveniences because of Sam. For example, we were usually limited to sidewalk seating at restaurants, and when my wife shopped at grocery stores Sam and I had to wait outside. Sam was allowed on all the local buses, but was not normally permitted on the first class buses that run between the cities. The exception was when we were in La Cruz and had the local bus drop us off on the main highway heading north. A cross-country bus stopped for us and took us to a great open air market in Rincon de Guayabitos, which is north of Sayulita.

We had planned to stay at Paradise Marina, but after visiting and being told to leave Sam outside the mall and restaurant by the marina, we decided to pass on the Paradise Resort complex. The marina at La Cruz was more dog-

The DeMeires found that having a "four-legged comedian" onboard made it easier for the couple to live together 24/7.

friendly, so we stayed for about seven weeks before having *Renaissance* hauled at Opequimar for the summer.

Our biggest hassle was finding a dog-friendly hotel room in Puerto Vallarta while the boat was hauled and before we flew home. I checked out a few pet-friendly hotel websites, but all the listings turned us down — even when they claimed to be pet-friendly. We finally did find a little hotel in Bucerias — the one with an English bookstore — that accepted us. The cab to the airport from there was only \$20. It's much easier to find hotels in the United States that accept small dogs like Sam.

When we arrived in San Francisco, Customs wasn't at all interested in how many bottles of tequila I'd brought back, but they did take away the Zip-Loc bag with Sam's dog food. They said they were worried that it might be contaminated. We'd brought enough food to feed him until we got to Oregon. By the way, Customs didn't check the health certificate we got for Sam from the vet in La Cruz.

Judy and I agree that having Sam with us was one of the great joys of our cruise. When you are with your spouse 24/7, having a four-legged comedian onboard is great entertainment.

— paul 08/10/09

Daydream — Selestra 50 Wayne Wilson and Susan Leader Suvarrow Atoll (Ladysmith, B.C.)

We've just arrived in Pago Pago, American Samoa, after spending three-and-a-half wonderful weeks at Suvarrow. Also known as Suvarrow National Park, the atoll is part of the Cook Islands. If you take the northern route from Bora Bora to Samoa, Suvarrow is conveniently located along the way. Our stay at Suvarrow in July was nothing short of spectacular. In fact, if the season hadn't rushed us along, we'd still be there.

In good light, the entrance into the lagoon at Suvarrow is surprisingly easy, as it's wide, deep and there's a maximum current — which is almost always ebbing — of three knots. The charts also appear to be accurate. The park ranger has put a buoy on South Reef, but given the severity of



storms during tropical cyclone season, it's unlikely to be in the right place next year.

Cruisers are required to anchor on the west side of Anchorage Island. While it's protected from the prevailing trades, most of it is 50 feet deep or more, and there are lots of coral heads just waiting to foul your chain. If you allow a little time to untangle your rode before leaving, it's usually not a problem. But it can be interesting to see where the boats end up after big windshifts.

John is the park ranger, and a nicer guy couldn't have been found for the job. He lives on Suvarrow with his wife Veronica and their four wonderful boys, all of whom enhanced our visit and who gave us unique insight into rustic island life. Because John and his family stay at Suvarrow for six months at a time without reprovisioning, gifts of fresh fruit, veggies and meat are understandably appreciated. Nobody should feel obligated to bring such food, but those who do will likely see their favor returned



IN LATITUDES



COURTESY RENAISSANCE

"My, my, my, Mr. Sperm Whale on the reef at Suwarrow, what big teeth you have." Fortunately, he was dead and couldn't lurch on anyone.

in fresh fish, as John is a consummate fisherman. In fact, he fishes most days, and is happy to take you along if you'd like to improve your skills.

John and Veronica were kind enough to welcome us all into their home to visit, play games, and learn about Cook Island life. They also hosted social gatherings for cruisers. During periods of settled weather, John arranged day-trips to the surrounding islands. Veronica is a bit shy, but once you get to know her, you'll never forget her infectious laugh and her kindness. She taught Susan some local palm frond weaving techniques, especially how to make palm frond boxes.

Because Suwarrow is a national park, there is a one-time entrance fee of \$50, and some rules have to be observed. The most important rule is that spear fishing is not allowed in the lagoon. John feels very strongly about this rule, and for good reason. There are many sharks in

the area, and they are instantly drawn to injured fish. Since his kids and visitors swim in the lagoon almost every day, the last thing he wants is a shark attack. In addition, John asks that all fish parts be dumped on the pass side of Anchorage Island, since the sharks like them as well. Most days the kids host a small gut-dumping ceremony at about 5 p.m. This is well worth seeing, as sharks ranging from two to seven feet boil the surface just a few feet from shore. Usually you'll see black tips, white tips and a few bigger and more aggressive grey sharks.

John tells us that most of the island rules were suggested by cruisers over the years, so some may reflect the pet peeves of long gone sailors. However, John enforces them in a very rational way, so if there is some issue that seems to require a little rule-bending, it's possible to discuss it with him.

One of the rules is that

you must obtain permission to anchor anywhere except Anchorage island. This anchorage provides good protection in tradewind weather, but when there was a forecast for a blow from the south and southwest, the crews of *Daydream* and *Whisper* asked for permission to move to the Seven Islands area on the east side of the atoll. John gave us permission, but asked us to be as careful as possible around the coral, to try not to disturb the nesting birds on the islands, and to remember not to spear any fish.



The diving among the coral at Suwarrow is world class.

Although anchoring a keelboat among dense coral pillars that rise straight up from 30 feet down was challenging, our stay at Seven Islands was a highlight. The water visibility in the area was approximately 100 feet, and the coral formations are the most fantastic we've seen anywhere in the world. Plus, the fish are friendly and the sharks timid. Needless to say, we enjoyed every minute we spent snorkeling.

We ended up spending several days at this alternate anchorage while the wind blew from the south and southwest. While there, it was our good fortune to witness a near total eclipse of the sun. The end of the eclipse coincided with sunset, so we had the unique experience of watching the sun — which looked like a crescent moon on its back — descend into the sea. We were even able to snap a startling photograph of the two tips of the

John and Veronica, who along with their four sons, manage Suwarrow. The hosts couldn't be more friendly or helpful.



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sun's 'crescent' setting simultaneously.

There's also an old steel shipwreck on the outer reef near the Seven Islands. The wreck is sitting in about three inches



They had to saw for seven smelly hours to get the whale's lower jaw.

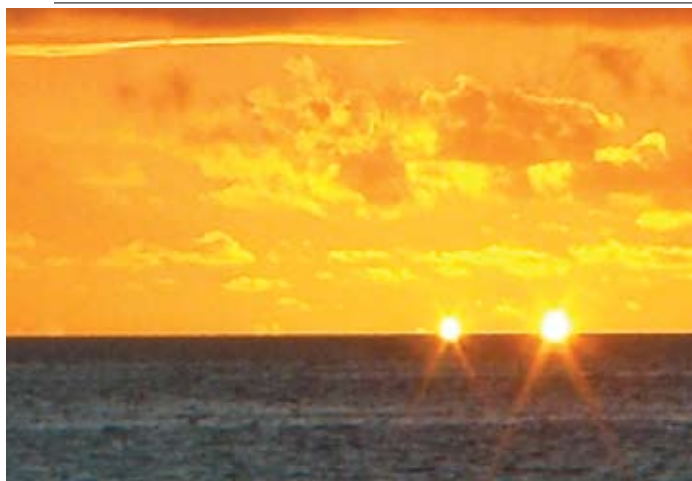
of water at low tide approximately 500 feet from the outer edge of the reef. We marvel at the force of the waves required to move it that far. The Seven Islands area is about three miles from Anchorage Island, so it's within dinghy range during calm conditions, or John may arrange

a trip on his boat if several people want to go.

If you ever get to Suvarrow, don't forget to ask John's kids if they'll find you a coconut crab. Since these crabs are endangered, you can't eat them, but John and Veronica's eight year-old twins were happy to find us one so we could take some great photos. These monstrosities are big and colorful, and have pincers that are powerful enough to crush your finger. They look like a wild combination of lobster and crab outfitted in tie-dye colors. After the crab's photo shoot, we released him, and he disappeared up a coconut palm in record time.

Suvarrow has a reputation for having lots of aggressive sharks. We saw plenty of sharks, but didn't see any that were aggressive. The ones in the main anchorage are used to humans, so it was normal to have two to six of the black tip reef sharks cruising lazily by our boat. When you went for a swim, they let us close in on them a bit before turning away. While we never felt threatened,

Even though you may have sailed the oceans for decades, it's highly unlikely that you've seen a sunset as unique as this one.



DAYDREAM

we didn't take our eyes off of them. If one headed toward us, we would always swim directly at it.

We know sharks can be dangerous, because when John's boys caught a fish from the dinghy, one of the 'friendly' little sharks took about a five-pound bite out of it as a 'shark tax' before it could be landed.

One day the crews of *Whisper* and *Daydream* were snorkeling near Entrance Island, when 10-year old Timothy from *Whisper* noticed an unusual lump out near the outer reef. After a long slog through knee and thigh-deep water, we reached the lump, which turned out to be a 51-ft long sperm whale, with a beam of only six feet and a draft of 10 feet. From the condition of the flesh, we estimated that it had only been on the reef about two days. The find was reported to John, who gave us permission to attempt to remove the whale's lower jaw for transport back to Rarotonga. So the next morning, John's son Jeremiah, Scott from *Whisper*, and Wayne from *Daydream* headed out early the next morning with wood saws, fillet knives, and an axe, and returned to the whale. A jar of Vick's VapoRub was also brought along to combat the stench of the rotting whale meat, which had gotten worse in just one day.

In wasn't an ideal working environment, as large surf frequently came over the reef and threatened to push us under the whale or down its throat. But after seven hours of hard work, we managed to remove a significant part — 250 pounds — of the whale's jaw. The water around the whale varied in depth from one to four feet depending on the tide, but for some reason no sharks were attracted to the bloody mess. Jeremiah pointed out there were shark bites on the whale that must have been inflicted while he was adrift, leading us to believe that the whale had died prior to grounding on the reef.

