

Latitude 38

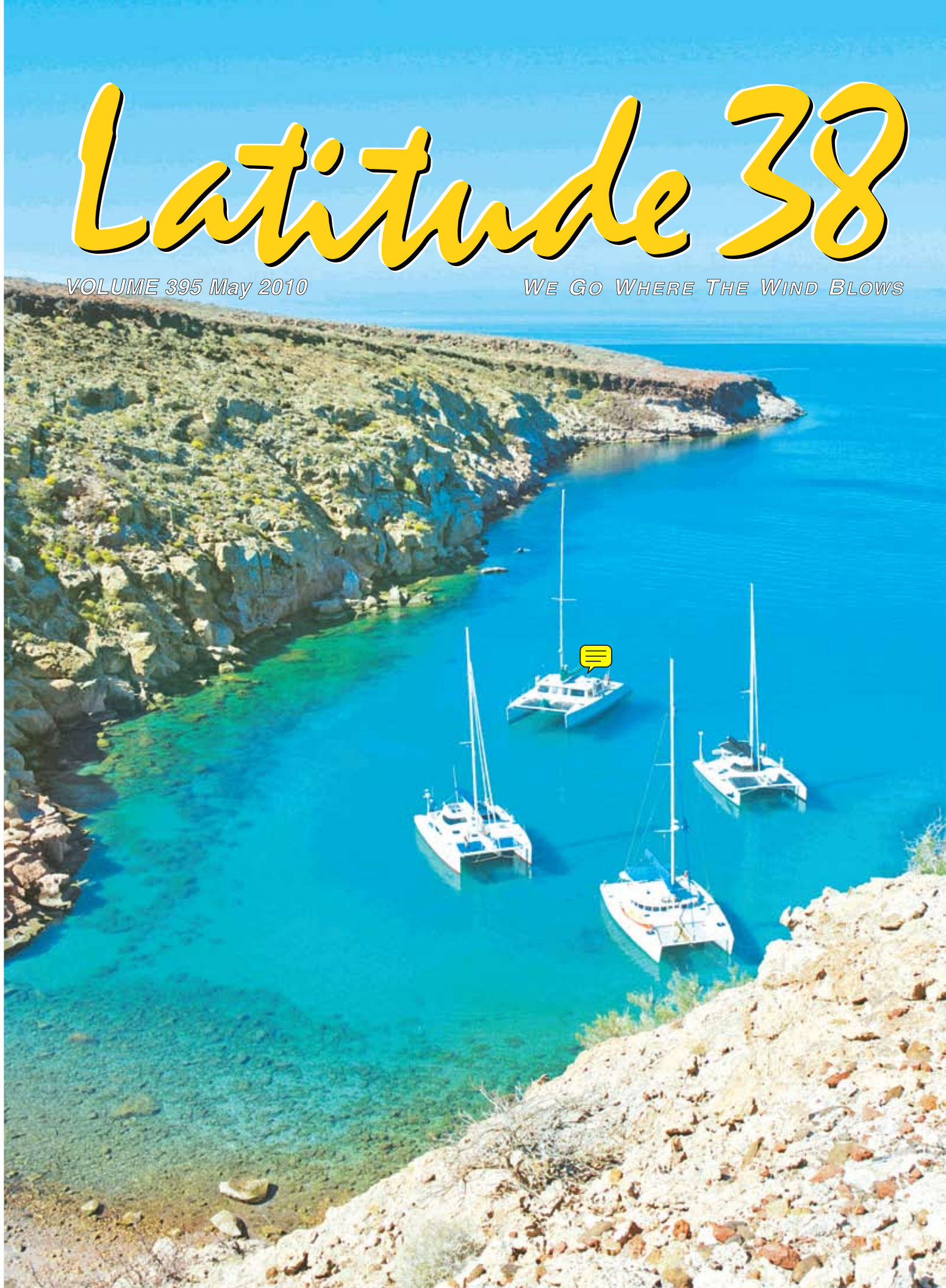
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VOLUME 395 May 2010

WE GO WHERE THE WIND BLOWS

MAY 2010

VOLUME 395





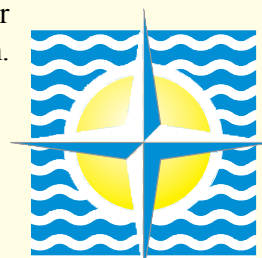
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Bay Island Yachts.....	6
Blue Pelican Marine.....	170
The Boat Yard at Grand Marina...	13
Lee Sails.....	164
Pacific Crest Canvas	69
Pacific Yacht Imports.....	63
Rooster Sails	75
UK-Halsey Sailmakers.....	134



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CONTENTS

subscriptions	6
calendar	8
letters	20
loose lips	76
sightings	80
clipper race visits s.f.	92
wind child rescue	98
california cruising	104
beer cans	108
cuba cruising, pt. I	114
max ebb: a wing and a kite	122
the racing sheet	126
world of chartering	136
changes in latitudes	144
classy classified	162
advertisers' index	172
brokerage	175

Cover: If two is company and three is a crowd, four cats are a blast in the tight quarters at this secret, shallow, bluewater anchorage in the Sea of Cortez. Clockwise from the bottom, the boats are Bill Lily's Lagoon 470 *Moontide* from Newport Beach, Arjan Bok's Lidgard 43 *Rotkat* from San Francisco, *Latitude's* Surfin' 63 *Profligate* from Punta Mita, and Bob Smith's Custom 44 *Pantera* from Victoria, B.C.

Photo by: *Latitude 38*/Richard

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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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**Island Packet 40, 1998
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**Beneteau 393, 2003
\$137,900**



**Island Packet 380, 1999
\$245,000**



**Beneteau 461, 1998
Perfect! \$179,500**



**Island Packet 32, 1990
\$89,000**

SAIL

50' Chinese Junk	1972	new listing	325,000
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47' Beneteau 473	2006		324,000
46' Beneteau 461	2001		190,000
46' Beneteau 461	1998	reduced	179,500
45' Hunter Legend 450	1998	pending	159,000
45' Beneteau 45f5	1991		157,500
42' Beneteau 423	2005		239,000
42' Cascade	1971		52,500
41' Tartan 4100	2008	SOLD	365,000
41' Tartan 4100	1996		229,000
40' Beneteau First 40.7	2002	SOLD	159,000
40' Beneteau First 40.7	2000		124,900
40' Island Packet	1998		255,000
39' Beneteau 393	2003		137,900
38' Tartan 3800	1994		135,000
38' Island Packet 380	1999		245,000
40' C&C 37+	1989		99,000
37' Beneteau 373	2004		145,000
36' Beneteau First 36.7	2002		118,000
36' Islander	1976	pending	46,500
36' Catalina	1988		63,500
36' Pearson	1985		60,900
35' Fantasia	1979		74,900
35' J/109	2003		173,900
34' Beneteau 343	2007		128,500
34' Express	1987	SOLD	59,900
33' Beneteau 331	2002	pending	85,900
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32' Island Packet	1990		89,000

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Latitude 38

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Catalina 36	1987	\$52,500
Catalina 36	1983	\$47,500
Catalina 36	2005	\$139,000
Catalina 350	2008	\$169,500
Catalina 350	2005	\$149,000
Catalina 350	2004	\$127,500
Catalina 350	2004	\$149,000
Catalina 34	2007	\$139,000
Catalina 34	2004	\$126,000
Catalina 320	1999	\$83,750
Catalina 320	2002	\$84,000
Catalina 310	2007	\$109,000

Catalina 280	2004	\$65,500
Catalina 28	2004	\$59,000

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Hunter 36	2007	\$92,000
Hunter 36	2007	\$139,000
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CALENDAR

Non-Race

Apr. 30-May 2 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenportyachtclub.com.

May 1, 8, 15, 22 — Sail aboard San Francisco 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 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

May 2, 2000 — The U.S. government announced that civilians would be able to access military-quality GPS system.

May 2-30 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

May 4-25 — America's Boating Class by Marin Power & Sail Squadron in Novato, Tuesdays & Thursdays, 7-9 p.m. \$40 fee. Info, (415) 924-2712.

May 5-26 — 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.

May 6 — Cruising the Mexican Coast by Neal Dotem at San Carlos West Marine, 6-7:30 p.m. Free. Info, (650) 593-2070.

May 8 — Port Supply Tradeshow at San Carlos West Marine, 10 a.m.-4 p.m. Info, (650) 593-2070.

May 9 — Let Mom take the helm today.

May 10 — Singlehanded TransPac Provisioning and Return Options seminar at Oakland YC, 7:30-10 p.m. Socializing starts at 7 p.m. Everyone welcome! Info, www.sfbaysss.org.

May 13 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

May 13, June 10 — Fishing Seminar Series at San Carlos West Marine, 6-7 p.m. Free. Details, (650) 593-2070.

May 16 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

May 16 — Marina Bay Yacht Harbor Boaters Swap Meet, 8 a.m.-noon. Info, (510) 236-1013 or info@mbyachtharbor.com.

May 16 — Elkhorn YC Nautical Flea Market in Moss Landing. Come early for breakfast burritos, music, and fun. Starts at 7 a.m. Info, (831) 724-3875 or eyc@elkhornyc.com.

May 16 — Safe Boating Sunday at Berkeley YC, 12-4 p.m. Tons of demos: USCG helicopter SAR, MOB. PFDs, liferaft, flares, & fire extinguishers. Info, www.safety.berkeleyyc.org.

May 18-July 26 — Boating Skills & Seamanship course by USCGA Flotilla 14 at Loch Lomond YC on Tuesdays, 7:30-9:30 p.m. \$85 fee. Info, (415) 485-1722 or paula.j.russo@kp.org.

May 20 — Sail Repair seminar at San Carlos West Marine, 6-7 p.m. Free. Reservations, (650) 593-2070.


May 22 — KFOG KaBoom Concert & Fireworks Show at Candlestick Park. Info, www.kfog.com.

May 22 — Peninsula YC's Boaters Swap Meet at Docktown Marina in Redwood City, 7:30 a.m.-2 p.m. Info, (650) 369-4410 or www.pychoating.org.

May 22 — 13th Annual Delta Loop Fest, the opening kickoff to Andrus Island's summer season. Info, www.deltaloop.com/loopfest.html.

May 22 — Tradewinds Sailing School & Club's Open House. Go for a free sail! Info, www.tradewindssailing.com.


May 22 — Pre-season Boaters' Event at San Diego Marine Exchange, Downwind Marine and Sailing Supply in San Diego, 9 a.m.-3 p.m. Info, www.downwindmarine.com.



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2003 Hunter 466	\$219,000
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PRE CRUISED SPECIALS

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2003 Beneteau 393	\$135,000
2009 Hunter 38	\$190,000
2000 Hunter 380	\$114,500
2004 Hunter 386 LE	\$129,900
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2007 Hunter 36	\$149,995
2007 Hunter 36	\$139,500
2003 Hunter 356	\$85,000
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2004 Jeanneau 35	\$119,990
1979 C&C Sloop 34	\$34,500
2001 Hunter 320	\$54,900
2003 Hunter 326	\$59,000
2007 Hunter 31	3 Avail. from 84K
1988 O'Day 302	\$24,900

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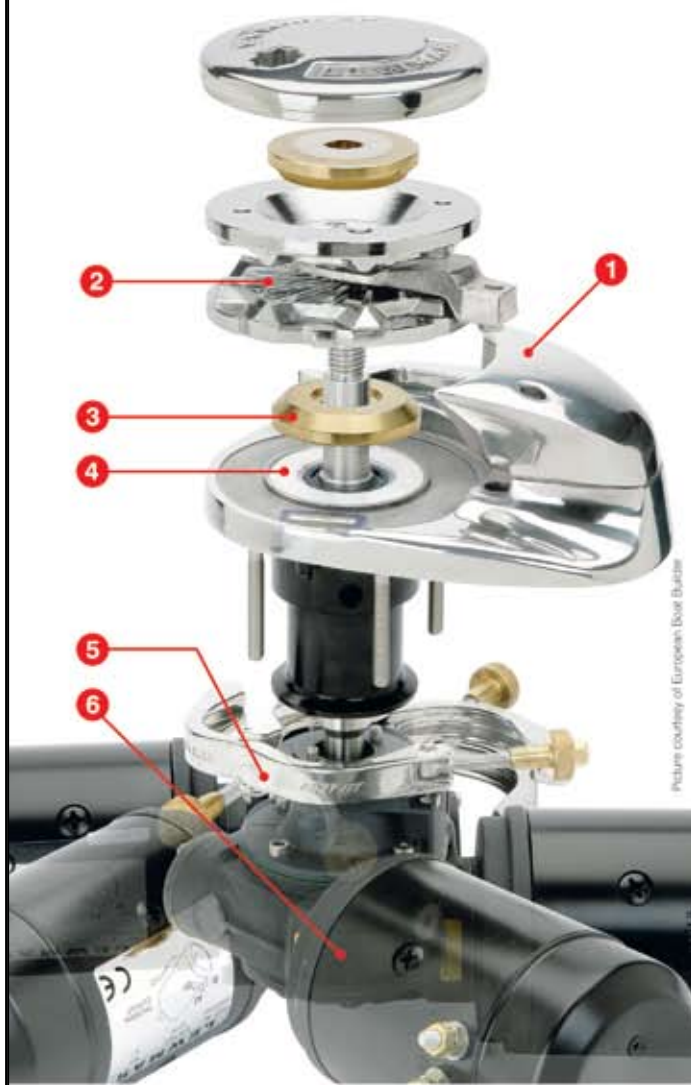
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CALENDAR

May 22 — Water Safety Day at Treasure Island SC, 11 a.m.-4 p.m. First 100 visitors win a PFD! Info, www.tisailing.org.

May 22-23 — Corinthian YC presents its annual Women's Sailing Seminar. Info, www.cyc.org.

May 22-28 — Safe Boating Week. In 2009, 84% of California drowning victims were not wearing a PFD. Wear it!

May 23, 1701 — Convicted pirate Capt. William Kidd was executed by hanging in England.

May 26 — Baja Ha-Ha & Pacific Puddle Jump seminar by Andy Turpin at Ullman Sails Newport Beach in Santa Ana, 6:30 p.m. Info, www.ullmansailsnewportbeach.com or call (714) 432-1860.

May 27 — Howl at the full moon on a Thursday night.

May 27 — Trailing Your Boat by USPS at San Carlos West Marine, 6-7 p.m. \$35. Reservations, (650) 593-2070.

May 31 — Take a cruise over the Memorial Day weekend.

May, 1980 — It Was Thirty Years Ago from the article 'Play For More' by Dotty Haynes:

Churchill said it best: "Play for more than you can afford to lose and you *will* learn the game." We did, Gene, me and *Whither Thou*. We won our gamble and *are* learning the game.