Returning the jaw to park headquarters at Anchorage island proved much more difficult than expected because the park's backup boat, an aluminum dinghy named *Boring* that was carrying the jaw, was suffering from several leaks. Between the dinghy filling up with blood, the incoming seawater, the incredible perfume, and the near-constant



bailing, it was a pretty exciting four miles of motoring back across the atoll.

The jaw is now ashore near the park headquarters, and we expect the flesh will rot out over the next several months. That means it will be possible for John to take the bones and teeth to Rarotonga at the end of the season. We stank so badly after the operation that we briefly considered lighting ourselves on fire to get rid of the smell, but settled for multiple baths.

We had originally planned to stay at Suvarrow for a week, but one day turned into the next with new and interesting things to do every time we turned around. Before we knew it, three weeks had passed. There are still a number of beautiful reefs that we didn't have time to snorkel, and some electrical work on park headquarters that we would have liked to complete. But eventually we were dipping the same onion over and over to make coffee, and decided that it really was time to go. Having become such good

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ALL PHOTOS COURTESY DAYDREAM

Suwarrow is all about nature — even the less attractive aspects of it. Spread; A 51-ft sperm whale, showing shark bites, on the reef. Top left; A big coconut crab. Top right; Mr. Shark. There were lots of them at Suwarrow, but none aggressive. Above right; What was left of a tuna after the sharks hit.

friends with John and Veronica and the kids, and knowing it's unlikely that we'll ever see them again, it was hard to leave. We now think that Suwarrow is the most interesting place that we have been to in the South Pacific, and recommend it to everyone.

— wayne and susan 08/05/09

**Fleetwood — Naja 29
Jack Van Ommen
Crossing The Atlantic
(Gig Harbor, Washington)**

Jack reports that he made it from Beaufort, North Carolina, to Loctudy, France, in a total of 38 sailing days. He took 8 days for the 600 miles to Bermuda, 18 days for the 1,800-mile passage to the Azores, and 12 days from the Azores to France. He described the second leg as "a *very nice sail*." His last leg across the Atlantic is the first time

he's had crew — other than for 10 days — since starting his circumnavigation in '05. The former Singlehanded TransPac participant has now sailed to six of the seven continents in the world — he's in no hurry to sail to Antarctica — with the 29-footer he completed from a kit in the early '80s. His Atlantic crossing was made much easier by the weather guidance of the well-known Canadian Herb Hilgenberg of *Southbound*.

From Jack's blog:

"My emotions at being back on the European continent, where I was born, are so numerous I don't know where to begin. France has always been one of my favorite countries, and was one of my sales territories in the late '60s when I sold wood for Weyerhaeuser out of the Brussels office. The architecture, the smells, the language, the ba-

guettes — Bretagne has special charms, particularly when one is privileged to share its close interaction with the Atlantic. I've always had a soft spot for the French because some of the best cruising friends I've made are French.

Loctudy doesn't often see American sailors, particularly not ones in bright red West Marine klapfiets riding back to the boat with fresh baguettes clamped under their arms. Breakfast today was with fresh brown eggs with deep red-orange yolks, and hard butter instead of the runny margarine I've been getting used to in the my refrigeration-less galley. For dinner, I found a great chunk of leg of lamb that was on special. My two deckhands loved it.

Yesterday I was totally surprised and delighted to receive mail from Sylvestre Langevin, the father of the *Naja*. Years ago I tried in vain to correspond with him, so I concluded that he'd left this world. But he hadn't, and now wanted to know how well his design had stood the test of my 35,000-mile — to date — voyage. He jests that he hopes that not too many others will follow my bad example in using a *mouille-cul* — or "wet ass" boat — for ocean voyages, because it would put most naval architects in the poor house. By *mouille-cul*, he means a small boat with low freeboard.

It's wonderful how you meet up with old cruising friends from different parts of the world. Yesterday Klaus Kroemer stopped by. I first met him and his wife in the Marquesas in June of '05, and fre-

The French port of Loctudy, Jack's landfall on the European continent, was crowded with the colorful fishing fleet.



Jack, after more than 25,000 ocean miles on a 29-footer.

LATITUDE/RICHARD

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quently crossed paths until I headed farther across the South Pacific. Klaus and Florence, who had spent two summers



Jack built 'Fleetwood' from this Naja kit.

in the South Pacific, sailed the other direction, to Honolulu, where they sold their boat. To show how international cruising is, Klaus is from Bremen, Germany, and Florence is from French Guyana. The two met when he was working on Ariadne satellite launches.

Klaus is going to help me with my navigation skills here on the French coast, where the tides can run in the narrows and around the capes at twice the speed my engine can drive my boat. The weather has been cold and rainy, so we may need to wait for a better weather window to head for Amsterdam.

—jack 08/10/09

Moonshadow — Deerfoot 62 George Backhus and Merima Message From The Med (Sausalito / Auckland)

We arrived at the Grand Harbor of Siracusa, Sicily, late in the afternoon with the setting sun casting a lovely glow on the handsome buildings of the Old Town. Since the Grand Harbour quay was undergoing renovations, we had to anchor in the large but well-protected bay. While celebrating our arrival in Sicily with sundowners, we could see the smoking cone of Mt. Etna directly to our north.

The next morning we splashed the dinghy and made our way into town.

Taormina, blessed by mountains and the sea, has been a favorite of tourists, from the Greeks in 5th century B.C., to software billionaires.

A small corner of the marina had been allocated for dinghy landing, making visits to the city convenient for those of us anchored out. The marina was a bit ramshackle, and lacking any sort of breakwater or wave attenuator, it afforded no more protection than the anchorage. We were told that it would cost nearly \$200, plus power and water, to berth there for just one night! And it wasn't even high season. Someone was definitely capitalizing on the closure of the 500-meter long Grand Harbour quay, which normally offers free berthing to visiting yachts.

Siracusa was once considered the most beautiful city of the ancient world, and we thought it lived up to that reputation. Along its narrow marble streets are an impressive array of buildings, many of which have been beautifully restored, and which showcase the varying architectural styles of its long history. Staking out a table at a cafe on the Piazza, we enjoyed an Italian coffee and some excellent people-watching. It was a Saturday, and at least four groups of newlyweds and their wedding parties came down to the Piazza to have wedding photos taken in front of the town's spectacular Duomo. It was quite the fashion show!

The next day we found the local market, which is located on a street at the edge of the Old Town. There on a street lined with crumbling buildings, were stalls with vendors hawking fruits and vegetables, cheeses and sausages, meats and fish, herbs and spices, and clothing and homewares. It was loud and crowded, and all the different aromas combined into an olfactory assault. The market probably hasn't changed much in hundreds of years. We picked up some provisions, including some fresh tuna and swordfish caught in the nearby Strait of Messina.

We returned to town for dinner at Il Cenacolo, a lovely garden restaurant that filled with locals shortly after we arrived. We enjoyed an incredible meal of fish soup and beef couscous, two of the local specialties. The prices were very reasonable, and the portions so huge we couldn't finish them.

The fuel dock at Siracusa was all but inaccessible to a boat *Moonshadow's* length, so we continued north to Augusta to take on diesel. It



was Sunday, so nobody was at the fuel dock. One of the local men rang up the proprietor of the fuel service, who came down to turn the pump on. She caters to the local fishing fleet, so didn't have the ability to process a credit card purchase. But she was kind enough to drive me up to an ATM machine — the only one in town — so I could pull out some cash. She even made us an espresso while we were pumping diesel.

While we were swimming and bathing off the swim step, I managed to whack my melon on the emergency rudder gudgeon, opening up an inch-and-a-half cut just below my hairline. Dr. Merima applied butterfly bandages, after which I self-prescribed two martinis to ease the pain. Another boat bite and battle scar.

The wind was light the next morning, so we motored up the east coast of Sicily towards the enclave of Taormina. It was an uncharacteristically clear day, so along the way we were able to see the whole of Mt. Etna. As we approached





LATTU DENICK

Teri and Greg aboard their Beneteau 473 'Greetings', which despite their circumnavigation, looked as stock as her sisterships at Catalina.

Taormina, we saw an unusually large mega-yacht at anchor. It looked a bit familiar, and as I drew closer, I recognized her as *Tatoosh*, owned by Paul Allen, the 'other' co-founder of Microsoft. *Tatoosh* is about 200 feet long, and has the full complement of toys — including a 40-ft powerboat and a 40-ft sailboat strapped to her side, and a helicopter aft. We anchored between *Tatoosh* and several other megayachts at the foot of the cliff below Taormina, so there went the neighborhood.

— george 08/20/09

Readers — George is uncharacteristically off on the length of Tatoosh, which is actually 420-ft. She might be more than 100 feet shorter than Roman Abramovitch's new Eclipse, but she's still a big one.

**Greetings — Beneteau 473
Greg and Teri Weeger
Sierra, 13, Behlmer
(Huntington Beach)**

When it came to choosing what boat to buy for a three-year circumnavigation, Greg and Teri Weeger of Huntington Beach didn't spend much time looking or second-guessing their choice. That's because they have a world of sailing experience and are confident on the water.

The 53-year-old Greg has long been a crew and helmsman on A-list offshore racing boats from Farr 40s to TransPac 52s to Doug Baker's 80-ft *Magnitude*. Indeed, just weeks after completing the circumnavigation, Greg was part of the *Magnitude* crew that finished the TransPac in record

time for an American-owned boat.

Teri had raced in Southern California for many years aboard Melges 24s, J/105s and other boats, and a few years ago did the TransPac aboard the Olson 40 *Uproarious*. It's not surprising that she met Greg at a racing event, nor that they were eventually married aboard Teri's Grand Banks 32 at Catalina's Cherry Cove. Since returning home, Teri has become "the girl behind the scenes" at Dickson Racing, which is managing John MacLaurin's new 69-ft *Pendragon VI*.

So what kind of boat did these experienced sailors pick for their circumnavigation? A '02 South Carolina-built Beneteau 473 designed by Group Finot of France. If you're thinking, "Isn't the 'Bennie 473' one of the most common charter boats in the world?", you would be right. In which case, Greg and Teri either made a questionable choice, or today's off-the-shelf charter boats are pretty damn good for ocean cruising.