Whither Thou is our proud golden Nor'West 33 sloop — hull #1 — designed by Chuck Burns in '76, and built in '77. We came, saw and christened her in '78, and damn near sank her in '79, but it takes more than a pooping by a rogue wave to stop this stalwart boat. She bobbed right back up, shook herself off and seemed to growl, "Okay, you turkeys, now what?" Her hatch cover was lost in the black night, her batteries deluged and her boom was bent. Gene sported an extra bump or two, and I came close to buying the farm, but our first offshore passage has still been gleefully stamped 'We did it!' Yes, the three of us *are* learning the game.

Even before we found *Whither Thou*, we itched to turn the sailing we both loved into our full-time lifestyle. No matter that Gene's experience was barely three years at the start of the '78 Solo TransPac — when his first boat broke, and he had to turn back. No matter that this first mate was 47 before setting foot on a sailboat, was a two-pack-a-day smoker, and a workaholic who was scared of water, didn't know how to swim, had claustrophobia and was scared of heights. No matter that we were starting the second half of life, each with grown children and grandchildren. No matter that Gene had contributed his engineering and design skills to the same electronics firm for 25 years, or that I'd been his travel agent for 12 of those years. All that had been just dandy . . . once. But priorities change, and now, after finding each other and our beautiful *Whither Thou*, each work day doing jobs we'd once loved had become a 9-to-5 frustration. The important times were when we were together, the three of us.

We became liveaboards two months after *Whither Thou* was christened. Now living in two worlds, the weekends flew past, and Monday through Friday became impossible with the frustration of mounting gas prices, choking commuter traffic, and a longing to be on the boat full-time. Both of us had given — so gladly! — half our lives to family, jobs and myriad responsibilities to others, but those days were over. We were in a new today and, damn it, we wanted our tomorrows while we were still young and agile enough to absorb and enjoy! But could we afford it? Could we break those ties? Where to start?

We already had by buying *Whither Thou*. Chuck Burns' full-keel cruising boat loves to run, can out-point anything on the water, and has held her own against the best of 'em in a race, but still had been our comfortable home for over six months. He designed her as such, Nor'West built her as such, and she yearned to sail any waters, anywhere. So by

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Beneteau 370, 1991 \$79,000



Hunter 356, 2003 \$109,000



40' Bristol, 1978 \$89,000



Cal 39, 1979 \$59,900



Hylas 42, 1989 \$139,900



32' Grand Banks, 1980 \$89,900



46' Moody, 2000 \$399,000



Newport 30 MkIII, 1982 \$26,000



38' Uniflite, 1979, \$43,950



28' Bayliner 2855, 2000 Make an offer



Alerion 28, 1999 \$70,000



35' Ericson MkIII, 1984 \$44,000



Carver 30, 1993 \$59,900



47' Chris Craft Commander, '74 \$122,000



43' Gran Mariner, 1977 \$85,000

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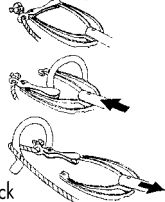
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CALENDAR

God, if *Whither* was going sailing, we were going with her!

Our first trip took us north to Puget Sound, where we spent a dream-like month. But even dream cruises must end, and when we saw the geese flying overhead for their trek south, we knew it was time to follow. We were off, the rains and wind pelting us as we scooted through the Straits of Juan de Fuca and hung a left at Cape Flattery. The weather changed in an eye blink. Running with the 10- to 15-ft swells, literally surfing in the 20-knot winds, we neared the California border three days out of the Strait — a record run. If this kept up, we'd be home in less than a week! Then, it happened . . .

June 3 — Cruising the South Pacific by Jim Hancock at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

June 5 — Nautical Flea Market at Napa Valley Marina, 8 a.m.-2 p.m. Info, (707) 252-8011.

June 5 — Electrical Seminar at San Carlos West Marine, 12-4 p.m. Free. Reservations, (650) 593-2070.

June 6 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

June 18-20 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe racing. Info, www.pacificpuddlejumps.com.

June 19 — Bay sailors are invited to Treasure Island's big Summer Sailstice party, 12-7 p.m. Live music, food, treasure hunts and a boat-building contest will keep the whole family entertained. Anchor in Clipper Cove for the weekend. Find out more at www.summersailstice.com.

June 19-20 — Celebrate with sailors around the world during Summer Sailstice. Sign up for fun prizes and see who'll be sailing in your area at www.summersailstice.com.

June 27 — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, www.mastermariners.org.

Racing

May 1 — YRA-WBRA Races. SYC, www.yra.org.

May 1-2 — The 111th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 1-2 — MHRA Chico Classic on Black Butte Lake. For multihulls only. Info, www.catamaranracing.org.

May 1-2 — San Diego Yachting Cup. Info, www.sdyrc.org.

May 1-28 — Otter Cup Series every Sunday. Elkhorn YC, www.elkhornyc.com.

May 2 — Frostbite #5. Elkhorn YC, www.elkhornyc.com.

May 2, 16, 23 — Spring Series #5, 6 & 7. SSC, www.stocktonsc.org.

May 2, 23 — Spring Series #1 & 2 (Lidos) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

May 8 — YRA-OYRA Full Crew Farallones Race. SFYC, www.yra.org.

May 8 — Mercury Series #3. EYC, www.encinal.org.

May 8 — Doublehanded Long Distance Race #2. SSC, www.stocktonsc.org.

May 8 — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, morrillgreg@aol.com or www.eltoroyra.org.

May 8 — Otter Cup #2. Elkhorn YC, www.elkhornyc.com.

May 14-16 — Inaugural California Invitational Blind Sailing Regatta, hosted by Island YC. Teams from all over the world will race J/24s on the Estuary. Info, www.cibsr.com.

May 15 — 2nd Annual American Armed Forces Cup on the Estuary, 2-5 p.m. The five branches will compete on the water

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May 15 — YRA-WBRA Knox. Info, www.yra.org.

May 15 — Long Distance #2. SSC, www.stocktonsc.org.

May 15 — Summer Series #2. SeqYC, www.sequoiayc.org.

May 15-16 — BAYS Summer Series #1 for Optis, Lasers, C420s & CFJs. SeqYC, www.bayarea-youthsailing.com.

May 15-16 — Elite Keel (Melges, Etchells, Express 27s, J/24s, Knarrrs). SFYC, (415) 789-5647 or www.sfyf.com.

May 15-16 — Stone Cup for PHRF, one designs, and IRC. StFYC, (415) 563-6363 or www.stfyf.com.

May 15-16 — 12th Annual Lake Yosemite Sailing Association Regatta. Info, www.lakeyosemitesailing.org.

May 16 — Women's Regatta. CYC, www.cyc.org.

May 22 — YRA Spring 1 City. Info, www.yra.org.

May 22 — 33rd Singlehanded Farallones Race, a local rite of passage. SSS, www.sfbaysss.org.

May 22 — SBYRA Summer #2. Info, (650) 558-1549.

May 22-24 — International 505 PCCs in Port Townsend, WA. Info, www.ptsail.org or (206) 604-6007.

May 23-24 — Jazz Cup on Lake Washington in West Sacramento. LWSC, www.lwsailing.org.

May 28 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or www.sfyf.org.

May 29 — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philies. Info, www.mastermariners.org.

May 29-30 — 46th Annual Whiskeytown Lake Memorial Day Regatta. Two races each day for everything from Pelicans to Moore 24s. Info, www.whiskeytownsailing.org.

May 29-30 — 67th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 18 to 138 miles. Info, www.swiftsure.org.

June 4-6 — Olson 30 Nat'l's. RYC, www.richmondyc.org.

June 4-6 — Woodies Invitational. StFYC, www.stfyf.com.

June 5 — Summer #3. SeqYC, www.sequoiayc.org.

June 5-6 — YRA-OYRA Drake's Bay. CYC, www.yra.org.

June 5-6 — J/120 & Express 37 Regatta. SFYC, www.sfyf.org.

June 5-6 — Cal Race Week in Marina del Rey. Cal YC, www.calyachtclub.com.

June 5-6 — Go for the Gold Regatta on Scotts Flat Lake in Nevada City, CA. Runs in conjunction with Catalina 22 and Sunfish championships. Gold Country YC, www.gcyc.net or (530) 265-2070.

June 5-6 — 27th Classic Mariners' Regatta in Port Townsend, WA. Info, www.woodenboat.org.

June 12 — YRA-WBRA City. StFYC, www.yra.org.

June 12 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonsc.org.

June 12 — Mercury Series #4. EYC, www.encinal.org.

June 12 — 2nd Annual Westpoint Marina Regatta hosted by Sequoia YC. Info, www.sequoiayc.org or (650) 430-5567.

June 12-13 — J/105 Invitational. SFYC, www.sfyf.org.

June 17 — Coastal Cup Race, from the Bay to Catalina Island. EYC, (510) 823-5175.

June 19 — The Singlehanded TransPac, the 2,120-mile race from SF to Hanalei, starts at CYC. Info, www.sfbaysss.org.

July 5 — 16th Biennial Fun Race to Hawaii, aka the Pacific Cup. For details on the race and seminars, visit www.pacificcup.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 5/14, 5/28, 6/11, 6/25, 7/9, 7/23, 8/6, 8/20, 9/3. Info, (925) 785-2740

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52' Santa Cruz, '98, Hula	\$575,000
52' TransPac with IRC mods, '03, Braveheart*	\$499,000
48' J/145, Hull #9, '03*	\$675,000
44' J/44, '93, Halcyon Days*	\$315,000
42' Custom Wylie, Scorpio	\$169,000
42' Beneteau First	\$89,000
41' J/124, '07, Fortuna	Reduced \$279,000
41' Passport, '90, 360*	\$224,000
40' J/122, '07, TKO	\$469,000
40' J/40, '86, China Cloud	\$159,000
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35' J/109, '04, Crazy Diamond	SOLD
35' J/105, Hull #502, '02, Grace O'Malley	\$115,000
35' J/105, '02*	\$99,000
35' J/105, Hull #347, '00, Bald Eagle	\$109,000
35' J/105, Hull #298, '00, Chilaxn	SOLD
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35' J/105, Hull #103, '95, Aquavit	\$89,000
35' J/35, '87, Pacific Express	SOLD
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33' J/100, Hull #12, '05, Deva	\$114,000
33' J/100, Hull #9, '05	\$106,000
33' J/100, Hull #5, '05, Reddie Freddie	\$109,000
32' J/32, '97, in Alaska	\$109,000
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27' Antrim 27, '98, Luna	SOLD

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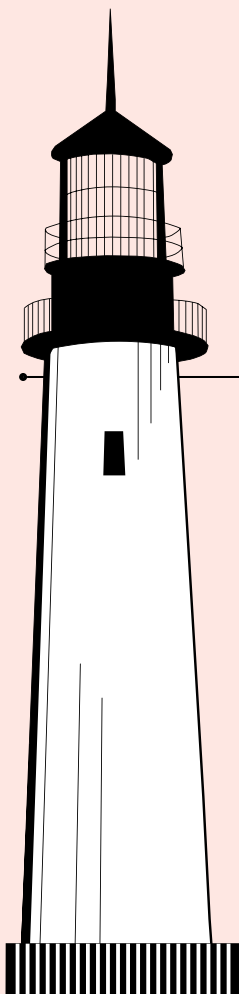
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BAY VIEW BOAT CLUB — Monday Night Madness Spring: 5/3, 5/17, 5/31, 6/14, 6/21 (make-up). Arjan Bok, (415) 864-4334 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights: 6/24, 7/8-8/26, 9/9-9/30. Grant Harless, (510) 245-3231 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/24. Bobbi, (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 9/3. Donal Botkin, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/27. Torin Knorr, (650) 863-2570 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 5/14, 6/4, 6/18. Victor Early, (510) 708-0675 or rearcommadore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/5-7/7 & 7/21-9/22. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/14, 5/28, 6/11, 6/25, 7/9, 7/16, 7/30, 8/13, 8/27. Mont McMillen, (209) 481-5158 or ggycracedeck@aol.com.

ISLAND YC — Friday Night Spring Twilight: 5/7, 5/21, 6/11, 6/25. John New, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/19-10/13. Pete Russell, (775) 721-0499.

LAKE WASHINGTON SC — Every Thursday night: 5/6-8/26. Roy Pitts, (530) 908-7160 or rpitts@ucdavis.edu.

LAKE YOSEMITE SA — Every Thursday night: May-August. Steve Eyberg, seyberg505@sbcglobal.net.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/29. Ray Ward, (831) 659-2401.

OAKLAND YC — Wednesday Night Sweet 16 Series: 5/5-6/23 & 7/28-9/15. John Tuma, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 5/5, 5/19, 5/26, 6/2, 6/16, 6/23, 6/30, 7/7, 7/14, 7/28, 8/4, 8/11, 8/18, 8/25, 9/1, 9/15, 9/22, 9/29. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series: 5/5-6/30 & 8/4-8/25. Thursday Night Kiting Series: 5/13, 5/27, 6/10, 6/24, 7/15, 7/29, 8/12, 8/26, 9/6, 9/23. Friday Night Windsurfing Series: 5/14, 5/28, 6/11, 6/25, 7/16, 7/30, 8/13, 8/27, 9/10, 9/24. John Craig, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 11/3. Greg Haws, (831) 425-0690 or greg@scyc.org.

SAUSALITO YC — Tuesday Night Spring Sunset Series: 5/11, 5/25, 6/8, 6/22. John Mount, (415) 509-8381 or race@syconline.org.

SEQUOIA YC — Every Wednesday night through 10/13. Steve Holmstrom, (650) 400-8584 or steve@toothwet.info.

SHORELINE LAKE AQUATIC CENTER — Catalina 14.2 racing every Thursday night during Daylight Saving Time. Laser Racing every Wednesday night, May-October. John Stedman, (650) 940-9948 or (650) 965-7474.

SOUTH BEACH YC — Friday Night Series: 5/7, 5/21, 6/4, 6/18, 6/25, 7/16, 7/23, 7/30, 8/6, 8/20, 8/27. Info, rearcommadore@sbyc.org.

STOCKTON SC — Every Wednesday night: 6/2-8/25. Phil Hendrix, (209) 598-4415 or regatta10@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series: 6/2-9/1.

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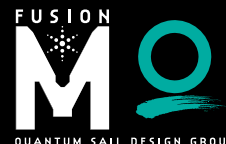
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TIBURON YC — Every Friday night: 5/21-8/27 & 9/10. Ian Matthew, (415) 883-6339 or ian.matthew@comcast.net.

VALLEJO YC — Every Wednesday night through 6/23, 7/7-9/29. Gordon, (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.

May Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
5/01Sat	0123/6.0	0814/-1.0	1541/4.4	2009/2.8
5/02Sun	0205/5.6	0901/-0.7	1639/4.3	2107/3.0
	LOW	HIGH	LOW	HIGH
5/08Sat	0242/1.7	0823/3.9	1412/1.2	2104/5.0
5/09Sun	0326/1.1	0929/3.9	1454/1.4	2132/5.3
	HIGH	LOW	HIGH	LOW
5/15Sat	0015/6.1	0708/-1.3	1435/4.4	1849/2.8
5/16Sun	0057/6.1	0752/-1.4	1525/4.4	1939/2.9
	LOW	HIGH	LOW	HIGH
5/22Sat	0137/1.3	0729/4.2	1315/0.7	2017/5.8
5/23Sun	0238/0.6	0853/4.1	1409/1.1	2059/6.1
	HIGH	LOW	HIGH	LOW
5/29Sat	0017/6.1	0712/-1.3	1441/4.6	1902/2.9
5/30Sun	0057/5.9	0753/-1.1	1526/4.5	1951/2.9
5/31Mon	0138/5.6	0834/-0.8	1609/4.5	2045/3.0

May Weekend Currents

date/day	slack	max	slack	max
5/01Sat		0023/2.6F	0308	0632/4.9E
	1033	1336/3.6F	1705	1910/2.0E
	2221			
5/02Sun		0109/2.2F	0351	0718/4.4E
	1124	1428/3.2F	1759	1959/1.7E
	2316			
5/08Sat		0101/2.4E	0449	0740/2.0F
	1019	1303/2.5E	1648	1952/2.6F
	2246			
5/09Sun		0141/3.0E	0533	0829/2.9F
	1117	1353/2.5E	1729	2025/2.7F
	2319			
5/15Sat	0202	0535/5.3E	0925	1228/4.0F
	1602	1811/2.3E	2101	
5/16Sun		0004/2.6F	0241	0620/5.2E
	1010	1315/3.8F	1652	1859/2.2E
	2147			
5/22Sat	0349	0635/2.5F	0927	1209/3.0E
	1547	1852/3.2F	2155	
5/23Sun		0056/3.8E	0449	0746/3.0F
	1041	1316/2.8E	1642	1943/3.2F
	2238			
5/29Sat	0206	0529/5.2E	0930	1236/4.0F
	1559	1807/2.1E	2115	
5/30Sun		0003/2.5F	0247	0611/4.9E
	1013	1317/3.6F	1644	1849/2.0E
	2200			
5/31Mon		0046/2.2F	0328	0653/4.5E
	1056	1359/3.3F	1729	1933/1.9E
	2249			

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LETTERS

↑↓ SWEET TALKING THE SUPES

Regarding your editorial response to Bruce Munro's letter describing the reasons that the America's Cup should be held on San Francisco Bay, in which you said San Francisco officials would be a major obstacle, all I can say is that you sure know how to sweet talk local government officials. You said some pretty negative things about them.

As for me, I'd love to come to the Bay Area to watch the Cup races. One solution for team compounds could be to simply build them on big barges. But if you've sufficiently irritated the Board of Supervisors so that they reject the Cup on the Bay out of spite, I'm sure we can figure out a way to host the Cup down here in Long Beach, where we have both ideal winds and an actual summer.

Bill Waterhouse
Honu, Corsair 24
Alamitos Bay

Bill — How much do you know about the San Francisco Board of Supervisors? For a group facing a half billion dollar deficit starting in July, they have a strange set of priorities. We give you Chris Daly who, despite moving his wife and children to Fairfield — where unlike the City by the Bay, residents are discouraged from using public parks and streets as toilets — started the new year with a resolution to use the word 'fuck' in Board of Supervisor meetings no fewer than 60 times during the year. No, we're not making that up, but it's the kind of issue that obsesses what passes for leadership in San Francisco.

Even former Mayor Willie Brown, who was about as liberal as can be, says he thinks the America's Cup will end up being held in San Diego or Newport, Rhode Island, "... if the man from Oracle gets another brush-off from San Francisco — as he has in the past." San Francisco is an unusual place. The priorities of the politicians and the citizens up here are rather different from those in most cities in the country — although that's beginning to change now that all the bills are coming due.

Speaking of Long Beach, we were surprised that your city hadn't made a big pitch for the Cup. After all, you've got quite a bit of dormant waterfront land across from San Pedro, and the sailing conditions off Long Beach are much livelier than off San Diego. But we now hear that Long Beach is actually about to make a pitch for the Cup.

↑↓ "HAVE YOU CHANGED YOUR TONE?"

In your editorial response to my April issue letter on the feasibility of holding the America's Cup on San Francisco Bay, you mostly agreed with me, but took exception to my con-

GILLES MARTIN-RAGET/BMW ORACLE



We think the odds of America's Cup action like this coming to the Bay are greater than ever.

tention that our local government would get behind a San Francisco venue for the 34th America's Cup match. On this point of the debate, you agreed with Dick Enersen's contention that we will never get the support of our political leaders for such an event. You went so far as to ridicule our Board of Supervisors, suggesting that in order to have an America's Cup match on the Bay, each team would have to be composed

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– **Dan Augustine**
Owner, SV *Natasha*



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LETTERS

of 'politically correct' crewmembers. It was humorous to be sure, but off target, as recent developments will attest.

During the past week, our Board of Supervisors passed a resolution congratulating Larry Ellison, the Golden Gate YC, and the BMW Oracle team for winning the 33rd America's Cup. The most important part of the resolution was the last statement, which states that it will be the policy of the City to "... work diligently and with enthusiasm to develop a worthy plan for a San Francisco waterfront venue to host the 34th America's Cup." Now that is what we are looking for. Are you ready to change tacks and join with us who see a San Francisco venue as a Cup half full?

Bruce Munro
Princess, Sabre 402
San Francisco

Bruce — We're surprised by and even more impressed with the progress to date. But we're still cynical enough to note the qualifier that the plan be a "worthy plan" means that the resolution doesn't count for all that much. After all, one can only imagine what might constitute a "worthy plan" in the mind of a supervisor such as Chris Daly.

Kyri McClellan, at the Mayor's Office in San Francisco, wrote a letter to Latitude's Assistant Publisher John Arndt in which she noted that, in addition to the support for the event expressed by the Commission of the Port of San Francisco, the Recreation and Parks Commission, the Bay Area Council, and the Board of Supervisors, she hopes to get a similar expression of support by the Bay Conservation and Development Commission, which will meet on May 21 to consider a resolution on the issue, and fully expects to get the support of the San Francisco Convention and Visitor's Bureau, the Metropolitan Transportation Commission and the Golden Gate National Recreation Area Commission. She wrote that she hoped this "might change the tone" of the editor of Latitude, which would be us.

We'd say that our 'cup' is more than half full right now, but hardly overflowing. After all, we've seen how it has taken ages for there to be any real progress in San Francisco's takeover of Clipper Cove from the Navy, we've seen how the attempts to improve the San Francisco Marina have been thwarted, and we're familiar with agencies such as the BCDC doing things such as classifying boats as 'Bay fill' for their own purposes. And as former San Francisco Mayor Willie Brown noted, this area has become so politically correct that nobody knows how to have fun anymore. What surprises us more than anything, however, is the amount of time and energy that less cynical folks than we are putting into bringing the Cup to San Francisco Bay. We salute them all.

If we were the betting type, we'd currently put our money behind the general idea that the next America's Cup will consist of four or more Acts, such as there were leading up to Valencia in the 32rd America's Cup, hopefully in some of the windiest locations in the world, and that the Finals, or perhaps the Semi-Finals and Finals, would be held on San Francisco Bay. And hopefully, as you'll read Stan Honey suggest in Sightings, the wind for the Semi-Finals and Finals would have to be between 20 and 40 knots for racing to commence.

↑↓ TRAGIC DEATH AT THE DOCK

There has been discussion in the last several issues of *Latitude* on how to get out of the water if you fall in at a marina. In a tragic coincidence, Dave Gish, a much-loved dock neighbor here on E Dock at Ventura West Marina, died on the evening of April 9 after apparently falling into the water.

According to the *Ventura County Star*, the 64-year-old Gish,

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LETTERS

who lived aboard his 30-ft *Mele Kai*, had left a gathering of friends to get a beer. When he was gone for a longer time than thought necessary, friends searched for him around the dock, in the bathrooms, and in the parking lot. When they didn't find him, they called the authorities. The Ventura Harbor Patrol found Gish's body only a few feet from his boat. The coroner



David Gish drowned after apparently falling into the water at his marina.

ner said the cause of death was asphyxia by drowning. Friends who had been with Gish shortly before he died insist that he had not been intoxicated.

There are two facts that weren't reported in the article. First, Gish had a disability in one eye that made it difficult for him to judge distances. Second, the water temperature was 55°. I'm sure both factors contributed to his tragic death.

Not surprisingly, everybody on our dock has been re-evaluating their strategy for getting out of the water in the event they fall in. Personally, I have taken note that many docks, including ours, have at least one powerboat with a swim-step located much closer to the water than are the docks. I also noticed that there are many inflatable boats in the water. Of course, you'd need good situational awareness and more than a little body strength to make use of either of these options for getting out of the water.

My main lesson learned is that, like having a plan for exiting a burning building, you need a plan for exiting the water *before* you fall in. For my family, I'm investigating installing a ladder attached to our boat or dock, with a means of pulling it down in an emergency. In a related coincidence, the marina next to Ventura West, operated by the Ventura YC, already has dock-attached ladders that pull down into the water.

Dave, who loved his boat, the blues and the simple life, was a vital member of the community on E Dock. He thought he was living in paradise. Dave was always friendly and always willing to help anyone. We will miss him. But perhaps this tragic loss will generate more public awareness, thereby improving the chances of survival of the next person who falls in at the dock.

Bill Willcox
Faith, Scandia 34
E Dock, Ventura West Marina

Bill — We were terribly sorry to hear about Gish's tragic death. According to reports, he was such a fervent recycler that his family made sure that his organs were donated. They said he wouldn't have wanted it any other way.

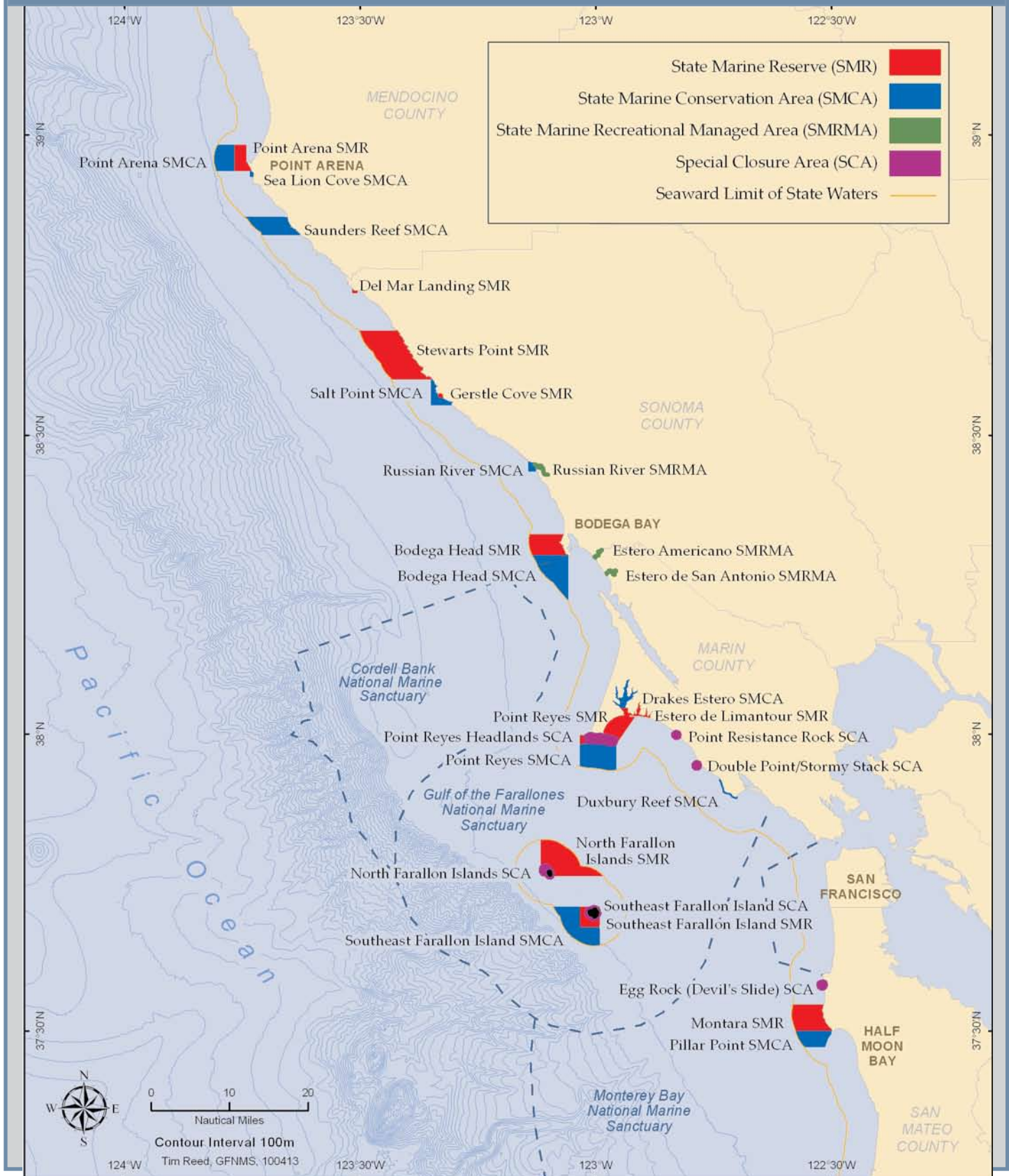
The County Star also reported that on April 3, just a week before, authorities had found the body of Steven Gnehm, 57, floating near his boat at Channel Islands Harbor at nearby Oxnard. The cause of his death was also found to be asphyxia by drowning. Presumably Gnehm also fell into the water and couldn't get out.

As you say, these tragic deaths should alert everyone to the dangers of falling off marina docks or one's boat, and the need for planning how you would get out of the water if you did fall in. The danger of such deaths is much greater in the winter

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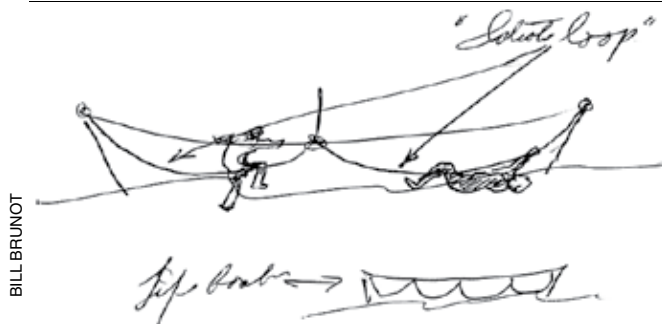
when the water is colder and there aren't as many people on their boats to hear shouts for help.