According to Greg and Teri, it's the latter. "She's been an excellent boat, and we had no major problems with the hull, rig or anything else," says Greg. Not that it surprised them. Back in '04, the couple did the 600-mile Sydney-to-Hobart Race, perhaps the world's consistently nasty middle distance race aboard a mini maxi *Helsal II*. The '04 race turned out to be so rough that the 100-ft maxi *Skandia* had to be abandoned, all the ribs were broken on the 90-ft *Nicorette* when she crossed the finish line first, and the mini maxi the Weegers were on broke and had to drop out. But, the Weegers took note, all five of the Bennie 473s in the race not only finished, but did well in the standings.

So when the couple came across a used 'Greetings' off an Indonesian island. Of all the countries they visited, Indonesia was Teri's favorite because the people were so nice.



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owner's version rather than a charter version of the 473, they didn't hesitate. "When you know what you want," says Teri, "you just get it." The original owner of *Greetings* had installed a Fisher-Panda generator and a Spectra watermaker prior to a cruise to Tahiti, but she was otherwise pretty much stock.

After buying her, the Weegers did little more than replace the extra water tankage with extra fuel capacity — something they would be glad they did.

When we were told that a boat, name and type unknown, had just completed a three-year trip around the world and was now moored along the fairway at Catalina's Isthmus Cove, we figured we'd have no trouble picking her out. But when we looked at the 10 or so possibilities, we didn't see one that even remotely fit the bill. None had a windvane, solar panels, jerry jugs or other accessories found on almost all cruising boats. Indeed, despite a three-year, two-month circumnavigation, *Greetings* looked just like the four or five sisterships that had sailed over from the mainland for the weekend.

Sierra's fair skin made her a favorite in Indonesia.

The Weegers didn't outfit *Greetings* like a typical cruising boat for two reasons. First, Greg doesn't care for the "jerry jugs on the rail look." Second, the couple didn't think of themselves as cruisers, but rather as sailors with a specific goal. "We were on a mission to sail around the world before my now 13-year-old daughter Sierra was of age to start high school," says Teri. "We envy

Forget seeing orangutans behind bars, having the opportunity to visit with them in the wild was a real "pinch me" moment.

the cruisers, and wished we could have been out there for a couple of more years, but that's not possible at this point in our lives."

According to Greg, among accessories that were key to the success of their circumnavigation were the 75-hp Yanmar turbo — which is an option to the standard Westerbeke diesel — that "performed flawlessly"; the Fisher-Panda generator that worked reasonably well, the Raymarine autopilot that was so reliable that they never had to pull out the spare, and the standard refrig/freezer that still works fine today. Indeed, it seemed as though the biggest work the couple did on the boat was to replace the cushions in Panama just before coming home. Even so, both the interior and exterior of the boat are in fine condition.

The couple started their adventure in March of '06 with a 21-day nonstop shot to the Marquesas. "It would be the best sailing of our entire trip," says Greg. They were met in French Polynesia by Sierra, who would periodically join them for a total of about one third of the trip. The vivacious Sierra claims that by the time the trip was over, she'd become something of an authority on the airlines of the world. She rates Qantas at the top of the heap.

After arriving in the Marquesas, the Weegers had a pretty standard hip hop across the South Pacific to New Zealand. When *Greetings* arrived, Greg jumped headlong into the extremely active Auckland racing scene. "He hooked up with the Dickson family, both Roy, who is Chris's dad, and Chris, former *BMW Oracle* helmsman, who thanks to smart property investments is now one of the wealthiest people in Auckland," says Teri. "Greg raced almost every single day, including in the New Zealand Match Racing Championships, which are a big thing."

After five months in New Zealand, which would be their longest stop anywhere, Greg and Teri continued on up to New Caledonia, through the Torres Straits to Darwin, then up to Timor and Indonesia. It will no doubt surprise some readers, but like many other circumnavigators, the Weegers found Indonesia, which has the largest Muslim popula-

tion of any country in the world, to have the most friendly people. "The people of Indonesia have nothing, but they are so generous and helpful," marveled Teri. Then she, Sierra and Greg enjoyed a laugh-filled memory, recalling the time a bunch of smiling middle-aged Muslim women lifted the bottoms of their burkas in order to wade out into the surf to help them with a more difficult than normal dinghy landing.

Because a fair-skinned girl like Sierra is so rare in Indonesia, she was quite the curiosity. "Everybody wanted to touch my skin and hair," Sierra says with a laugh. The three spent most of their time on the less-visited south coast of the Indonesian Islands, because this was the place where Greg, a dedicated surfer, would be likely to find the most waves. As it turned out, he'd come across better surf in French Polynesia, including a 'secret spot' with perfect waves and nobody around.

The odd island out in overwhelmingly Muslim Indonesia is, of course, Bali,

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ALL PHOTOS COURTESY GREETINGS

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The towering dirt walls of the Corinth Canal.

only natural that they spent quite a few months at this stopping point. "While in Phuket," Sierra says, "we enjoyed

the most delicious Chinese food ever. And, in fact, two of the three best Italian meals we had were in Thailand rather than Italy. Not every country is the best at doing their own cuisine!"

Teri has what seems to us to be a curious take on the dangers posed by pirates on the approach to the Red Sea. "We were in a convoy with three other boats that kept within half a mile of each other," she remembers. "We passed through the worst area on April 4, 2007, and were just 10 miles away when that 129-ft French luxury yacht was seized by pirates. Once we got further along, the delivery skipper of another boat told us that he'd been chased, and the next week five more boats had pirate incidents. But I'd go through again without worrying, because I don't think pirates care about boats as small as ours. In fact, I think we'd have a greater chance of being crime victims here in the United States."

Greg laughed and said, "During the trip we had two surfboards and a kayak out on deck at all times, and were not religious about locking our boat. Nonetheless, we never had anything stolen — until we got back to Long Beach and discovered somebody had taken the nozzle to our hose!"

Indeed, the Weegers were quick to blow off many of the fears some cruisers — or at least their friends and relatives — have about cruising. "We heard stories of boats being assessed big fines and

The worst weather to hit the Weegers wasn't at sea, but while tied up at Queen's Way Marina in Gibraltar. They abandoned their boat!

There's a great big world out there, and you get see a lot of it on a circumnavigation. From above right: Who needs the pyramids with this tower in Cairo? Kids are curious everywhere. Singapore. A hungry monkey in Southeast Asia. FedEx in the Sudan. Muslim women have yet to be liberated.

because it's mostly Hindu. "While the Indonesians on all the other islands are very nice and friendly," remembers Teri, "they are sort of beige compared to the colorful people and culture of Bali."

Greetings then crossed the Flores Sea to Borneo, so Greg, Teri and Sierra could travel up the Mahakam River to visit with the orangutans. "Seeing them after a hike into the thick jungle was truly a 'pinch yourself' moment," says Teri.

"After the South Pacific and Indonesia, Singapore, our next stop, was a big change," says Greg. "Everything worked and it was so multicultural." It was also much more expensive. "Whereas a slip in Malaysia might cost \$12/night," says Greg, "slips at Raffles Marina in Singapore — where facilities are great and your every need is catered to — were \$80 a night."

Latitude often reports how inexpensive it can be to cruise — and it surely

can be if you're thrifty. But there are also cruisers who figure that if they only have three years, they are going to see it all and do it all rather than be frugal. The Weegers are among the latter group, and figured they spent about \$80,000 a year. Things that jacked up their expenses were airline tickets, and while in places like Thailand, using the boat as a base from which to tour Malaysia and other nearby countries. "We loved Thailand and Malaysia — the latter another Muslim country — but found them to be much more sophisticated than we expected," says Greg. Boat insurance made another considerable dent. "That cost about \$9,000 a year," says Teri.

Fawn, Teri's 28-year-old daughter, was working at a Club Med in Thailand when they arrived, so it was



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having to deal with crooked officials in places like Indonesia," says Teri, "but we never experienced any of it. In fact, the officials couldn't have been nicer. It wasn't long before we stopped listening to

the reports and rumors being passed along by cruisers, and ignored the cruising guides, too. There just isn't the drama out there that lots of people would like you to believe. We found that if you travel with good humor and humility, use common sense and are nice, you won't have a problem."

Where in the world? With boats crammed like this, it can only be Greece.

Prior to taking off, the couple had decided that when they got to Muslim countries, they'd tell everyone they were Canadians, thinking it would make them less likely targets. "We soon discovered that people love Americans — even Muslims in places like the Sudan, Oman and Egypt." Not everyone may like American foreign policy, but most everyone loves Americans because we're friendlier than most and tip better.

That's not to say there weren't a couple of incidents that initially left them wondering. For example, while stopped on their way up the Red Sea, some fishermen — "big guys" — boarded their boat without asking permission. "They were nice enough," remembers Teri, "and pantomimed that they wanted two of

Having learned so much about the world, such as snake charming in Singapore, Sierra is now ready for high school in Southern California.



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the lobster that we had. Not sure what to do, we gave them the lobster. A couple of days later they returned, and we figured they might want something more. But no, they returned with two lobster to pay us back. We think they were just hungry the first time they visited us."

Teri says that they "had enough bad weather during the trip to tell some good stories, but not enough to ever be frightened." For example, they were hit with a *tramanta* near the end of their passage from Sardinia to Barcelona, when the wind quickly kicked up from 14 knots to 50-knot gusts. Curiously, the only time they felt the need to abandon their boat because of weather was when they were tied up to the dock! It happened at Queen's Quay Marina in Gibraltar in October of '08. Wind gusts of up to 80 knots were reported at the nearby airport, which had to shut down operations. Over at the marina, docklines were snapping. It got so bad that Greg removed halyards to use as back up docklines. "We packed up all our passports and important documents and got off the boat because it was so dangerous," Teri remembers.

The Med turned out to be something of a disappointment to the Weegers. They picked up Sierra in Greece in early June along with Brooke, her 27-year old sister. They then covered some 1,500 miles of culture-studded waters in just three months. It was such a dash that while they did stop at wild Ibiza, they didn't even have time to get off the boat.

"The marinas were very crowded and incredibly expensive in the Med," says Greg. "I think it would be better to do the Med by land, particularly since the wind either doesn't blow at all or it's too windy to sail," says Teri."

Three years has long been considered the normal amount of time needed to do a circumnavigation. The Weegers feel it should be more like six years. Part of the reason is that large chunks of time have to be set aside to wait out seasons of bad weather. "We had to spend five months in New Zealand, four months in Thailand, and two months in the Canaries," says Greg. That was 11 months out of 38 merely waiting for the seasons to change.

A long time racer, Greg says he's spent a lot of time working on performance polars. "For this trip," he laughs, "I made a set of cruising polars. If we weren't making 5.5 knots toward our destination, we turned on the engine. We had to because we were on a schedule. As



a result, we actually spent more time with the engine on than we did under sail only."

The Weegers' second best passage of the circumnavigation was the 19-day downwind crossing from the Canaries to Grenada. Small wonder there, as west across the Atlantic in the tropics is almost always good.

Greg didn't go overboard equipping the boat with spares, but did carry a spare autopilot, spare alternator, and spare engine impellers, filters, hoses and the like. "It's easy to get stuff shipped to you quickly," he says. "For instance, we lost the radar between Aruba and Panama's San Blas Islands. It only took us three days to get a replacement. Ironically, it seems like Mexico is the only place where it's hard to get stuff shipped."

There are only two things the couple would change if they could do the trip over. "I'd have davits for the dinghy," says Greg. "And we'd take three more years," says Teri.

What did they miss most about Cali-

IN LATITUDES

ALL PHOTOS COURTESY AQUARELLE



Sailing action at the Bequia Easter Regatta, featuring local boats top and upper left, and Bequia, the foredeck dog on 'Hogfish'.

fornia? "California surfing," says Greg. "There's nowhere else like Huntington Beach, because there's always something to ride." He's also missing work. "If anyone needs someone in a supervisory position on a school or other public project, I'm their guy."

— latitude 08/05/09

Cruise Notes:

"Does your dog do foredeck? We met one that does," write Eveleyn and Terry Drew of Santa Cruz and the St. Lucia-based Kirie Feeling 446 **Aquarelle**. "I was sitting in our dinghy near the starting line of the second race of the Bequia Easter Regatta earlier this year," reports Evelyn, "when I saw the 45-ft, 16-ton **Hogfish Maximus** headed right at me. When they got alarmingly close, I found myself looking up at their dog, Bequia, who was peering over the foredeck down at me. "Don't worry," shouted skipper Christopher Morejohn, "I haven't hit a

boat yet!" Chris, his wife Rachel, daughter Lilly, and their dog Bequia race the boat themselves. Chris built the boat in the Bahamas, and she's rather unusual thanks to having a flat bottom with internal lead ballast and water storage, and a daggerboard that allows her to draw as little as two feet. I was briefly told that Bequia never falls overboard, but wasn't able to learn much more, as a furious Chris took off looking for his cherished hand-built dinghy. It, along with their outboard, had been stolen from the dock of the Frangipani Hotel during the after-race party the night before."

The **Bequia Easter Regatta** is one of the bigger sailing events in the Caribbean, and attracted a total of 50 boats this year, including everything from the local double-enders and J/24s to an 80-footer. Among the participants was Don Radcliffe of the Santa Cruz-based Beneteau First 456 **Klondike**, who seems as though he has been out cruising forever with his wife

Katie. Radcliffe won the Singlehanded Race handily, as the only other entry dropped out. If it seems incredibly late to be reporting on an Easter Regatta, you're correct, and we apologize for having not gotten to it earlier.

"I just finished a 10-day trip around the north end of Vancouver Island aboard **Evening Star**, a C&C 43 owned by my friends Dave and Mary Utley of Bainbridge Island, Washington," reports Mike Currie of the "highly modified" Poulsbo, Washington-based Newport 30 **Voyager**. "I had never been around this part of the island before, and really enjoyed the



It was more 'whaley' than windy off Vancouver Island.

trip. We saw lots of fog and wildlife, and while we did have some rain, we had a surprisingly limited amount of wind. The accompanying photo of a whale coming out of the water was one of those special and lucky moments. I took it while we were motoring around the north side of the Brooks Peninsula. I thought I saw a log in the water and veered to port to miss it. But when we got to within about 80 feet of the 'log', it disappeared — to be replaced by a very large humpback whale coming out of the water and heading directly toward our bow! The whale jumped three more times behind us, then waved goodbye with a flipper. The weather may not be always conducive to shirt-sleeve sailing up here, but the wildlife is something else."

And it's no croc! "After an eight-hour trip north of Townsville on the Queensland Coast of northeast Australia, we dropped the hook at Little Pioneer Bay, Orpheus Island," report Chay, Katie **As this warning sign suggests, man-eating crocs are a threat from just north of Brisbane all the way to the tip of Cape York.**



LATITUDE/RICHARD

CHANGES

and son Jamie McWilliam of the San Diego-based Kelly-Peterson 46 **Esprit**, vets of the '03 Ha-Ha. "Despite a pretty strong current and a little bit of sea, we managed to clean a good portion of the bottom of the boat. Unfortunately, Chay got seasick in the process. It may sound funny, but it's not uncommon for cruisers to get sick while underwater cleaning the bottom of their boat when it's rough. The job had to be done, however, as *Esprit's* bottom had developed a mini forest that was slowing her way down. Since we were headed further north along the Queensland coast, and would soon be in crocodile country, the job couldn't wait. Two days later, we were heading for Hinchinbrook Channel, which we had to reach at high tide if we were going to not hit bottom. We anchored behind little Haycock Island, which is about a third of the way up the channel. It's sort of like being on a jungle river ride at Disneyland or Tenacatita Bay — except instead of being in the dinghy, we were on our 46-ft sailboat. We hear the tropical birds talking here, just like in the old Tarzan movies. But we have to be extra careful



LATTITUDE/ANDY

Mike and Gerald Traum of 'Eva' were aboard their boat near the Bora Bora YC one night when a speedboat slammed into her.

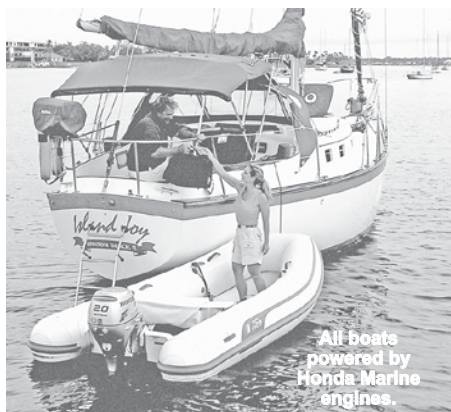
around here, as it's known to be home to large 'salties' — the big saltwater crocodiles that enjoy dining on humans. We raise our dinghy out of the water every night, not because we're worried about it

being stolen, but because the locals tell us that crocs sometimes use inflatables at teething rings!"

It's often been said that sailors are safer in mid-ocean than near shore. That was certainly the case one night in August, when an out-of-control speedboat slammed into two Pacific Puddle Jump boats that were moored at the Bora Bora YC — normally, one of the most tranquil places imaginable. The first boat hit was the Cape Mendocino-based Nor 'Sea 31 **Eva**, sailed by skipper Michael Traum and his dad, Gerald.

"We were below, sitting at the settee," recalls Michael. "I heard the launch coming fast through the anchorage. I could tell he was going to come close to us, and I thought, 'Another crazy *pangero* planing through a crowded anchorage at night.'" (The Traums had been in the La Cruz, Mexico, anchorage in February of '07 when a *pangero* slammed into an anchored sailboat and was killed.) "Then wham! The impact was intense, as it heeled us over and spun us around a bit. Some items that had stayed in place

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for all our ocean passages were knocked off the shelves."

The sturdy cruiser was holed near the rub rail, but is certainly repairable. By the time Mike and his dad scrambled up on deck, the driver had restarted his powerful outboard and tore off into the blackness. Seconds later, however, the lightweight speedboat T-boned the Seattle-based Baba 40 **Yohelah**, notching its bow over the heavily laid-up cruiser's caprail. The driver, who is suspected to have been drunk, was launched into the small boat's windshield, badly lacerating his arm.

At this writing, the process of repairing both boats has begun, and the French *gendarmes* are completing their investigation. Rob and Teresa have been impressed by the professionalism of the local authorities and want to stress that, "The Bora Bora Yacht Club is not a dangerous place to moor. This was hopefully a very isolated incident by a single person using exceptionally bad judgment."

"For cruisers who might be looking

for an alternative to the usual inflatable or RIB dinghy, we suggest they consider a Walker Bay rigid dinghy," suggest Ken and Katie Stuber of the Honolulu-based Bristol 32 **Sand Dollar**, which is currently at Majuro in the Marshall Islands. "We bought our 8-ft model second-hand for a couple of hundred dollars several years ago, and we think it's been one of our best cruising purchases. Since we use ours as a work boat, we bought the gaff rig sail kit for it, then tricked it out with a boom and vang. The boat's light weight — only about 50 pounds — makes it easy to get on deck or up a beach. The hull is just about indestructible, and is impervious to just about anything — including UV rays. Our Walker Bay rows, sails and tows very



It takes a certain skill to hit two anchored cruising boats in one night, but the operator of this ski boat had it. He may lose an arm for it.

well. We don't have an outboard motor, but we've seen them motor very well with a small outboard. If you feel that you need extra stability, you can add one of their tube options. Ours stores very nicely on our foredeck."