MAN OVERBOARD SYSTEM FOR DUMMIES

Regarding the problem of getting out of the water if you fall in at a marina, there is a solution. It's called the Idiot's Loop, and while it's older than the hills, it works.

I've read many articles in *Latitude* about people going overboard, both at sea and at the dock, but I've never heard the Idiot's Loop mentioned. But I used it all the time when I was living aboard my Traveller 32 on the hook. The loop works for all overboard situations, on boats big or small, moving or still, crewed or singlehanded, sailing, or motoring, on the hook, or tied up in a slip. I don't know why everybody doesn't use it, although some have said that it's "ugly."

An Idiot's Loop is a long line over the side that runs from the bow to stern, looped down and tied to an amidships cleat or chainplate on one or both sides of the boat. It droops down



Bill Brunot's sketch for his 'Idiot's Loop'.

to just barely above the surface of water twice along the length of the boat. You will see the same system used, but with many more loops, on lifeboats and other rescue boats.

With the drooping line system of an Idiot's Loop, you can grab the line and hang on, or you can get a leg over the loop and haul yourself up to a sitting position on the line, rest, then pull yourself the rest of the way out of the water. It even works if you are weak, injured, or dressed in heavy clothing, or are tangled up in the rigging. And it works even if you're by yourself. That's because the line runs the whole length of your boat, and your body weight is almost nothing when your body is horizontal in the water.

I also used the Idiot's Loop for something easy to grab when returning to my boat in the dinghy when the sea was up.

I once fell overboard through the ice at a dock in winter. Even though I was a young and strong swimmer, it was an immediately serious matter. The guy on my boat didn't know where I'd disappeared to, and I quickly became weak. Had I had an Idiot's Loop rigged, it's wouldn't have been a problem.

I think the Idiot's Loop should be in every book about seamanship.

Bill Brunot
Planet Earth

Bill — It sounds great in theory, but are you sure it works so well in reality? Even in the still waters of a marina, it seems as if it would require a lot of upper body strength to pull oneself up such a rope, even to the sitting position. And we can only wonder at the beating users might take if they were sitting on such a loop while their boat was in a seaway. If someone — preferably in the tropics — would like to give the Idiot's Loop a try, we'd be interested in the results. We're willing to bet that



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Does the anchor-out community have some type of 'diplo-

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LETTERS

matic immunity'? Are they all part of the Lake County Sheriff's Department or something like it? I've asked anchor-outs if they have ever been boarded by anybody wanting to check on their marine sanitation devices. I was told "the Coast Guard is afraid of us." What do they have on the Coast Guard?

The moral of the story is, I guess, if you're about to be boarded, tell the Coast Guard you're an anchor-out in Richardson Bay.

It's my understanding that San Diego has dealt with their derelict vessel issue. Why can't the governments that have authority over Richardson Bay do the same? If someone moored a 150-ft derelict fishing boat — such as the one that has been anchored off the Sausalito YC for four years — in Morro Bay, it would quickly be removed. I guess we'll have to wait until a winter storm smashes it against a house on the Belvedere shore, at which time the residents of Belvedere will no doubt have to clean up the mess.

One time I was on the Issaquah Dock on the north end of Sausalito, where the houseboats are berthed, and I saw firemen checking the fire fighting equipment. When I asked how often they performed the same check on the dilapidated docks just to the south, they said those docks weren't safe enough for their personnel to walk on!

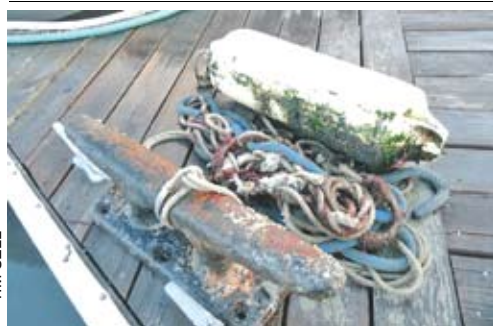
I don't get it.

Name Withheld Due to Lack of Diplomatic Immunity
Sausalito

N.W.D.L.D.I. — It's not just the Coast Guard who seems to be afraid of the anchor-outs, because the rough, tough officers in the Marin County Sheriff's Marine Patrol don't seem to want to tangle with them either.

There indeed seem to be two legal standards in Richardson Bay: one for the boats in mostly good to excellent condition on the southwest side of Richardson Bay, who must obey all laws, and another standard for the mostly dilapidated boats on the northeast side of Richardson Bay, to whom laws don't seem to apply. It's the kind of thing that increases your veneration of government, isn't it?

It's our understanding that the anchor-outs were accorded 'sacred cow' status about five years ago by one of the most powerful Democrats in the state, who told the heads of various government agencies and jurisdictions that if the anchor-outs were hassled in any way, the budgets for their agencies and jurisdictions would be slashed. That wouldn't apply to the Coast Guard, of course, it being part of the federal government's Home-



TIM SELL

With such a small 'anchor' we suspect this 'mooring system' was nothing more than a space holder.

land Security Department. In the past, however, the Coast Guard has told us they don't have jurisdiction over boats at anchor, only those that are underway, and therefore they can't do anything with the derelict and illegal boats anchored on Richardson Bay. Frankly, we don't buy this explanation. Besides, that doesn't explain why the Coasties didn't cite the guy in the registration-less dinghy speeding across the Richardson Bay Channel.



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We've also been told that some anchor-outs have taken to putting out buoys around Richardson Bay, buoys that are held in place by weights far too light to secure a boat. The apparent reason for the useless buoys is to prevent other boats from anchoring in those areas. That's a nice Somalia-like anarchist touch for Marin County.

For the record, on the grounds of safety, efficiency and protecting the environment, we've long advocated that there should be regulated mooring fields in Richardson Bay, just as there are in places such as Newport Beach, San Diego and all up and down the East Coast. The buoys should be professionally installed and maintained, and all boats on them should be required to meet minimum navigation, safety and environmental standards, and pay a reasonable fee to cover the cost of installing and maintaining the buoys. If the various Marin governments with authority over Richardson Bay want Richardson Bay to continue to serve as low-income housing, we suppose that's their business, but every boat should have to meet the same minimum standards.

Make no mistake, we have nothing against anchor-outs. Indeed, we spend half of the year as anchor-outs in one of three countries. Our problem is with an anchorage that's been unsafe and in a state of chaos for decades, and with the unequal application of the law.

↑↓ THE MONKEY TWINS, SEE AND DO

We had a monkey aboard the schooner *Reef Chief* for a sail out of Key West. When I went into the water with a hookah



COURTESY REEF CHIEF

to clean the bottom, the monkey found the EPIRB and set it off. When I got back on deck, the Coast Guard phoned and said they'd received an emergency distress signal from my vessel. I explained to them that a monkey had set off the EPIRB. They asked for the name. I said the monkey's name was Kayla. Then they asked for a last name. I told them that monkeys don't have last names.

Allen Cody Taube
Reef Chief, 65-ft schooner
Key West, FL

Kayla is cute but mischievous, as all monkeys should be.

Allen — Thanks for the letter and the laugh. It's exactly what we would expect from Key West — and we mean that in a good way.

↑↓ A SPECIAL COMMUNION WITH NATURE

We hadn't been aboard *Odyssey*, the Peterson 44 owned by Marv and Ardy Dunn, friends of ours from Portland, long when they suggested that we spend the next morning swimming with whale sharks just outside of La Paz. "I'd love to see them," I said, sidestepping the invitation to swim with them. I was visiting from San Francisco with Madison, my daughter, a teacher from Compton, who was on Spring Break. We envisioned a week of sun, sailing, swimming, snorkeling and perhaps a hike or two, but neither of us had signed up for swimming with whale sharks. To be honest, there was a part of me that hoped we wouldn't find any.

Whale sharks are the largest fish in the ocean, with mouths

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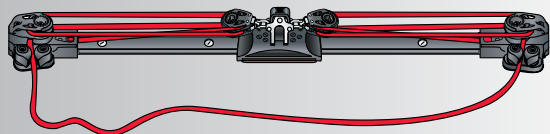
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LETTERS

up to five feet wide, and 300 to 350 rows of tiny teeth. They are sharks, but are named whale sharks because they are as large as a whale. The largest verified whale shark to date was 41.5 feet long and 21.5 tons. That's almost as long as the Peterson 44 we were on, and six tons heavier. Did I mention I wasn't thrilled at the thought of swimming with them?

But being a tenacious guy from the Midwest, Marv drove us out of the La Paz Channel, at which point Ardy directed



MARV DUNN

Just outside of La Paz, the whale sharks are waiting for your visit.

us five miles west along El Mogote toward a few boats she had sighted with binoculars. When we finally saw the whale sharks, the word 'massive' took on a new meaning. They slowly swam around *Odyssey* and even under her

bow. Marv assured me that whale sharks aren't aggressive, and that the only people who have gotten hurt had been accidentally whacked by the whale shark's tail, which can strike a powerful blow. I wanted to ask Marv how he knew the tail strikes were "accidental," but didn't ask.

The Kenyans believe the whale sharks got their spots from God's throwing shillings onto their backs. The Vietnamese believe the whale shark is a deity. These whale sharks didn't look like gods to me. Well, perhaps a mean Old Testament-style god.

While standing on the bow watching with excitement, Madison turned to me and said softly, "I'll swim with them." With that, I knew I was lost. Motherly instinct is a strange animal, almost as hard to understand as this six million-year-old fish. I don't know what I thought I could do to protect her, but we donned masks and flippers, and both went in. Within a minute, Madison was just a few feet from the whale shark's mouth—and clearly enthralled with the beast. We were in the shark's world, so I had no idea how to behave. What was the protocol? How close could we get to them without being too aggressive? Were three of us in the water too many? Would the shark feel surrounded?

The shark closest to us was standing up vertically in the water, opening and closing its huge mouth as it gulped plankton. It stood up for the longest time, which made it seem even more imposing. When it decided to come down, where would it turn? Questions of survival ran through my mind. Yet it was magical and mystical. A special communion with nature. A rare gift. An opportunity of a lifetime. And we had taken it! There are many things I thank my daughter for, and having the courage to swim with the whale sharks is one of them.

How long will others have this opportunity? The whale shark's conservation status is vulnerable. They are harpooned for food, and their fins are popular in a number of Asian countries. There is some fear that traveling whale shark factories might come into existence on the open ocean, making regulation hard if not impossible. On the other hand, an increasing number of eco-tourism enterprises are discovering that whale sharks are more valuable alive than they are dead. I can only hope that humans, the whale shark's main predator, learn enough about them to respect their feeding,



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LETTERS

breeding habits, and habitats, and thus ensure that they are around for another six million years.

Rozanne Enerson Junker, Crew
Odyssey, Peterson 44
La Paz, Mexico

⚓ **BOTTOM CLEANERS UNITE!**

I recently contacted a number of my fellow boat bottom cleaners to let them know about a letter from the San Diego Port Tenants Association to the San Diego Port District, two of the major players in determining waterfront policy in San Diego Bay. In the letter, Sharon Cloward, president of the Port Tenants, expressed that association's support for what she calls a 'Baywide Underwater Hull Cleaner Permit' process. This permit apparently would entail a "requirement of competence" from hull cleaners, as well as an enforcement component. It's pretty scary stuff.


If my fellow divers think that in-water hull cleaning activities in California are flying under the radar and will remain unregulated, they need to think again. What goes into practice in one major California bay can easily become standard procedure everywhere else in the state. The best way for us to protect the hull cleaning industry, and our livelihoods, is to join together under the California Professional Divers Association, become informed about the issues, and become active in the process. I know it sounds lame, but united we stand, divided we fall. If you are a Northern California hull cleaner — or other stakeholder — and haven't registered for the CPDA Best Management Practices Certification Course yet, please consider doing so. It's important and it's the right thing to do.

Matt Peterson
FastBottoms Hull Diving

Matt — The devil is always in the details, of course, but we think what the organizations in San Diego are calling for is actually good for divers, boatowners and the environment. There have been tremendous improvements in bottom paints and bottom paint technology in the last few years. For example, when we had Profligate's bottom painted last June, Stan Sussman, the rep for Interlux, the company that makes the Micron Extra we had put on our bottom, repeatedly emphasized how important it was that our bottom be cleaned only by knowledgeable divers who use just a diaper or non-abrasive piece of carpet rather than heavy 3M scratch pads. "If the diver scrubs your bottom with a scratch pad, he'll prematurely remove too much paint, unnecessarily polluting the bottom and greatly shortening the life of your bottom job. If your diver uses just a diaper — which is all he should normally need — you shouldn't have to paint your bottom again for three years or more." So yeah, we think it's in the best interest of boatowners — and the environment — that divers be educated and certified in best practices.

For the same reasons mentioned above, we enthusiastically support your efforts to encourage divers to join the California Professional Divers Association to, as you say, become knowledgeable about the issues and become active in the process of identifying best practices. Doing so is in the best interests of themselves, their customers and the environment.

Being an educated and certified diver is going to become more important with the passing of time. While the state's Water Resources Control Board resolution seeking state regulation of the water quality of every facility that accommodates 10 or more boats has been temporarily been put on hold, something of that nature is eventually going to become law. When it does,



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each facility will have to file a Marine Pollution Prevention Plan with the agency, outlining the best management practices they will employ to keep copper levels from going up. Then the facility will have to track and report how much copper is in their water. If they can't show that the levels are decreasing over time, they are going to have to modify their best practices to get better results. An important part of reducing those copper levels in marinas will be for knowledgeable divers to clean boat bottoms in the most environmentally sound way — which does not include generating underwater clouds of overzealously scrubbed-off bottom paint. Because of this, there will almost certainly come a time when marinas and similar facilities will permit only certified divers to work in their facilities.

↑↓ THE U.S. COAST GUARD TO MOST, 'COASTIES' TO US

Right there on page 40 of the fascinating book *Flotsametrics and the Floating World* by Curtis Ebbesmeyer, released in '09, is the word 'Coasties'. No doubt you and the author are acquainted, because I immediately assumed that he picked up the term 'Coasties' from *Latitude*. Is that correct?

Jim Cox
Beaverton, OR

Jim — To our knowledge, nobody else was using the term 'Coasties' when we began using it about 25 years ago. But geez, it's easy to imagine that countless other people could have independently come up with the same nickname. And it's not as if it's of any consequence. What bothers us is when people don't give us credit for discovering the last two elements on the periodic table and when that Al Gore guy claims that he, rather than we, invented the internet.