If we're not mistaken, this is the same Ken Stuber who did the first Ha-Ha in '94 aboard the Olympic Valley-based Bristol

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CHANGES

35.5 True Blue.

How have cruising boats in the South Pacific changed in the last nine years? According to Steve and Dorothy Darden, former Tiburon residents who have been cruising the higher latitudes of the Pacific for the last 12 years aboard their M&M 52 catamaran **Adagio**, "cruising boats are an average of 10 to 15 feet longer, many more of them are catamarans, and the longer monohulls have bow thrusters." Last month the couple sailed 3,623 miles in 23 days from Hawaii to New Caledonia, having a short time before sailed from San Francisco to Hawaii. "The first question officials asked us when we tied up at the visitors pontoon in Port de Moselle Marina, Noumea, was if we had swine flu. There are 600 confirmed cases in New Caledonia. Quarantine took most of our meat, fruits and vegetables — except for carrots — but left enough for two nights' dinner because we had arrived on a holiday weekend. We'd gotten hit by a nasty squall as we short tacked up Canal Woodin to the marina, but have had beautiful weather since. Our French language skills are most useful, as most of the tradesmen



LATITUDE/NICK

Noumea, New Caledonia, looks like a great place to have a boat. In order to get along well, it's also a great place to know how to speak French.

only speak a little English. The staff in the harbor master's office bends over backwards to be helpful, and there are yacht services companies available to assist. We are enjoying numerous festi-

vals and special events while we make boat repairs. We will motorsail south to the Isle of Pines while we wait for a new main sail to be shipped to us from New Zealand."

"We left Florida 18 months ago, took the 'Thorny Path' through the islands to the Eastern Caribbean, and then spent hurricane season in Trinidad," report the Hagen family of the Rico, Colorado Prout 37 Snowgoose catamaran **Toucan**. The Hagen family includes parents Mike and Mary, and children Noah, 11, Lydia, 8, and Ava, 5. "We then traveled up the Macareo River in Venezuela, which turned out to be a really beautiful trip. Further travels took us to Cartagena, Colombia, and Panama's San Blas Islands. We later sailed back to Cartagena to put *Toucan* on the hard while we returned to the Colorado mountains to work. It was a great trip, and we met lots of other 'kid boats'. We'll be headed back to *Toucan* in the spring — and might even enroll the kids in school in Cartagena."

"We're retired and currently spending hurricane season in the Dominican Republic aboard our boat," write Randy

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and Ellen Hasness of the Washington, D.C.-based Island Packet 370 **Kwane-sum**. "We're corresponding members of the Oakland YC, and about six years ago were transferred to D.C. So we sold our Bay Area-based Wauquiez 33 **Moonglade**, and bought a brand new Island Packet on the East Coast. We're headed back to the Bay Area the slow way."

A Swiss couple's 35-day ordeal finally came to an end last month, as **Avatar**, their 37-ft sloop, was successfully towed the final 17 miles to Pago Pago by a U.S. Fish & Game boat. A day after setting sail from Bora Bora, *Avatar's* rudder snapped off, and the couple's attempts to jury-rig a replacement were unsuccessful. With no means of returning upwind to French Polynesian waters, the pair, Beat and Lola, last names not known, were left with no alternative but to drift with the prevailing current until they reached landfall somewhere downwind. Fortunately, they had some good luck, as Samoa was 1,000 miles directly downwind. Also, fellow cruisers Patrick and Rebecca Childress of the Rhode

Island-based Valiant 40 **Brick House**, executed a mid-ocean rendezvous with the disabled boat, transferring materials to make a jury-rigged rudder. Alas, none of the improvised rudders worked.

So for the next two weeks, **Avatar** inched along at roughly 1.5 knots toward Pago Pago, the capital of American Samoa. "**Avatar** was amusingly out-of-control on the end of the tow line," says cruiser Wayne Wilson, who went along on the Fish & Game boat to tow the stricken boat in. "When Beat and Lola hung several hundred feet of line off the stern with ventilated jerry jugs attached, it helped a little, but it still broke the tow line five or six times. **Avatar** would surf down a wave, suddenly turn 90 degrees, then stop. When this



'Avatar' on the tow line near the end of their 35-day broken rudder ordeal from Bora Bora to Samoa. It was no fun at all.

happened, the tow line would go slack, then slam taut again, jerking the tow boat backwards." Despite enduring this painfully slow process for eight hours, the Fish & Game crew never uttered a cranky word all day long.

"The **Puesta del Sol Marina** in Nicaragua is very nice, but isolated," reports

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CHANGES

William Nokes of the Brookings, Oregon-based Gulfstar 41 **Someday**. "So every Wednesday they send a van to Chinandega so all the folks on boats can sight-see and do their major shopping. A visit to Chinandega would be a good primer for anyone planning to drive in Rome or Mexico City, as the drivers are awful. Horns are the only accessory anyone seems to need on cars there, as nobody seems to bother using the steering wheel, brakes — or common courtesy. Drivers are constantly trying to go faster than everyone else, and are always willing to make life-threatening moves to pass a car ahead — even if they'll immediately be stuck behind another car. It's all about this being the first generation of Nicaraguans who have driven, so they have no guidance from the previous generation and are still learning about the deadly consequences of bad driving from experience. Fortunately, most drive little Hyundais, which weigh less than a horse and do less damage. Chinandega was a fine town, with well-organized and fully stocked stores. I've found that both El Salvador and Nicaragua have better



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stores than can be found in southern Mexico. Even the Wal-Mart stores in Mexican cities south of P.V. were horribly disorganized and had incompetent help — although very friendly help. 'Contra'-

antly — only those who remember the early 80s will get the pun — the stores in El Salvador and Nicaragua actually have stocked shelves and are organized in a logical manner. Plus, the employees know what items they carry. In fact, shopping in San Salvador and Chinandega isn't much different than shopping in similar sized cities in the U.S.

Viva a new revolution in Nicaragua? Two years into his presidential term, **Daniel Ortega**, the leader of the Sandinista Nationalist movement in '80s, is being harshly criticized by former close associates and brothers-in-arms for having become distant and dictatorial. Over 70% of Nicaraguans say they have become poorer and less hopeful since Ortega took office.

We at *Latitude* think now would be a great time to sail to **Cuba**. It's not because the Obama Administration has reversed the Treasury Department's silly prohibition against "trading with the enemy", but rather — as we predicted — has gone back to the Clinton Administration's policy of not enforcing


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that law. Some 270 Americans in two groups travelled by air to Cuba in July. When they returned to the States at either Buffalo, New York, or McAllen, Texas, they demanded to be charged with breaking the law. The Treasury Department refused. Hilariously, Treasury Department spokesperson Marti West said, "As a general matter, should laws be obeyed? Yes. Should laws be enforced. Yes. But we're a government of limited resources and we have to make priorities." Busting Americans for travelling to where they want to travel is obviously not a top priority. West did note that fines of up to \$250,000 per infraction are still possible. But let's face it, with the Obama Administration bogged down in health care, cap and trade, and awful unemployment figures, the last thing they are going to want to do is infuriate the base by coming across as regressive. And if by some remote chance you did get charged for taking your boat to Cuba, there would still be plenty of upside — you'd be seen as an international martyr for liberty, and would be asked to do all the talk

shows and write a book. But still, a word of warning to keep expectations low. Cuba isn't even semi-developed and the poverty will shock you. So if you're going for adventure, that's one thing, but if you go hoping for any kind of luxury or comfort, you'll be bummed.

"We haven't communicated for a few years," write John and Cynthia Tindle, and Mattie, their "famous boat dog" of the San Diego-based Jeanneau 45 **Utopia**." Old Mexico hands may recall that the couple cruised Mexico for three years prior to buying a different boat and taking up Caribbean sailing in '02. "We always miss the Wanderer and Dona de Mallorca when we're



After 11 years of cruising, both in Mexico and the Caribbean, Mattie still doesn't appear to be suffering from an excessive amount of stress.

in St. Barths, but we're still loving it here. We noticed that a few months ago you ran a photo of Darwin, the boat dog on the Tobago 35 **Irie**. We'd like to know if they ran into any problems with Darwin in Antigua or on their way farther south. They can reach us at jtindle3@aol.com. I would appreciate it."

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22-FT STAR, 1964. Treasure Island Sailing Center. \$2,250. Refinished cedar hull with fiberglass shell. Teak deck. Modern rig, new lines/tackle, canvas cover. Trailer with box. Unique version of high performance sailboat. Call (650) 312-9575 or email riives@calcreek.com.

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12-FT LASER PICO, 1997. San Francisco. \$1,195. Best beginner boat! A Laser WITH a jib. Purple sails, white hull, and super easy mast-hoisting system. Self-draining open-transom cockpit. Comes on a galvanized trailer with a boat cover. In excellent condition. 1 adult / 2 kids. <http://sites.google.com/site/sprintasport23/laserpico> or tanyak@gmail.com (415) 683-3632.

10-FT QUICKSILVER, 1993. Napa, CA. \$2,500.00. 10'9" Quicksilver inflatable, with 1993 15hp Mercury engine, both in excellent condition. Comes with fuel tank, valve, oars, air pump, stern light, Weaver snap davits and all manuals. Less than 25 hours on the whole setup. jeds1210@yahoo.com or (707) 738-8999.

24 FEET & UNDER



23-FT DEHLER SPRINTA SPORT, 1981. South Beach YC, SF. \$3,500. Dehler design by Van de Stadt, *Momentum* is an exciting racer/cruiser with rebuilt outboard, new mainsail, headfoil and berth covers. Fractional rig and running backstays. <http://sites.google.com/site/sprintasport23> or tanyak@gmail.com or (415) 683-3632.



23-FT MACGREGOR VENTURE. of Newport, 1976. Roseville, Ca. \$4,000/obo. Cutter rig, Has main, staysail, yankee and geniker. Honda 7.5 HP 4 cycle great cond. Email: spottedhuman@yahoo.com, (916) 677-6611 or (916) 960-6233.

24-FT MELGES. West Coast. \$26,000+ MAKE OFFERS. Hull numbers 15, 14 and 87, for delivery on the West Coast. Pricing starts at \$26,000 US. All are in good condition, ready to race. Fast, easy to trailer. Contact Frank: (512) 750-5735 or cabosportsfrank@yahoo.com.

25 TO 28 FEET

25-FT CAL, \$1,500. Plus all sails. Call (415) 939-2211.