↑↓ CRUISING ALASKA IS MORE CHALLENGING

I'd like to make a few comments about Richard and Sharon Drechsler's *Changes*, in which they compared cruising in Mexico with cruising in Alaska.

The couple seems to think that Alaska is a hard place to cruise. We've been teaching seamanship and navigation up here for many years aboard *Arctic Traveller*, and virtually all our students have gone on to enjoy uneventful cruises. While I agree that Alaska requires some heads-up navigation, I've been in a lot of other places where I could say the same thing. Uncharted rocks are mentioned as being one problem, but in my 15 years of cruising and teaching in Alaska, I've never hit a rock. The channels are generally very deep until you get close to shore, and even then just watching the depthsounder

closely should keep you out of trouble. They also mentioned logs, crab pots, big seas and possible mechanical failures — but you can find the same things off almost any coast. Thinking that a breakdown in Mexico might be more



TIM SELL

When you cruise Alaska, you definitely need to know what you're doing.

desirable than in Alaska is shortsighted thinking in my book. A well-maintained boat should be just as reliable in Mexico as Alaska.



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LETTERS

The Zamovia Straits are mentioned as being particularly challenging, but with the proper charts, and by paying close attention to the proper inserts, they're relatively straightforward. Certainly, there are some challenges with the currents, but proper voyage planning all but removes these issues. I did, however, recently discover a problem with some of the current tables in the '09 issue of *Rosepoint Coastal Explorer*. A call to the company alerted them to the issue, and a patch is due. Using multiple sources of current information is always prudent.

The Drechslers also mentioned a problem with the currents in Tlevak narrows near Craig. They don't mention why their current predictions were in error, but I know it can happen. What surprised me is that even though they noticed that the red buoy was being held underwater by the current, they continued on. Such narrows are best avoided until slack current. I do agree, however, that a loss of steering at that point could have been disastrous. I've piloted a 90-ft steel yacht through those narrows, and there is little room for error.

Finally, I found it hilarious that they felt everyone they met in Alaska seemed to be in the witness protection program. We Alaskans may be a little rough around the edges — just look at the cast of characters on *The Deadliest Catch* — but all in all, most of us are pretty normal. And we go out of our way to lend a hand when it's needed. I've come into port and had complete strangers lend me a car to go shopping, and have done the same for others.

If you're looking for moderate seas, shallow anchorages, and benign weather, then perhaps Alaska won't be to your liking. On the other hand, if you have a sense of adventure a good grasp of seamanship and navigation, enjoy empty wilderness anchorages, and want to see some of the most spectacular scenery and animals on the planet, a trip to Alaska is not to be missed.

Jeff Coult

Arctic Traveller, *Decever* 49
Juneau, Alaska

Jeff — Not to be too critical, but you spend most of your letter saying that it's easy to cruise in Alaska, but then you conclude by agreeing with the Drechslers that it's more difficult to cruise the 49th state than places such as Mexico, where the weather is more benign, the seas more moderate, and the anchorages less challenging. To that we might add that Mexico doesn't have any narrows with strong currents, floating or submerged logs, or very many crab pots in the Sea or along the mainland. Further, we think it's foolish to think that even the best maintained vessel is immune to breakdowns, and that if a boat had a breakdown, it would be less dangerous and less of a hassle to have it happen in Mexico. As it turns out, we all seem agree that the Drechslers were correct in their opinion that it's harder to cruise Alaska than it is Mexico, no?

⚡ SAYING WHAT YOU MEAN AND VICE VERSA

In Richard Drechsler's report in the March *Changes* about negotiating the current in the Tievak Narrows in Alaska, he mentioned being worried about losing steerage if his over-the-ground speed fell to about two knots. It seems to me that speed over ground is irrelevant to steerage in a situation where a boat is traveling up-current. The important factor is speed-through-water — or more specifically, the speed of water flowing by the rudder. What's your take on the matter?

Bill Crowley

Clarsa, Ventura 23
Napa



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Bill — Our take is that Drechsler is far too knowledgeable a sailor to think that water speed past the rudder isn't the key factor. We suspect that he simply didn't say what he meant. And we should have corrected it.

↑↓ANOTHER MEMBER OF THE 'OVER 30 CLUB'

I've owned my 1976 Pearson 26 since I bought her new right off her cradle. My current wife and I were even married aboard her in '05. We now find that we need to replace the salon curtains, and I can't find the original style curtain tape that was used on Pearsons. I'm hoping that one of *Latitude's* great readers will be able to help me out.

P.S. Thanks for the best sailing magazine ever.

Bill Brummel
Midnattsolen, Pearson 26
Discovery Bay

Bill — Curtains for boats are always subcontracted out. Since a lot of curtain tapes have come and gone since your boat was built nearly 35 years ago, we recommend you do a search of curtain tapes at a local boat canvas place or on the internet. And congratulations on becoming a member of the 'Over 30 Club' for having owned your boat more than 30 years.

↑↓"THE SEA SUCKS. YEAH, THAT'S THE TICKET"

Your hyping of the Sea of Cortez in *'Lectronic* surprises me, given that anyone who has ever sailed there will tell you how rotten a place it is. Perhaps a carefree afternoon race or as part of the Sea of Cortez Sailing Week can be enjoyable, but for cruisers like me, forget it. Fluky winds, barren anchorages, dying sealife, garbage galore, and lots of commercial shipping that would run you down with no qualms are big problems. My advice is to stay away. Stay in Puerto Vallarta and let those of us trapped here just suffer it out.

Joel Meister
Sea of Cortez

Joel — Waaaaaaait a minute, you're pulling our leg, aren't you?

Actually, we hype everywhere we go, because no matter where we go, we always find so much to like. To each their own, of course, but we personally find it hard to understand why



LATITUDE / RICHARD

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people would stay in the same place the whole year. Isn't it like eating the same thing for every meal? Our preference is to sail in a number of different regions each year. That's why we've been long-time supporters of the development of affordable international teleportation, not just for us, but for our boats, too. After all, who cares about going to Mars if you could instantly move yourself and your boat from the Sea of Cortez to Croatia in a couple of seconds?

↑↓THAT'S STILL A LOT OF MILES

In the last issue you referred to Frank Robben of Berkeley

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LETTERS

when writing about people who have moved down in size from big boats to small boats. Frank did a hell of a lot of miles on his S&S 73 *Kialoa II* — I probably did 25,000 miles with him myself — but he only did one Pacific Cup, the one in '88. He also circumnavigated just once, but returned to the South Pacific before selling the boat in Hawaii.

Name Withheld By Request
 Planet Earth

N.W.B.R. — Thanks for the facts. Scanning over Robben's blog, we were reminded that he also did a 24-day Hiroshima Cup from Honolulu to Japan, and after spending a year in Ja-



'Kialoa II' is a beauty, but a million bucks?

pan and Korea, did a 31-day passage back to California. Both you and Frank will probably be surprised to learn that the 73-ft yawl Kialoa II, built by Yacht Dynamics in Southern California way back in '64, is now for sale in Italy for just under \$1,000,000 U.S. A lot of money has been poured into her, of course, but still, \$1 mil for a 46-year-old 73-footer in this market?

As to our point of big boats having great potential for becoming big holes in the water, Robben wrote in his blog, "Economically, Kialoa II turned out to be a disaster." Of course, there is more to owning a boat than economics. He also had some of the greatest times of his life with her.

↑↓ **THEIR HEARTS ARE IN THE RIGHT PLACE**

Our experience with Norm Goldie of San Blas over the last 15 days has been absolutely the opposite of what was mentioned in the February issue of *Latitude*. Every morning at 8 a.m., Goldie was up and running the net in a professional way. We never heard any profanities. Norman Goldie is the kind of person who wants to help the cruisers and fishermen. He knows the San Blas area, and loves to share his information for the benefit of cruisers.

My wife Rita and I spent several evenings with Janet and Norman Goldie during our stay in Matanchen Bay and at the marina in San Blas. We found that the two have big hearts, and several times witnessed things they are doing for the local community. For instance, Norm gave us clothing to pass out at Singayte, a small village 11 kilometers from San Blas. He also gave a local resident clothing for his children. And two days ago, while we were sitting in the plaza, Norm asked Janet to tell an Indian woman to come to their house the following morning and he would give her clothes and shoes for her five children.

I say its slanderous for people to say that the Goldies have taken donations for their own benefit. It is beyond me that people would dare to make such suggestions without any proof.

Despite the infamous no-see-ums, I wouldn't think twice about returning to San Blas. And during our 10 years of cruising, it's the first time that we got such a nice and warm reception from a couple who have their hearts in the right place and who care for the community in which they have lived for 44 years.

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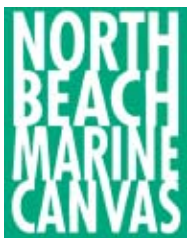
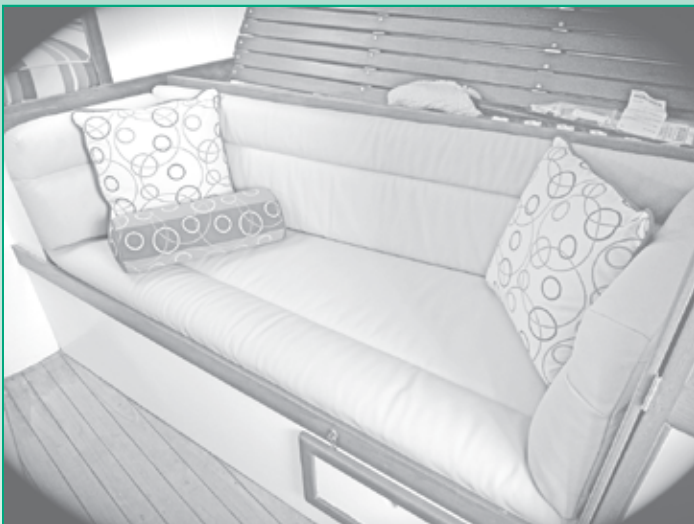
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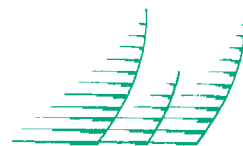
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LETTERS

And no, they never asked us for donations or made any hints in that respect.

Rita & Antoon Goedecke
 Royal Albatross, Freedom
 Dana Point

Rita and Antoon — We're glad that you had a wonderful experience with the Goldies, and were able to witness some of their charitable activities. We've never doubted that the Goldies love to help people out.

On the other hand, there is no denying that other cruisers have had what they consider to have been very negative experiences, with Norm in particular. Two months ago we noted that we didn't have room to run all the letters from cruisers who were critical of him. When it came time to run these letters last month, we decided not to, in part because we had lots of other good letters, but also because Norm has to be close to 80 years of age and has had a history of heart problems. Since just about every-



San Blas, Norm and Jan's stomping grounds.

body is aware of his controversial reputation, we didn't see the necessity of dwelling on it. But based on those letters, we can assure you that if you think Norm has been slandered by cruisers, there is much evidence that he has done just the same to others — including some he's never even met. And just because you didn't hear Norm going into a profanity-laced rant on the VHF during the time you were there, this doesn't mean it didn't happen earlier in the season — which is what a number of other cruisers have reported.

So as we've said before, this is mostly a giant tempest in a teapot. If anybody wants Norm's help, great, he'll be more than happy to give it. If, on the other hand, you don't want his help, just tell him loud and clear. And have no fear of any threatened or implied consequences, for Norm's reputation is well-known to local officials. In any event, nobody should skip San Blas. In fact, we put together a little piece for this month's Changes explaining some of the reasons.

Update — In one of the more curious emails we've ever received, on April 19 Norm Goldie sent us an urgent request from Manchester, England, for a "soft loan" of \$1,500 to help pay for a cousin's medical bills. Even more curious is that according to his missive, "the hospital management is demanding a deposit of \$2,500 before they can invite a surgeon from Spain to carry out the surgery." Concerned that Norm's email account had been hacked by a scammer, we responded to the email. The 'English-as-a-third-language' response we received made us even more suspicious. But, having not been on the best terms with Norm for years, we knew the letter was a fake when we saw the signature: "Love, Norm." Convinced that Norm would never sign anything to us with "love," we posted a note in April 23's *Electronic Latitude* to get the word out. We hope no one fell victim to the scam.

↑↓ RUMORS AND LAUGHTER

You asked me if I was under the impression that *Latitude* had hired somebody to do a video of the Ha-Ha, and if I was

W

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LETTERS

bothered by such rumors because you knew that I was working on a video of the two Ha-Ha's that I'd done. I can assure you that it's not true.

The funny thing is, I was talking to a guy who did the '09 Ha-Ha, and he told me that *Latitude 38* had hired — and paid — a guy to film the '08 Ha-Ha, but the guy stiffed *Latitude* and took off to Central America with the money. I kid you not! I was laughing so hard that the guy asked me what was so funny. When I told him that I'd filmed the '08 Ha-Ha, and was still slowly working on the editing, but wasn't in Central American yet with *Latitude's* pile of cash, he laughed, too.

Rich Boren
Third Day, Pearson 365
Port San Luis

Rich — It's strange how such rumors get started. We've long thought about doing a Ha-Ha video, but to really do it right, figured we'd need



LATITUDE / ANDY

ured we'd need cameras on a number of boats and on land, and one on a helicopter at the start, and would then have to spend a lot of time and money editing the footage. We said to heck with it, because we'd rather just enjoy the Ha-Ha rather

than start another project. Besides, we think putting up a bunch of clips on YouTube and the not-yet-ready-for-prime-time Ha-Ha Facebook page would do the best job of getting the Ha-Ha story out to the most people.

For the record, some people have or are putting together Ha-Ha videos. None are official ones, and we haven't paid anyone to do one. But we wish them all the best of luck with their endeavors.

But did you hear the rumor that Lady Gaga now owns Latitude?

↑↓ **BUOYING TO SAVE THE CORAL — AND THE BOAT!**

We spent five months cruising in French Polynesia last year, and some friends recently asked what advice we had for them vis-à-vis navigating in the Tuamotus. One thing came to mind immediately: buoying our chain. This technique was new to us at the time and was one that very few other boats were using, yet it made all the difference to our peace of mind.