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27-FT CATALINA, 1978. Berkeley. \$7,000. Joy is a tall rig - excellent shape - day sails/overnights; bottom paint '07, new standing & running rigging 6/08 w/mast halyards, new ProFurl roller furler w/UK Halsey jib 9/09, new cushions 09, trickle charger w/ 2 batteries. kraigkraft@gmail.com.

27-FT ANTRIM, 1996. Point Richmond. \$40,000. K5, Hull #1. Exciting one-design sport boat. Sails over 15 knots. Carbon mast, new trailer. Barely used Quantum Fusion main and jib, lots of extras. www.u27class.org/ robdkessel@yahoo.com (415) 828-1203.

26-FT MACGREGOR, 2006. Loch Lomond Marina, San Rafael. \$22,600. Very clean boat. Excellent condition. Completely equipped. Blue hull, 50 HP Evinrude E-Tec, shore power, second battery, GPS/VHS, bottom paint, like new trailer and much more. Call (415) 456-2644 or nadjalewener@yahoo.com.

25-FT LANCER, 1980. \$4,500. Folsom Lake Marina. Includes Honda OB, trailer. Owner since 1984, always at Folsom Lake. New bottom paint, shoal keel, comfortable, standing room cabin, can sleep 5. Sails (4), hull and rigging in very good condition. (916) 342-2546.

25-FT CATALINA 250 WK, 2002. Folsom. \$18,000. Fresh water wing keel, with trailer. Great condition. Folsom water sucks. My loss-your gain. 8hp 4 stroke just serviced last year-way low hours. In the water now, but I have to pull it in two weeks. Email: cpbill@comcast.net or (530) 417-0208.

27-FT CAL 2-27, 1975. Oakland. \$7,500. Good condition, has been singlehanded from Wa-SoCal coast. Farymann diesel, VHF, radar, autohelm, dodger, roller furling, 4 headsails, 2 mains, 2 anchors, manual windlass, rigging new '06, custom interior teak shelving/cabinet. Call (650) 303-0560 or p_pady@hotmail.com.

29 TO 31 FEET

30-FT TARTAN, 1978. Alameda. \$15,000. Well maintained, very clean, classic Sparkman & Stephens design with reliable Atomic 4 engine, many extras. Dodger, furler, BBQ, new head, stainless fuel tank and new prop. ejwoollett@aol.com or (510) 864-9880.

31-FT CATALINA 309, 2007. Alameda Marina. \$91,000. Catalina 309 'Boat of the Year' 31 ft x 11'6". New 11/07. Furling main, jib. Lines to cockpit. 2 enclosed cabins, 7 berths, 8 opening hatches/ports. 21 hp. 3 cyl. Yanmar, chart/cockpit tables. AC/DC fridge/freezer, LPG stove-oven, microwave, water heaters, Autohelm, chart plotter, wind, tridata, electric windlass, mast VHF/TV. Spacious saloon, cockpit storage. Stern shower/ladder. Lead keel. Fully equipped sail/navigation/comfort. joan_robert@juno.com or (510) 490-3575.



29-FT RANGER, 1972. Alameda. \$11,500. Moving, must sell. Can't beat this price!! See pics. Serious buyers only. Atomic 4 engine, good condition, sleeps 5, GPS, VHF, chart plotter. Too much to mention. See website for boat information. en.wikipedia.org/wiki/Ranger_29 chipman.bill5@gmail.com (510) 769-9999.

30-FT CAL 2-30, 1969. RYC. \$17,000. Great Bay boat. New 25hp Universal Diesel, new epoxy bottom, new Ballinger boom and spreaders, new interior cushions, new water tank, autopilot, fully battened main, 3 jibs, spin, gear, inflatable/outboard. coyne49@comcast.net or (415) 246-0324.



30-FT PEARSON 303, 1983. \$12,950. Doyle main and roller furling jib, spinnaker and gear, hot and cold pressure water, 16-hp Yanmar diesel, new interior cushions, lives like a 35-foot boat. Priced to sell. (510) 917-7749.

30-FT CAPE DORY CUTTER, 1984. Tomales Bay. \$37,500. Well maintained. Recent E80 radar, Variprop, new upholstery/cushions. A sweet sailing boat and easy to singlehand. Lots of pictures at website: <http://cd-30.blogspot.com> (click to enlarge). Email: mbritt@eyedocs.com or call (510) 910-2099.



31-FT WYLIE, 'MOONSHADOW'. \$18,000/obo. One of Tom Wylie's best custom-designed yachts for SF Bay and ocean racing. A winner, remains competitive today. Yanmar diesel, 9 Bariant winches, stainless rod rigging, Bariant backstay adjuster, Quick Vang boomvang, large sail inventory, Martex prop. Sleeps 6. Hauled 10/08, new bottom paint. Excellent condition. Race ready. (415) 435-1006 or (415) 377-6688.

30-FT RAWSON CUSTOM. \$15,000. Namaste. Bow sprit, hard dodger, great liveaboard. Tons of sails, wood stove, carbon pole, many extras. Needs some TLC. gilles@gmarine.net or (415) 533-2915.



30-FT BABA, 1984. Newport Beach, CA. \$68,000. Bob Perry's sweetest design. This beautiful boat has been extensively outfitted for cruising. Our plans have changed. WAY too much to list here. Please check the web page for more details and photos. www.ballreich.net/mandisa/tour/boat_specs.html.

30-FT ISLANDER BAHAMA, 1979. Sausalito. \$12,000/obo. Volvo diesel. Knotmeter, depthfinder, Harken roller furler. Great Bay and Delta boat. Nice interior. Berthed at Clipper Yacht Harbor. Photos upon request. alisonpope59@hotmail.com, (415) 497-1017 or (415) 388-5780.



29-FT ARDELEIGH/ATLANTIS, 1973. Alameda. \$3500 obo. Great English pocket cruiser. Wide beam. Fully restored in 2002 then neglected by another owner. Bottom recently done, sailing, but cosmetics need work. All the expensive gear is in place in 2002: New main and jib, Harken furler, fresh Yanmar diesel, new monel shaft, rudder, fuel tanks, oversized standing rigging, etc. This boat has seen the big seas. Call (510) 421-6712 or rds3000@hotmail.com.



30-FT CATALINA, 1979. Ventura. \$14,500. In excellent sailing condition. Tabernacle mast. Completely rebuilt Yanmar diesel engine. New autopilot, depth meter. New bilge pump; non-skid paint. Recent bottom paint. Rigging inspected and upgraded. Clean interior; refrigerator, stove. Email: hsankur2003@yahoo.com or (805) 644-6095.

30-FT WOODEN ONE-DESIGN BIRD. Sausalito \$15,000. Outstanding condition. Good race record. Nothing sails like a Bird. Sausalito berth available. (415) 302-7490.

30-FT NEWPORT MK3, 1985. Vallejo Yacht Club. \$12,500. Excl. bottom, new jib furling, engine excl, very good condition. Bring offer, all ground tackle, VHF, nav. system, wheel steering, new 3 batt, chg sys, some new upholstery, excel. condition. jabadie245@sbcglobal.net (707) 235-0368 or (503) 569-1488.

30-FT WILDERNESS, CUSTOM, 1980. Alameda. \$15,000/obo. New keel, fractional rig with masthead chutes, oversize pole. 1986 Pacific Cup vet. Trailer, lots of lightly used sails. mgrealish@comcast.net.

30-FT CORONADO, 1973. Monterey Harbor, CA. \$9,995. Atomic 4 engine, 15 gal. tank, roller furling jib, VHF, lazy jacks, compass, 12 v and manual bilge pumps, macerator pump and holding tank, gimbaled stove, 30 gal. water tank. Email: capt_dutch@monterey sailing.com or (831) 372-7245.



31-FT CAPE GEORGE CUTTER, 1992. Port Townsend, WA. This CG is one of the finest examples of a yard-completed Cape George 31 in existence. Launched in 1992, carefully maintained, well equipped for extended cruising. Interior layout features laminated Port Orford cedar beams, trim with teak cabinets. Double berth forward, enclosed head with shower, settee-berths amidships, overhead skylight. Aft galley to starboard, nav station to port. Cockpit has two large cockpit lockers, 1 propane locker and 1 lazarette locker. New engine, radar, Trinka dinghy, running backstays, downwind pole, windlass, AGM batteries, Force 10 stove, BBQ, boom gallows, windvane, SSB, VHF, new thru-hulls/seacocks, etc. www.capegeorgecutters.com/brokerage/Infinity.html. Call (360) 385-3412 or email: cgmw@olympus.net.

32 TO 35 FEET

33-FT VAN DER VLS (DUTCH STEEL). 1971. San Francisco. \$30,000. Well maintained. Full keel, rare aft cabin (separate entrance/sleeps 2). New: Boom, head, macerator, holding tank, paint, varnish, GPS, stereo, zincs, netting. Autopilot, fridge, reliable Volvo 24-hp, 3 anchors+all chain, Singlehanded from Netherlands. www.elsewhere2.webs.com. Call Sean (415) 509-1277 or steelboat2009@hotmail.com.

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35-FT ALBERG, 1964. Sausalito Area. \$12,500. New rigging, trans, shaft, prop, rudder, Kubota diesel w/new fuel pump, filters, starter, heads, mainsail 85%, genoa new. New bottom 7 coats west epoxy. Boat sails & motors now! Call (415) 332-7501 or (415) 308-6904 or email chrslamb007@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. cmtozzi@sbcglobal.net (415) 244-5422.



34-FT BENETEAU 10R, 2007. Long Beach. \$135,000. Yanmar 20 hp, Harken furler, main, jib, spinnaker, dodger, canvas, performance and comfort pac, liferaft storage, multiple NKE electronics and repeaters, loaded, ready to go. Pictures: www.quivercharters.com. Email: ddavies@usc.edu or (310) 809-2263.