Our 300 feet of anchor chain and heavy Bruce anchor performed flawlessly from Oregon to Mexico, and again in the Marquesas. But once we got to the Tuamotus, we frequently had problems. We'd anchor as usual, which meant finding a patch of sand large enough to provide some swinging room, at which time we'd drop the anchor and let out plenty of rode. This technique worked fine when the wind kept coming out of the same direction, but at night the wind would often die out and then come back up from a different direction. This caused our boat to drag her chain along the bottom until it caught around a coral head. Not only did it damage the beautiful coral, but it left us with difficult anchor retrievals. Once or twice we had a really hard time bringing the anchor chain up, and had the weather turned bad, we would have been in serious trouble. And we've always felt like idiots when we

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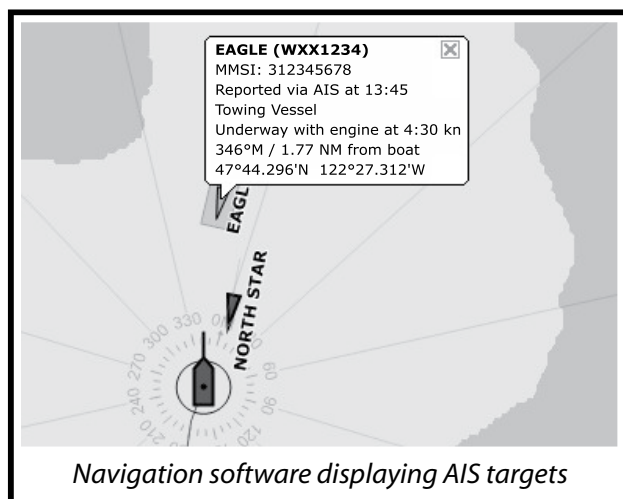
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finally did jerk the chain loose and found bits of living coral tangled in it.

I knew we had to come up with a new strategy. Fortunately, I remembered reading something about buoying chain, and decided to give it a try. Here's the drill: At a new anchorage where there was a risk of getting hung up on coral, I'd look for the largest patch of sand, and I'd drop the anchor as usual. But after laying out about half my normal length of



COURTESY SEA WOLF

Imagine celebrating your second birthday — as 'Tal' did — in the Tuamotus.

chain, I'd attach a float — I used old net floats, but fenders would work, too — with a short length of rope and an appropriate hitch. Then I let out more chain until the float began to sink. I then added another float, and repeated until I had enough scope for the depth. It usually took only two or three floats to do the job.

During my first couple of sets, I had to adjust the distance between buoys in the water to get it right. But after a few sets, I was able to get it right the first time. If the wind died, the weight of the chain would pull the boat toward the anchor, and 'accordion-ed' the chain clear above any coral. When the wind shifted, our boat would swing in a small arc, but then pulled out the buoyed section with no dog-legs around the coral. Using this technique, I let out more scope than usual, keeping in mind that it affected the catenary of my rode, and therefore the holding power of the anchor. We never had a problem with dragging, and avoided spoiling this incredible part of the world.

For the record, my wife Jessica and I are originally from New Orleans, but we left from San Francisco in '08. I crossed the Pacific solo as part of the Pacific Puddle Jump Class of '09. Many thanks to *Latitude* and Andy 'Mr. Puddle Jump' Turpin of *Latitude* for getting everyone the bond exemption! Jessica and our daughter, Tallulah, met me in Nuku Hiva and spent five months in French Polynesia, including about 45 days at Apataki in the Tuamotus — where buoying our chain came in very handy. Our *Sea Wolf* is a Bristol Channel-style cutter built of wood. She's currently for sale — plug, plug — at svseawolfsale.blogspot.com.

Adam, Jessica & Tallulah Stone
SeaWolf, Bristol Channel Cutter
New Orleans

Adam — Well done! Thank you for sharing the technique with our readers.

↑↓ A CALL FOR HELP FROM D.C. SAILORS

I'm writing in hope that you'll allow me to ask your readers to write a short letter to the Army Corps of Engineers supporting the installation of moorings for visiting boaters here in Washington, D.C. I know *Latitude* is primarily published for the West Coast, but I used to read *Latitude* when I lived in San Diego, and I know that you have many readers on both coasts.

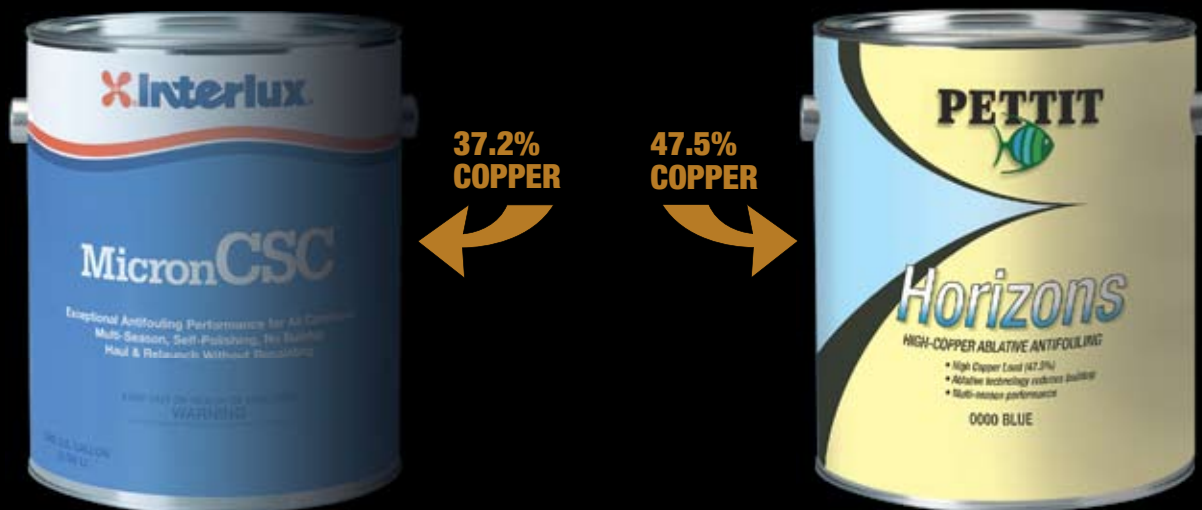
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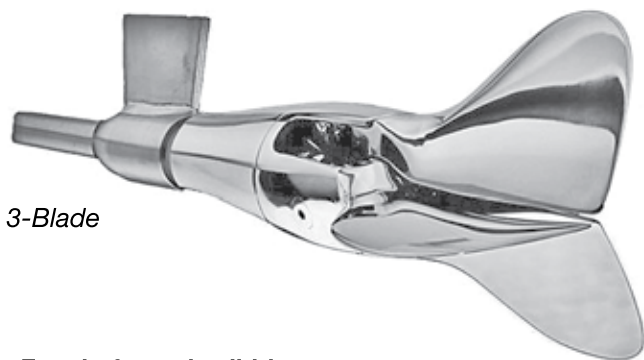
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LETTERS

nation's capital. It's very important for cruisers to support the request, because D.C. doesn't have a very large boating community. It's not even a state, and only has a total of a few hundred slips. There is only one place for sailboats to anchor due to low bridge clearance, and having some moorings approved will protect our right to anchor there.

So it would help if anyone could write a letter or email in support of application number NAB-2009-01754-M07 (Capital Yacht Club / Mooring Field), and send it to Maria N. Teresi, Regulatory Branch, USACE, Baltimore District, Washington, DC 20024, or maria.teresi@usace.army.mil. Thank you.

Tom Des Jardins
Capital YC

Tom — Anything we can do to help D.C.

↑↓ TO TOW OR NOT TO TOW

This recent video — see www.king5.com/video/featured-videos/RAW-Disabled-sailboat-towed-in-choppy-Puget-Sound-waters-87876567.html — would seem to refute the claim by the Coast Guard that they save only lives, not property. There must be a different mindset in the Command Center in Washington State from that in California.

John Anderton
Vancouver, WA

John — The 'we save lives, not property' policy of the Coast Guard seems to involve some flexibility, as others have reported that their boats have been towed to safety by the Coast Guard.

The text that accompanies the video reads, "A sailboat became disabled in windy, choppy Puget Sound waters be-



KING5.COM

As you might be able to tell from this screenshot of the video, the ketch and her crew were about to go on the beach before they were rescued.

tween Alki and Lincoln Park in West Seattle. The boat had to be towed." You might notice it had to be towed off a lee shore. We assume the Coast Guard's reasoning is that if they didn't tow the boat from the

lee shore, the distressed boat's crew would have been injured or killed.

↑↓ WE'LL SAY IT LOUDER THIS TIME

Recent articles in *Latitude* have been enthusiastic about the situation in Thailand, especially the fact that fat, ugly, old, white men can get attractive young Thai women to have sex with them — as long as the man has money, of course. Regarding other countries, such as Cuba and Venezuela, you are harshly critical, supposedly because of a lack of freedom there. Is it possible that the 'freedom' you really seek is the freedom of those with money to spend it any way they like — including buying the bodies of desperate, poor, young women?

I will be interested to see what you have to say about the situation in Thailand now. Please note that Thailand is a monarchy, and that on April 12, the *Wall Street Journal* cited Paul Chambers, an expert on Thailand, as saying "the military is free to operate outside the control of civilian leaders . . ."



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LETTERS

and "the military has more power now than at any time in recent memory." Where's the 'freedom' there?

As for the issue of prostitution itself, I have two questions: 1) Would you suggest to your daughter or younger sister that she sell her body in order to finance a college education? And 2) As for the young woman — whose name I forget — who was recently asking in your pages for donations to help finance her trip around the world, why didn't you suggest this alternative to her? Or does her white skin make her ineligible for such a means of fund raising?

John Reimann
Y-Knot, Catalina 36
Oakland

John — As we've written countless times, we believe in the freedom of speech, assembly, the press, travel, petition — and the freedom to behave halfway responsibly. There are varying degrees of these freedoms to be found in different countries around the world. While the people of Thailand may not be as free as Americans are, we can assure you that, our having recently been to the so-called 'Land of Smiles', the people there are much more free than are the people of Vietnam, Cambodia and Singapore, to say nothing of the dictatorships of Cuba and Venezuela. If Cubans or Venezuelans protested in their country as vigorously as the Thais have been doing recently in Bangkok, they'd all be dead. Indeed, Raul and Hugo won't mince words telling you that they would be happy to eliminate the enemies of their foundering 'revolutions'. By the way, we've spent time in Thailand, Venezuela and Cuba, and can't help wondering if you've been to any of them.

(This just in from Havana — Cubans are now allowed to rent barber shops and beauty salons with less than three chairs from the government, and charge whatever the market will bear for stylings. Wow. Cell phone and internet access, however, remain among the lowest in the world, with extreme censorship.)

Even a casual reading of our reports from Thailand would indicate that we're "enthusiastic" about some things in that country — the warm weather, the unusual scenery, the rural north, the Muslim south, the rubber tree plantations, the inexpensive sashimi, and the haunting ambience of the Bridge over the River Kwai. But there were other things that we didn't care for at all, such as the famous but totally bogus 'floating market', the mindless consumerism in Bangkok, the unvarying nature of Thai food, overdeveloped Phuket, the taxi mafia, and the surprisingly weaselly nature of so many of the Thais. Who would think Buddhists would give off that kind of vibe?

As for your questions on prostitution, our answers are no and no. And how many times are we going to have to tell you before it sinks in that we believe in a swift death sentence for adults who sexually prey on minors. And none of that 'three strikes' rubbish. As for the general concept of prostitution, our libertarian nature says whatever genuinely free — and we want you to repeat that qualifier out loud — consenting adults of any color want to do between themselves is their own damn business. That's true no matter if it's between whites in Amsterdam, mixed race couples in Beverly Hills, Malays in Singapore's Little India or Arabs with the French in Paris. When such people aren't free because of economic or other circumstances, we don't support such relations any more than we do arranged marriages.

The key to people's being genuinely free, of course, is having enough money to take care of the basics of life. Hundreds of millions of people have emerged from poverty in the last decade. If you know the way for millions more to do it even faster than they have been, don't hesitate to share it.



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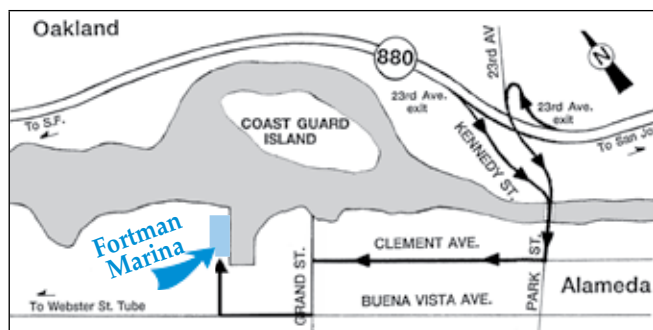
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↑↓ZIPPING IT ON CATALINA

A stylized illustration of a person rappelling down a rope. The person is shown in silhouette, wearing a long-sleeved shirt and pants, and is positioned on the left side of the frame. They are holding onto a thick rope that runs diagonally across the upper part of the image. The background consists of a blue sky and a blue body of water, with a tan-colored rocky cliff face on the left. The overall style is simple and graphic.

Mike Crews
Valinor, Ericson 32-300
San Pedro

We don't consider ourselves to be big stakeholders, nor do we have a strong opinion either way. But we wouldn't mind if a small part of Catalina became more upscale and more like Capri. To put this into perspective, we're also among the few people who think oil platforms in the Santa Barbara Channel — particularly when they are flame-throwing — make the scenery more interesting.



ATITUDE / RICHARD

↑↓NEAR KNOCKDOWN AT SAN BLAS

About 10 miles out, we started calling Marina San Blas for a bar report. Unable to raise them, we were contacted by two other boats, *Gosling* and *Tanque de Tiburon*. They had both been awaiting slack low tide at the bar, which the marina had apparently told them was at 1045 hours. From



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Harbor Master: Jaime Ruiz email: jaimeruiz@marina-mazatlan.com

LETTERS

numerous potentially treacherous bar crossings en route to Alaska and back from California, we knew that the absolute best time to cross a bar is at the back of the flood. But since they also reported the tidal change was only 18 inches, we didn't consider that significant enough to warrant delaying our crossing — and rendezvousing with friends who had driven three hours to meet us. (That pesky old 'keeping a schedule' thing!)

Since the other two boats had an ETA at the entrance consistent with ours, we agreed we would follow them in. They had also arranged for a guide boat from the marina to come out to lead our small flotilla across the bar. In addition, we had the most recent set of waypoints from a vessel that had done a survey in February. So we didn't expect to see anything less than three feet under our keel.

As we approached, we noticed that some of the sets across the bar were large and looked prohibitive. But we also noticed there were long lulls between sets when the water on the bar was almost completely flat. This observation was consistent with the information Norm Goldie had relayed over the VHF. Arriving at the first of the five surveyed waypoints before the other two boats, we had about 10 minutes to closely monitor the wave action, so I felt confident that we could make it across during a lull. After we rendezvoused, we all waited for the marina's *panga* to arrive to lead the way.