32-FT PEARSON. "Racer/Cruiser" 1979. Alameda. \$22,500 or an intelligent offer. Fast, easily singlehanded sloop. Featured in August 2007 Practical Sailor. 1250 hours on original M-15 Universal Diesel. Gear (vintage '95): autopilot, digital depth finder & gauge, Harken furler, Navtek backstay adjuster, Hall Spars Quik vang, Furuno radar, 25 watt marine radio. New: 19-gallon aluminum fuel tank and electric fuel pump (2002), 2 batteries (2006). Documentation: all original manuals, '95 survey, maintenance, diving, haul records since my '95 purchase. (510) 525-2754.



33-FT CUSTOM CUTTER 'ANNIE', 1981. Port Townsend, WA. \$108,000. Custom built, full keel, fiberglass hull with Airex core. Wood house, decks and interior, seven Hasse & Petrich sails, Volvo diesel, Autohelm, pressure water, ElectraSan, propane galley stove. A robust and superbly constructed cruising yacht. Shows as new. Email: priatt.annie@gmail.com.




35-FT HALLBERG-RASSY, 1972. Moss Landing, CA. \$55,000. This is a nice center-cockpit bluewater cruiser. 30k in the last few years. Rebuilt Volvo MD30A. New Ullman sails with Furler on jib. New rigging. Comnav autopilot, Raymarine plotter, radar, Interphase Outlook and more. olinjordan@yahoo.com or (831) 595-2467.



35-FT J/BOATS J/109, 2004. Sausalito. \$185,000. Fast, fun, mint condition racer/cruiser singlehand or with crew. 1st 2008 J/109 Division, 1st 2009 J-Fest Division, 3rd PHRF (72 rating). Quantum Kevlar racing & Dacron cruising sails (2 mains, 2 jibs), 2 asymmetric spinnakers, new rigging, Spectra lines. B&G instruments, VHF radio, GPS, Yanmar diesel, 29 hp, excellent condition. Doubles as performance cruiser with roller furling, all rigging led aft, sleeps 6+ with full galley, head, shower, hot/cold water, fridge. Ready to race one-design, Pac Cup, PHRF or cruise oceans SF Bay and Delta in comfort, style and performance. Must sell. ahoys@earthlink.net (415) 717-3664.

34-FT SAN JUAN, 1984. \$39,000. Fast comfortable, blue water cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib, in good condition. 3GMD Yanmar, Achilles dinghy, large bimini. Price reduced. nino@access-print.com (510) 420-8956.





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34-FT SABRE, 1983. Bel Marin Keys. \$39,000. Good mid-size cruiser/racer. 6'3" headroom below. Can sleep six. Beautiful wood interior, galley, head with shower. New Hood sails 90-105 headsail, Harken roller furler, new Harken traveler, new fuel lines, dodger, Westerbeke 28 hp diesel. Clean. Call (415) 883-3733 or email: jacksont@pbworld.com.



35-FT YORKTOWN, 1974. Emeryville Yacht Harbor. \$29,000. Proven blue water cruiser priced to move! Over 10k miles under the keel. Ready to cruise! One family has owned her since construction. See website for specs, photos, & details: www.maryanntwo.com. Email: mortensontyler@yahoo.com or (408) 202-4944.

32-FT ISLAND PACKET, 1990. Alameda. \$89,000. Well maintained, full cockpit enclosure with mast view. New lifelines, dripless stuffing box, cutlass bearing, Raymarine X5 autopilot with remote, mainsail, batteries, charger. Windlass, Manson Supreme w 130' chain, wind/speed/depth, more. See at our website: www.caprice32ip.com. Call (510) 380-8625 or caprice@caprice32ip.com.

32-FT PEARSON VANGUARD, 1963. Sausalito. \$5,900. Avance, Hull #25. Has no blisters, no soft spots on deck. Recent haulout, bottom paint, reinforced rudder, new gudgeon shoe and intermediate strap. New Bullwork toerail 95% complete. Italian diesel runs strong. Needs customization. Good working vessel. Email: capnabdo@hotmail.com or (415) 300-6018.



32-FT BRISTOL, 1978. Ixtapa, MX. \$19,000/obo. Early retirement, laid-off? Maybe it's time to get away. Our 2004 Baja Ha-Ha vet is waiting for you in Ixtapa. Fully equipped for cruising, nothing to buy. Give her a coat of bottom paint and wait for the fleet in Zihuatanejo. Later go back up to the Gulf for the best sailing in Mexico. 32' is the ideal size for the Sea of Cortez. Tuck in the little bays. Anchor in 10' of water. More details and list of equipment on the web site. Make me an offer I can't refuse. See at our website: www.eblw.com/contepartiro/contepartiro.html. Email jeanne8@eblw.com or call (510) 367-5621.

35-FT ERICSON, 1978. San Francisco Yacht Club. \$23,000. Well maintained excellent all-around sailboat, sleeps 6. Hull just sandblasted & repainted & new cutlass bearing installed. 1998-Yanmar engine overhauled Dec. '08. Teak refinished & lifelines replaced in Dec. '08. New chainplate & bulkheads in 2004, full kitchen galley, transom ladder. Email: bkriil@comcast.net (415) 308-3759.

32-FT CATALINA 320, 1997. Oyster Cove Marina. \$69,000. Beautiful condition inside and out. Yanmar diesel, dodger, bimini, cockpit table, full instrumentation on wheel pedestal including GPS, autopilot, plus many upgrades. Roller furling jib. All sheets run to cockpit. Pictures. Call (916) 200-9145 or kcchar@aol.com.



32-FT ERICSON, 1989. San Francisco - South Beach Marina. \$37,500. 1989 Ericson 32-200. Great condition. Bruce King designed. All sails, gear, low hours, double cabin canvas, aft skirt. Excellent on SF Bay. Selling to buy 26' TigerCat. Email: kpr1@mac.com.

34-FT ISLANDER, 1969. Emery Cove Yacht Harbor. \$10,777. Restored classic. All systems new. SS fuel tank, water heater, propane stove, topsides Awlgrip epoxy, Universal diesel<300 hours, Autohelm instruments. Needs sails. Consider credit for used sails. Phone for history and photos: (209) 613-9331 or (209) 634-6273 (fax) or westsideassociates@yahoo.com.



35-FT ERICSON 35 II, 1971. Newport, Oregon. \$30,000. Excellent condition. Very well maintained. New Yanmar engine <100 hrs. Radar, windvane, roller furling, etc. Great boat. Slip available. Call (541) 990-9613 or sj211509@hotmail.com.

36 TO 39 FEET

39-FT FREYA, 1977. Antioch City Marina, CA. \$49,500. Serious, quick passage maker, priced for buyer's market. Hull #4 from Gannon Yachts, 4 used sails, one new, autopilots, Aries, grounded and wired for SSB, depth-sounder, GPS. Email crowellam@hotmail.com or (925) 522-1353. Contact owner for details and history: www.ablboats.com/details.php?id=85646.



38-FT KETTENBURG, 1956. Alamos Bay, Long Beach. \$10,000. Atomic 4 with 20 hrs, genoa 150, jib, NEW main, spinnaker, dual batteries, Lewco battery charger, hauled out and bottom paint 3 months ago, new paint, great interior. Call (714) 943-1600 or jer_ryanderson@yahoo.com.

36-FT CATALINA, 1986. \$49,000. Radar, below deck autopilot, electric windlass, 45# anchor and all chain, refrigeration, propane oven/stove/BBQ, high output alternator, inverter, dodger, bimini and more. (510) 847-5469.



36-FT PEARSON 365 KETCH, 1977. Marina Village Yacht Harbor, Alameda. \$55,000 obo. Beautiful liveaboard. 40HP Westerbeke diesel. 3 new sails. 2005-standing rigging, refrigeration, entertainment and electronic systems. Inflatable rigid bottom. Much more! Call (925) 457-4957 or sailonchap@yahoo.com.

39-FT YORKTOWN, CENTER COCKPIT, 1988. Marina Bay, Richmond. \$29,000. Full size bed in aft cabin, V-berth, CNG gas stove/oven, microwave, refrigerator, freezer, ice maker, TV, DVD, VHF, radar, GPS, depth finder, 50 HP diesel, electric windlass, electric head, separate shower. Great liveaboard. Email vik@inreach.com or (209) 743-6275.



38-FT KETTENBURG, 1956. Berkeley, Wilmington. 3 K-38 classics. Each in various stages of renovation. 2 in the water. Please see details: www.sailk38.com. Email: steve@paradigmpilgrim.com or call (916) 847-9064.



36-FT SABRE, 1998. Berkeley. \$155,000. Professionally maintained sloop. Shallow draft wing keel ideal for cruising. Blue hull and topsides painted 12/06. Standing rigging replaced 2/07. New autopilot 5/07. New mainsail 7/08. Furling jib and lightly used asymmetrical spinnaker. Call (925) 766-2205 or dan@deltaexcavating.net.

36-FT C&C, 1979. Brisbane. \$26,900. Canadian-built racer/cruiser. Atomic 4, Schaefer roller furling, main, jib, wheel steering, self-tailing winches, etc. Call if you'd like to make an offer. You won't offend me. Must sell. See: <http://sfbay.craigslist.org/pen/boa/1307763396.html>. Email: mark.visina@am.sony.com or call (801) 816-1110 or (801) 403-6304.

36-FT JEANNEAU, 1997. \$89,000 Price reduced. Very well maintained. Electric anchor windlass, dodger, refrigerator/freezer, GPS, chartplotter, autopilot, CD player, VHF, B&G instruments, depth/knot/wind, dinghy with 2-hp Johnson. For info call Brian (209) 722-2068 or email: coolswick@aol.com. To view call Roy (510) 523-4081.



38-FT MORGAN CC, 1993. San Diego, CA. \$75,000. Waterfront living at its best. There is no other option out there that allows oceanfront property at this type of price in San Diego. Morgan is an excellent sailboat and there are 5 currently for sale across the country. The prices range from 93k to 130k. This boat was listed for 110k and is now listed for 75k, well below the market rate. Take advantage of this for sale by owner/no broker offer today. Additionally this boat is located at Humphrey's by the Bay, which has live concerts from May - October for your viewing, listening and entertainment pleasure, check out: www.humphreysconcerts.com. Call (619) 243-6269 or jdarrochdesign@yahoo.com for boat info.