When the *panga* arrived, the driver, like us, studied the waves for a few minutes. When the timing looked opportune, we set off in a line. Because our Catalina 470 *Last Resort* draws eight feet, we agreed that we'd hang back and let the others go first. After all, in the event we ran aground, it meant they wouldn't pile into us or have to find a way around our boat in the extremely narrow channel. *Tanque de Tiburon* took the lead because they had been in and out several times before, and therefore had some local knowledge.

As we started in, a very large set formed. I elected to hit hard reverse and back out beyond the break and await another opportunity.

In answer to *Latitude*'s first question, the waves were far too close together for us to safely attempt a U-turn, not to mention that we didn't believe the channel marked by the waypoints was wide enough at that point to allow us to make a U-turn. But like you, I had initially considered the U-turn option. We have a Gori folding prop, and I elected not to put it in the 'overdrive' mode because I didn't want to shock-load the engine or the drive train, should I have to make a U-turn and crash over a series of steep 6-ft waves at full throttle. The decision not to




LATITUDE / LADONNA

Dick, seen here with his wife Sharon, is happy to share the details of their exciting entry into the San Blas estuary.

engage 'overdrive' in advance would prove to be a mistake.

After watching the first two boats get knocked around like rowboats in a maelstrom, we waited at a safe distance until it looked as if a lull was starting. I had counted nine waves in the set, so I felt confident it would be calm enough to safely cross the bar. As we made our approach and entered the channel, we were doing 6.5 knots through the water but our GPS indicated that we were only doing 4.5 knots over the ground. This was highly inconsistent with the tide forecast, because by 1100 hours we should have had slack tide or the beginning



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LETTERS

of the flood. Clearly, either the tide tables were wrong or the marina had given us bad information.

But by this time we were totally committed, and the seas astern still looked calm. I was, however, seriously wishing I'd engaged the 'overdrive' mode on the prop, because I could have achieved a thru-the-water hull speed of about 8.6 knots. However, just as we reached the bar, an even bigger set came up and a breaking 6-ft wave caught our stern. It rolled *Last Resort* about 60° to starboard. The boat actually handled it quite well, and I was able to straighten her out almost instantly and recover. After that, we continued on without incident.

As you might imagine, we spent a lot of time second-guessing our decision. We learned some valuable lessons we'd like to share: We had been too haphazard in our preparations, leaving one hatch only partially dogged, canisters of flour and other items perched precariously on a shelf, and an expensive Canon camera sitting unsecured on the cockpit table. Had we buttoned up the boat a little better in advance, the near-knockdown would have been a non-incident.

But would I do it differently in the future? Actually, probably not. We were relying on a boat with prior local knowledge and, most importantly, on the marina to know the tides and bar conditions. If it was too dangerous to cross the bar, we assumed the bar pilot wouldn't try to take us in. So, like you, with very little experience taking a big boat through surf myself, I'll be most interested to hear what your readers have to say. I know this issue will come up again when we get to El Salvador.

By the way, we're bringing our boat up to California for the summer and will be doing the Ha-Ha again in the fall. What's more, we're putting together a plan for transiting the Panama Canal and sailing across the Atlantic to the Med.

Richard Drechsler
Last Resort, Catalina 470
Long Beach

Richard — Thanks for sharing all that additional information. As we said in *Lectronic*, we weren't second-guessing you, we just wondered if you'd had any other options. Since neither Sharon, you, nor the boat was hurt in any significant way, and since you recovered almost instantly, we'll chalk it up as a great educational experience with a bunch of good lessons for all. The only thing we'll add is that, as an old surfer dude, we'd recommend exercising greater than normal caution when dealing with a building swell, particularly one that would be hitting a bar flush.

We're not sure how many readers may recall, but as a result of an illness that resulted in the severe narrowing of his throat, Richard Drechsler hasn't been able to eat solid food for years, and therefore has to exist entirely on Nestlé Carnation's Very High Calorie Instant Breakfast drinks. We salute his and Sharon's cruising to date, and their plans for the future.

↑↓ SURFIN' ACROSS THE BAR

Following the item in *Lectronic* about Richard and Sharon Drechsler's Catalina 470 broaching on a breaking wave at the bar going into the estuary at San Blas, you asked for reports of other crossings in breaking waves.

Aboard *Élan*, our M&M 46 catamaran, my wife Deborah and I have had only one troublesome bar crossing, and that was on the way into the estuary to Bahia del Sol in El Salvador. We crossed the bar on the same high tide as two monohulls, both of which took waves much like the ones seen in the video in *Lectronic* from the day *Last Resort* and the other two monohulls went into San Blas. About three waves passed un-

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LETTERS

der each vessel, causing each of them to roll nearly to beam's end, and one of them to broach. Thankfully, none came out of it the worse for wear.

Élan, however, caught the first wave that tried to pass under us, and rode the single wave all the way across the bar at speeds of between 14 and 17 knots. This was completely unexpected by us — and by the crew of the guiding *panga*, who had



COURTESY ÉLAN

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to take evasive action to prevent getting run over. Though it sounds as though it might have been a 'white knuckle' sort of experience, *Élan* was actually very easy to control the entire time. She accelerated well ahead of the breaking portion of the wave, and traveled straight down the slope of the wave, just as a surfer would, with the breaking portion of the wave staying well behind us. At the beginning, we were under engine power alone. But once *Élan* started down the wave, I didn't feel the need for additional speed, so I slipped the engines into neutral.

I'd be interested to hear if other multihulls have behaved similarly in these conditions, as I'd like to know that I could 'expect' the same surfing behavior on future bar crossings.

By the way, we just got back from a month of cruising around Isla Carmen and Bahía Concepción in Baja. It was a very windy March, during which time the water actually got cooler rather than warmer! We did look at houses at San Carlos near Guaymas, but we concluded that the prices were too high. Besides, why would we want to have a house there when we can live aboard *Élan* moored in beautiful San Carlos Bay? But basically, we still don't know what we want to do when we grow up, so for now we'll continue to wander around, living on *Élan*, and visit the States from time to time for granddaughter fixes.

In the short term, Deborah and I will be flying to Spain to see the Grand Prix of Spain Formula 1 race. Seeing a Formula 1 race in Europe has always been on my bucket list. When we return, we'll spend some time in the Bay Area with our granddaughter, do a little camping and motorcycle touring, then drive back down to *Élan*, moored in San Carlos, to spend the riskiest part of hurricane season in the less dangerous northern part of the Sea of Cortez. Next winter, we might very well sail to Mag Bay for the gray whale season. We'll see.

We just finished up a 10-year refit on *Élan* in Guaymas, where we freshened up the rig and painted the topsides. She's looking good and sails as well as ever.

Guy & Deborah Bunting
Élan, M&M 46
Sea of Cortez

Guy and Deborah — Your account of crossing the bar is very interesting. It makes us wonder if your cat's higher speed, her two hulls, or some other factor could account for her behaving differently than the monohulls. Maybe Max Ebb would like to bring it up with Lee Helm.

With regard to living aboard versus living on land, we spend

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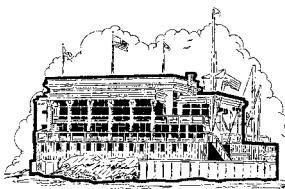
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LETTERS

about half of the year doing each, and greatly prefer the former. As for Doña de Mallorca, she hates living on terra firma. When we used to live on land for two weeks in a little place over the water in St. Barth waiting for 'ti Profligate to get off charter, it was great. But it was also banal, and there were all kinds of hassles, most of them relating to needing a car. Life was so much more enjoyable when we got to move onto our cat, because depending on our whim and the weather, we could live off Fort Oscar, off Corossol, at Columbie or Forsche, or best of all, at Baie St. Jean in the shadow of the Eden Rock Hotel. Talk about an embarrassment of riches in places to live! And if we wanted to swim at Shell Beach or go bodysurfing at Grande Saline, we didn't have to pack water, food, towels and boogie boards, because we went there with our house and all our possessions. And you'll love this — our 'wheels' ashore is a beat-up old Spanish 125cc Senda we bought from the septic tank man for \$800. It's so fun to ride through the tropical French countryside in the morning. If any readers are jealous, we won't lie, they should be, because it's la vie en rose. But we write this not to make our readers envious, but to tell them that it's a kind of life that virtually all of them can attain.

Life aboard is, in our opinion, also very sweet in Mexico, but a little less so in Southern California, where it's nonetheless still way better than living on land. You know as well as anyone, when you live aboard, particularly in the tropics, everything on the real nature channel is so much more beautiful and satisfying than anything you see on cable's Nature Channel.

↑↓ CAPTAIN COURAGEOUS TAKES ON A STRANGE BAR

After Carnival in Mazatlan this year, we stopped by the office of the Singlar Marina Boatyard, where I noticed a map on the wall with the symbol for a marina at a place called Teacapan. A woman in the office made a few calls for us to get more information. She learned that the marina hadn't been completed, but three slips were available. She also reported that catamarans such as ours had made it in over the bar to Teacapan before. Since it is halfway between Mazatlan and San Blas, we decided it would be a great place to break up the trip.

We arrived at the bar off Teacapan at 5 p.m. with a low tide of zero. The entrance featured about 100 yards of whitewater on top of 3- to 4-ft waves. We were looking for some kind of channel when a *panga* came alongside, and the driver offered to guide us in. In broken Spanish, I told him our Gemini 34 needed about three feet of water and could only make about five knots. "*No problema*," he said, and off we went.

As we got closer to the breakers, I saw a patch of water about 30 feet wide that wasn't breaking. The waves were almost dead astern. Had they not been, I would not have tried to enter. Just as I was getting confident, Terri Farnstrom, my girlfriend, cried out, "Here comes a big wave!" It was only about three feet, and only had a little whitewater. The stern of my cat was lifted high and we took off surfing down the wave. I heard a lot of alarms go off and glanced at the instruments. Instead of any number, the depthsounder read 'SHALLOW'. I'd never seen it do that before. My cat veered left as it accelerated, but I was able to straighten her out as I had the engine at full throttle the whole time. There were no more big waves after the one we surfed down, but it was a little scary seeing whitewater racing past us on both sides. Terri said she saw as little as four feet on the depthsounder at one point. The *panga* then led us into deeper water, and the driver told us to anchor in front of the port captain's office. Even though the current ran as much as three knots, the holding was great.

Once we'd gotten started, there was no way I would have





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Aug 7	Fall 1 - Southhampton Shoals - 2 race day
Aug 28	Fall 2 - City Front
Sept 12	Fall 3 - Knox
Sept 18	All Islanders Rendezvous - fun race
Sept 25	Season Closer Race 1 - Knox
Sept 26	Season Closer Race 2 - Alcatraz and Angel Island
Oct 2	Nationals - Golden Gate YC - 2 or 3 races
Nov 6	Fall Meeting and Winners Dinner - Oakland YC

2010 Islander 36 Cruising Calendar

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July 3-5	Cruise to Petaluma
July 9-11	5th Canadian All Islanders Rendezvous - Thetis Island
Aug 13-15	Coyote Point Yacht Club
Sept 3-6	Labor Day Cruise - Destination TBD
Sept 10-12	FOGers Rendezvous - Two Harbors, Catalina Island
Sept 17-19	4th All Islanders Rendezvous - The Estuary - OYC & EYC
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LETTERS

been able to turn around to face the waves, as they were coming in too close together. I would not have considered entering a bar with quartering or beam waves, as you would have to be very sure you could get to safe water in the time between waves. That would be hard to do. If the waves were on the aft quarter and I really needed to make it in, I would try to turn to take the wave as dead astern as possible. But even then you have to have room to surf a little.

It rained the entire time that we were at Teacapan, so we didn't get to see much. We departed a few days later in the morning on a 2-ft high tide, and a guy from the port captain's office guided us out. We were very nervous as we approached 100 yards of whitewater once again. But at high tide the 'channel' was 100 feet wide. We were kind of embarrassed to have asked for help because it was so easy to go out. But the help was good, because the pilot kept us to the outside of the flat water, whereas I might have tried to go down the middle. He knew how to find the deep water by looking at the wave pattern.

By the way, the estuary at Teacapan extends halfway to San Blas, and along the way is the old Aztec island-city of Mexcaltitan.

Don Parker
Double Play, Gemini 34
Currently in La Cruz

↑↓IT WAS JUST A JOKE

Lighten up guys! I saw the April 12 *Lectronic* clip of Georgia Congressman Hank Johnson — no relation — making his comment about the possibility of Guam's tipping over as a result of stationing 8,000 Marines there. Although Johnson's face was dead-pan, there was a twinkle in his eye. It was a great joke, and his point was well made.

Dave Johnson
Black Opal, Morgan 45
Channel Islands



Could this be the Publisher of *'Latitude'*?

Dave — If that was a well-made point, we're Lady Gaga, because all Johnson succeeded in doing was offering proof he has no business being in office. If he was worried that the addition of 8,000 Marines would overwhelm the local population and destroy the environment, why wouldn't he just say so and leave the looney talk out?

The next thing you know, some other dim bulb in government would want to issue tsunami warnings based on the danger of Guam and other islands' tipping over. We believe that government is opaque enough without members of Congress trying to be ultra-oblique — on the wild assumption that that's what Johnson was actually trying to do.

↑↓JOHNSON WAS RIGHT TO WONDER THAT

Congressman Johnson's comments about the possibility of Guam's tipping over were so clearly figurative, and not literal, that one must question why you chose to hold up these comments for ridicule. Congressman Johnson is an honorable and highly-educated man who has served with distinction in many capacities in both private and public life. He is obvi-



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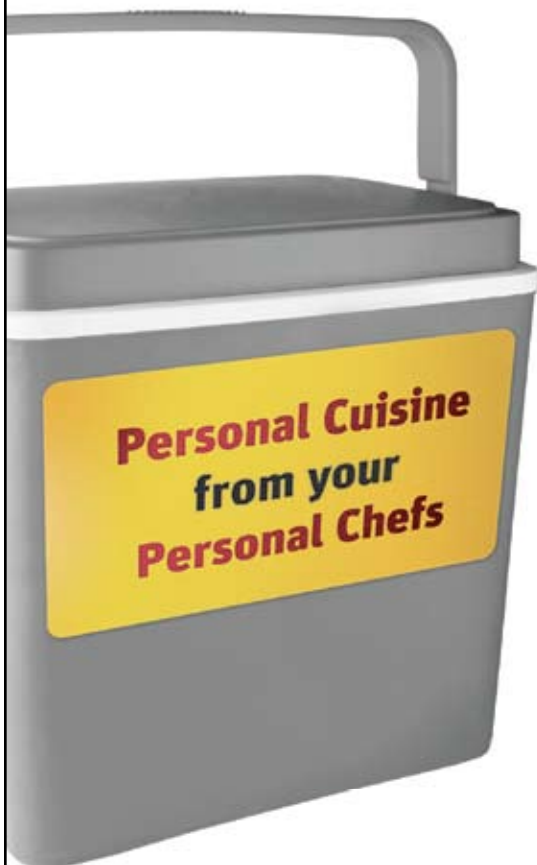
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LETTERS

ously sufficiently well-educated to know that islands sink no more often than continents. It is a fair comment for him to use the metaphor of sinking in questioning a decision to add one-seventh of the island's existing adult population in the form of a contingent of U.S. military personnel. Proportionally speaking, this would be like stationing another 200,000 troops and their family members in Hawaii, or 500,000 in Puerto Rico. I have no personal opinion on whether that decision results from good policy or not — it is certainly not one of the great burning issues of the day — but I know it is fair and right for Rep. Johnson to ask the question, given the enormous proposed percentage increase in Guam's population.