36-FT PEARSON, 1975. Marina Bay, Richmond. \$32,500. Comfortable coastal cruiser, in nice shape, dodger, ProFurl furling jib, 2 year old main. 27 hp Volvo diesel, 30 gal. fuel, 100 gals water (3 tanks), self tailing winches, and more. Call (415) 209-6323 or jim@shubindesign.com.

36-FT ISLANDER, 1980. Berkeley Marina. \$34,000. Low hour Yanmar 3cyl., 38 hp diesel, roller furling, cruising spinnaker, autopilot, radar, VHF, electric windlass, h/c pressure water, refrigeration, 2 anchors. Baja Vet. Good solid boat. Call (510) 644-1217 or (510) 684-7388 or email michaelgray@comcast.net.

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36-FT BENETEAU 361, 2002. SF Marina West Basin. \$118,000. Bristol, loaded, custom, all electronics, recent haulout and bottom paint + coveted SF Marina berth. Will consider lease or non-equity partnership. Call (415) 771-0741 or email: Bob@TandlerSF.com.

36-FT ISLANDER, 1975. Sausalito. \$30,000. New bottom '04, new standing rigging '04, new engine '06 (approx. 15 hrs), Max Prop, propane, pressure water, masthead LED tri, Raymarine instruments & autopilot, other upgrades, topsides need TLC. Email: guydean@sonic.net or (707) 575-3350 or (707) 291-2023.



38-FT TARTAN 3800, 1995. Marina Village, Alameda. \$140,000. Classic beauty, well maintained. New mainsail. Raymarine instruments and radar. MaxProp, three blade. Loves ocean sailing. Call (925) 330-1378 or mward@annward.com.

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37-FT CABO RICO, 1995. Vallejo. Crealock designed cruiser in excellent condition. Cutter rigged, safe, easy to sail with full electronics. Tender with motor, two anchors, etc. Mexico ready. Charter/share equity. Email: jack@hewatt.net or call (707) 477-6980.

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40-FT HUNTER LEGEND, 1986. La Paz, BCS, MX. \$76,000/obo. Multiple upgrades since 2006 include: radar, chart plotter, SSB, refrigeration, propane conversion, stack pack, solar, and more. Cruising Mexico past two seasons and ready again. Contact for info and pictures. Email: ghimes@mindspring.com or call (530) 957-2810.

42-FT BENETEAU, 2003. Brickyard Cove. \$165,000. Cruise ready, with watermaker, solar with large house bank, upgraded windlass, conventional sail w/stack pack. This is a well-crafted French-built boat. (510) 847-9854.



44-FT KELLY PETERSON, 1977. Kemer Turkiz Marina, Turkey. \$130,000. Finest Kelly Peterson on market today. Mast/rigging redone 2008, 1993 Perkins 85 hp/rebuilt 2009. Extensive list of add-ons/ready to cruise with all of the best cruising gear. Fast and beautiful. Owner aboard 15 Sept. thru 27 Oct. Kemer Turkiz Marina, Turkey. Start your cruise here on the turquoise coast. www.grace44.com. Email: jking38701@aol.com or call (702) 767-8322 or (702) 838-2902.



45-FT DOWNEAST CUTTER, 1979. San Diego, CA. \$100,000/obo. Beam 14' Draft 6' 6-cyl Perkins. For sale by owner. One of last 45s built by Downeast. Bluewater Baja veteran. 7' galley headroom. Call (650) 348-0756.

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44-FT CSY WO, 1978. Rio Dulce, Guatemala. \$50,000. Great cruising boat in a super cruising location. Owners just finished cruising. Aft stateroom needs remodel and bottom needs paint. See at: www.kanzlerfox.com. You can email: vivabob2000@yahoo.com or call (011) 502-5819-8445.

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40-FT PETERSON TWO-TONNER, 1980. San Diego, CA. \$58,000/obo. This performance racer/cruiser sailed from San Diego to France in 2005 where she was totally refit: new Yanmar engine, hull/deck/mast paint job, bottom fairing, new head, rigging verification, new MaxProp, etc. After several regattas in France, and months cruising the Caribbean, she was sailed back to San Diego where upgrades continued: New refrigeration, new water heater, bottom job/deck paint, March 2009. Race in SoCal (PHRF 69) then cruise the islands in style. Call (619) 467-6369 or bruno.bomati@gmail.com.



45-FT BENEteau 45F5, 1991. Ventura, CA. \$125,000. Racer/cruiser, PHRF-63, with 3 cabins, 2 heads, beautiful wood interior. Price lowered for quick sale. Recent upgrades: New MaxProp 2008, fridge, inverter/charger, anchor, windlass. Email rkrause@rjk-law.com. Call (559) 696-9653 or (559) 261-9295.

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44-FT TARTAN 4400, 2004. \$475,000. Hull #1 of Tartan's newest deck salon. Electric winches, Vacuflush heads, full batten main, roller genoa, cruising spinnaker. Espar central heat, bow thruster. Kato davits, Caribe inflatable. Only 170 hours on diesel engine. New condition. See on www.youtube.com, search Tartan4400, our actual boat! Email: amjohn@sbc-global.net or (530) 318-0730.

42-FT VALIANT. \$295,000. Never used. Never in salt water. Quantum sails, ProFurl on jib, autopilot, microwave, Westerbeke diesel. Boat is as new, location Valiant factory in Texas. Contact Dick May. Email boatseller@aol.com or (480) 513-7136.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco, CA. \$112,000. Great condition. New dodger, radar, dinghy, chartplotter, autopilot, etc. Extensive upgrades. Full specs available: www.leluya.blogspot.com. Call Thomas, (650) 298-9043.



41-FT FORMOSA KETCH, 1978. Rio Dulce, Guatemala. \$52,500. Classy boat with excellent cruising inventory. Fiberglass hull, hardwood and fiberglass topsides, aluminum masts. Perkins 4-108 rebuilt 2005. Radar, wind and solar power, hydraulic steering, new fridge 2008. Two single, two double berths. Much more. Moored in fresh water, easy sail to Belize. www.tombuttmontana.com/dragonlady.html. Email: windseeker10@rocketmail.com (406) 431-9582.

47-FT CATALINA, 2002. Santa Cruz. \$239,000. 460 engine hours. Infurling main. Electric winch. Captain's chairs. Complete nav pac. Professionally maintained. Cleanest Catalina around. A like-new boat at a fraction of the price. Call for specs and pics. (831) 429-1970.



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47-FT CUSTOM FIBERGLASS CUTTER, 2004. Coos Bay, OR. \$499,000 Reduced. Blue water high latitude cruising sailboat, two helms - one enclosed, sleeps six, premium equipment, electronics, 85HP diesel, 4.2KW generator, workshop, 200+ fuel and water, refrigeration, washing machine, insulated. Call (541) 888-5688. Pictures: www.hyssop.com/boat.



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50-FT HUDSON FORCE 50. Offshore Cruising Ketch, 1979. Blaine, WA. \$169,000. Great liveaboard. 5 staterooms, 2 heads, 80hp diesel, 200g water, watermaker, autopilot, S/S Ham, liferaft, dinghy. http://mysite.verizon.net/resx8t9g.svketch50@verizon.net or (360) 371-0904.

41-FT MORGAN CLASSIC MODEL, 1991. San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos: http://sailboatvagari.blogspot.com. Call (520) 825-7551 or email stanstrebig@gmail.com.



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50-FT HOLLMAN CUTTER, 1989. Marina Bay YH, Richmond CA. \$199,500. Major refit in '03, this cutter rig has all sails handled from cockpit. SSB, autopilot, VHF, GPS, windlass w 300' chain, reefer/freezer, chart table, big galley, two staterooms. Out-of-state owner on board most of Sept. Call now to see. Excellent upwind slip. Email: franke2u@aol.com or call (520) 906-4351.

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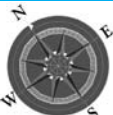
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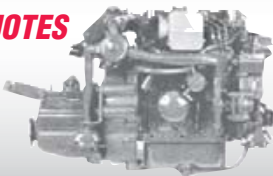
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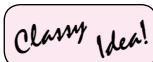


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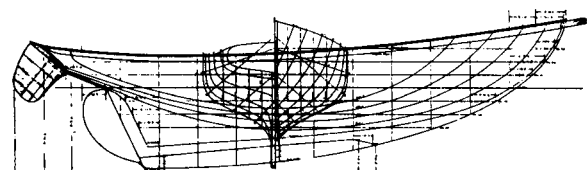
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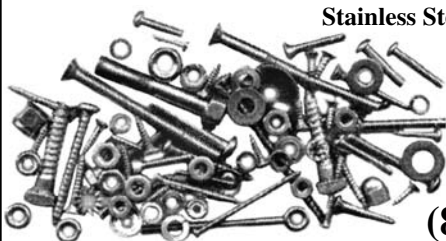
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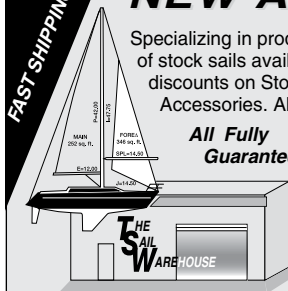
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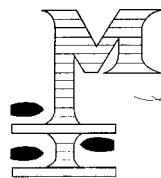


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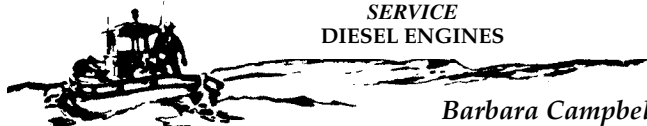
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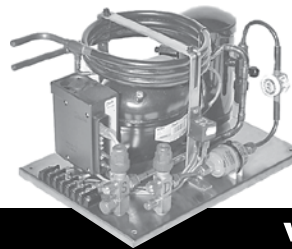
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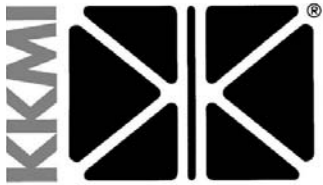
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