So why do you insult a black, Democratic Congressman in this way? Sadly, I must conclude that there is a racial and political subtext to this piece, similar to the racial subtext that underscores so much of the political gibberish flowing from the right these days. Fanning the flames of bigotry by wrongly showcasing an African-American Congressman as a "moron" does a disservice to your readers.

Stephen Blitch
Prime Number, Tartan 4100
Alameda

Stephen — It's our responsibility to showcase whenever our elected representatives or appointed officials behave like "morons," and we've done so since the first issue without regard to race, gender, religion, sexual orientation and all that. You should, too, as sacred cows benefit no one — least of all the cow itself. We'll leave it up to each individual to view the video for themselves (see it in April 12's 'Lectronic Latitude) and decide whether Congressman Johnson was speaking literally or not. In our opinion he was, as his delusional musing was consistent with his previous difficulty in articulating even the most basic concepts. But as you'll read in the following letter, perhaps there was a medical explanation for the Congressman's odd performance.

By the way, children are supposed to be taught how to draw correct conclusions from a set of statements or facts as early as the fourth grade. We wonder if you perhaps missed that year of schooling, because "sadly," you can't "conclude" anything about race or politics from our statements. Indeed, you haven't detected any racism, but rather projected your own into it.

↑↑THE CONGRESSMAN IS ILL

Don't get me wrong, there is a lot of stuff in government to be worried about, but you may want to show some mercy on Congressman Johnson. It's my understanding that he is quite ill — with chronic hepatitis, I think — and almost near death. They say that he has periods of delusion and almost passes out frequently, so his statement about Guam's being in danger of tipping over is likely to have been a result of his illness. Just thought you'd like to know.

Dan Price
Whisper in the Wind, Bowman 57
Honolulu / Salt Lake City

Dan — Indeed, we'd like to know, and thanks for the heads up. If that's the case, we have all the compassion in the world for Johnson. On the other hand, we'd have none for the Congressional leadership for not removing a Congressman who is no longer capable of representing his constituents. Of course, if all the delusional people were removed from Congress, they wouldn't be able to form a quorum, creating a whole new set of problems.

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↑↓YOU'RE #1! YOU'RE #1! YOU'RE #1!

We completed our application and paid to participate in the '09 Ha-Ha, only to realize that our boat, *Thee Amazing Grace*, was far from being ready for the event. Although the Ha-Ha has a 'no refund' policy, the Grand Poobah graciously granted us 'pre-paid' status for this fall's Ha-Ha. Since we signed up last year, do we get to be at the top of the list?

David Bloom

Thee Amazing Grace, Vector 39
Long Beach

David — The Poobah says you're number one. By the way, the Ha-Ha will come out of hibernation to accept applications on May 3 at www.baja-haha.com. For more info, see Sightings.

↑↓IF FIVE WERE GOOD, WOULD SIX BE BETTER?

It was great seeing the Grand Poobah at the party for the Banderas Bay Regatta and at the Strictly Sail Boat Show in Oakland. We just want him to know that we weren't kidding when we told him that we'll be doing our sixth Ha-Ha this fall. Furthermore, we know of at least five Catalina 470s from Northern California that will be doing this year's Ha-Ha also. So we say, 'Do it again in 2010!'

Roger & Diana Frizzelle

Di's Dream, Catalina 470
Pt. Richmond

↑↓WE JUST NEEDED A LITTLE NUDGE

We did last year's Ha-Ha, and just want to say 'thank you' to everyone involved in helping us cut the docklines. Sometimes we all need a little nudge, like a baby bird leaving the nest for the first time. The unknown is frightening, and you wonder if you can do it. Then comes the nudge and you're off soaring, doing things beyond your imagination. It was truly a wonderful feeling for us to do the Ha-Ha, and has been an amazing journey for us since the very first day. The sight of more than 160 sailboats leaving San Diego Harbor was something to behold, and will be engraved in our memories forever.

Our original plan was to do the Ha-Ha, then take off on the Puddle Jump. Sometimes God has other plans though. I couldn't commit to a four-week passage at this time because my 86-year-old mother was battling brain cancer — and what a fight she continues to put up! So Rick and I opted to cruise the



LATITUDE / RICHARD

Sea of Cortez, which was close to home. Rick's dream had been to sail the South Pacific on his own boat, so it was a letdown for him. But he knew how important it was for me.

If God's plan is for you to stay in the Sea of Cortez, there's no reason to complain.

But we've been so happy with the way things have worked out. The Sea is an amazing place, and anyone who passes it by is really missing out. And as everyone discovers, the people of Mexico are wonderful, warm and kind. Plus we've made so many good friends.

We've just left Puerto Escondido, Baja, and are making our way south to La Paz, stopping at the incredible bays along

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the way. We'll probably Bash back north in May. And who knows, maybe we'll see you at the starting line of this fall's Baja Ha-Ha 17.

Connie & Rick Hedrick
Rhino, Westsail 32
Dana Point

Connie and Rick — Thanks for the kind words. We're glad things worked out for you. The Sea is truly an amazing place, and the people of Mexico are wonderful.

If you decide to do the Ha-Ha again, you won't be the only repeaters. Among just the 23 or so boats in the recent Sea of Cortez Sailing Week, at least seven of them told us there is a very good chance they'll be doing the Ha-Ha again this fall. That would include Braveheart, Bob Callaway's Pleasant Harbor, WA-based MacGregor 65; Talion, Patsy Verhoeven's La Paz-based Gulfstar 50; Moontide, Bill Lily's Newport Beach-based Lagoon 470; Adios, Craig Shaw's Portland-based Columbia 43; RotKat, Arjan Bok's San Francisco-based Lidgard 43 cat; and, of course, Profligate. San Diegans Barritt Neal and Renee Blaul, two of the crew on Profligate for SOCSW, will also be doing the Ha-Ha aboard their Peterson 44 Serendipity. It will be Barritt and his boat's third Ha-Ha.

↑↓ TOUGH TRIP, TOUGH DECISION

My wife and I own a 38-ft cruising sailboat. For the last couple of years, we've planned to sail her to Mexico this fall, cruise the mainland coast during the winter, and over a few seasons of intermittent fall/winter/spring cruising, move her through the Panama Canal to the Caribbean, where we'd likely cruise around. But because of a job change, we've relocated to the Great Lakes, and are reconsidering our plan. In fact, we're thinking of shipping our boat to Chicago, sailing the Great Lakes for a couple of seasons, then heading out the St. Lawrence and down to the Caribbean. We're on the fence about the options and are open to advice.

One of the bigger trade-offs we're exploring is how challenging the sailing would be heading eastward through the canal and Caribbean, compared to sailing down the St. Lawrence, the Atlantic Coast/ICW, and what would most likely be a sweep south then west in the Caribbean.

Anyone at *Latitude* willing to give their advice?

Doug Kuch
Tranquility, Island Packet 380
Mountain View

Doug — Let us preface our response by saying that we'd toss the St. Lawrence Seaway out of the equation and replace it with the 175-year-old Erie Canal, which would save something like 1,500 miles on an Atlantic route to the Caribbean. There are 34 locks in the Erie Canal between Lake Erie and the Hudson River, but the locks are long, wide and deep enough. We're also told that it's a spectacularly beautiful trip in the summer and fall. The only downside is that you'd have to drop the mast and carry it on deck for the duration of the Erie Canal, as the vertical clearance gets down to 15 feet between Lake Erie and Three Rivers.

As we see it, you're basically asking us which is less challenging, getting to the Eastern Caribbean from Panama, or getting there from somewhere — Rhode Island, Virginia or Florida — on the East Coast. In our opinion it's a real toss-up, as all four routes can be challenging.

Panama Canal to St. Martin — This one is about 1,300 miles rhumbline, but there's no way you're going to go rhumbline against the relentless trades and adverse current. One viable



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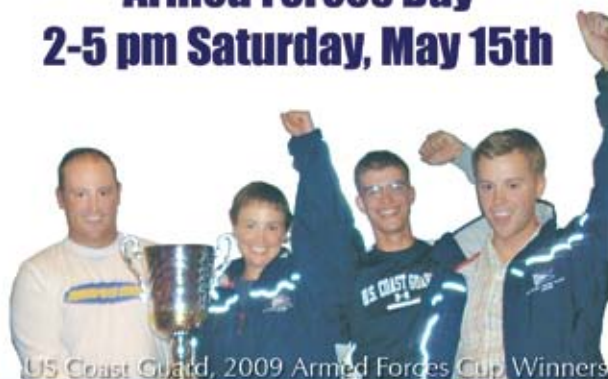
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LETTERS

option is working your way up the Western Caribbean, at which point you'll still have to go nearly 1,500 miles upwind to reach St. Martin. Although you'll still be battling the trades, you can take shelter at Cuba, Jamaica, Hispaniola, Puerto Rico and the Virgin Islands. If you're in no hurry, it's a pretty good choice.



LATITUDE / RICHARD

No matter what route you choose or how difficult it is to get there, the Caribbean is worth it.

A second potentially viable option is to sail to Cartagena, then pray for an unusually long break in the trades to sneak around the hump of South America, at which point you can hug the coast in lighter winds the rest of the way to Trinidad. But once at Trinidad, it's still a long tight reach or more upwind to St. Martin. The key is catching a long enough weather window out of Cartagena. A lot of cruisers have had their bottoms handed to them trying to make it east from Cartagena and had to backtrack.

Newport to St. Martin — The trick here is to leave Newport after the last hurricane of the season and before the first ice on the decks. The good thing is that you'll only freeze your ass off for about 48 hours, after which you'll be in the warm Gulf Stream and not too far from Bermuda. From Bermuda, you've only got 800 miles to go to St. Martin, and the farther south you get, the better your chance of decent weather. This one is also all about waiting for the right weather window out of Newport and Bermuda.

Virginia to St. Martin — This is basically the Caribbean 1500 route, and if you've followed the history of the event, you know you'll have to be prepared for some bouts of very strong winds and big seas. This is no Ha-Ha. It's not unusual for the fleet to delay the start a day or two for a better weather window, and sometimes participants take shelter at Bermuda. But if the weather is good, it should be possible for you to complete the course in 10 or 12 days.

Fort Lauderdale to St. Martin — There are two options on this one, too. You can either sail straight east until you get to 'Highway 65', then head due south to St. Martin. Capt. Jim Drake did this once with our Ocean 71 Big O, and said it was one of the best sails he's ever had. But it's often not such a sweet sail. The other option is to take Bruce van Sant's Thorny Path — 1,500 miles upwind against the trades with lots of stops at the various islands. This can be like a never ending root canal, and lots of folks who have done it swear they'll never do it again. But others have had success.

We don't mean to make all of these options sound unappealing, but they all involve some challenges. Good luck!

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

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LOOSE LIPS

Yankee Tar will become a museum exhibit.

When famed stage and film actor Hal Holbrook sailed the 1980 Singlehanded TransPac on his Gulf 40, *Yankee Tar*, he wasn't 'in it to win it'. "I finished the race in just under 22 days, a few hours after the official deadline," he wrote to *Latitude* back in '06. "I was new to singlehanded ocean racing and, with my 30,000-lb sloop loaded up for a trip to the South Seas, was not much of a competitor." Holbrook had bought *Yankee Tar* three years earlier, and would spend the following three years sailing her around the Pacific before bringing her back to the West Coast.



Dixie Carter on her maiden voyage aboard Hal Holbrook's Gulf 40 'Yankee Tar'.

During that time, Holbrook met Dixie Carter on a film set. They married in '84 and spent the ensuing years enjoying time aboard *Yankee Tar*. "Dixie made every adventure glamorous and great sport," Holbrook said of his wife of 26 years, who passed away on April 10 of endometrial cancer. She was 70.

Prior to Carter's death, she and Holbrook were enthusiastic supporters of The Mariners' Museum in Newport News, Virginia. In addition to lending their celebrity to endorse the museum's objective of preserving maritime history — such as their building of a full-size replica of the Civil War 'ironclad' *USS Monitor* — Carter and Holbrook donated their own piece of history to the museum: *Yankee Tar*.

Plans are now in the works to turn *Yankee Tar* into an exhibit as a tribute to the couple's sense of adventure. "The boat paralleled the course of Hal Holbrook and Dixie Carter's relationship," said Lyles Forbes, chief curator for The Mariners' Museum (www.mariner.org). "When they donated the boat, we asked them to leave their personal effects aboard so visitors can feel like they are really aboard Hal and Dixie's boat. That way, it becomes less about the boat, and more about these people cruising around the Pacific."

Though the exhibit is still in the planning stages — no date has been set for its unveiling — Forbes says they'll be incorporating interviews with Hal and Dixie filmed aboard the boat into an interactive display. "They reminisced about their seafaring adventures over the previous 20-some years," he noted. "It was clear that the boat was special to them both, and that they had shared a lot of good times aboard. Now, a museum visitor will be able choose whether to hear fascinating tales of their trips to New Zealand, or Tahiti, or Samoa."

Holbrook has suffered a monumental loss, and he has our sincerest condolences. But it's comforting to know that the love of adventure he shared with Carter will live on.



A plaque aboard 'Yankee Tar' — seen here in Tahiti — quotes Edna St. Vincent Millay: "Searching my heart for its true sorrow; this is the thing I find to be; that I am weary of words and people; sick of the city, wanting the sea."

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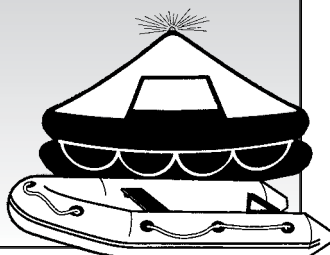
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LOOSE LIPS

Latitude comes to the iPad.

Having heard all the buzz about the iPad — Apple's much-hyped and long-awaited tablet computer that sold an estimated 1 million units in its first month of distribution — we were as curious as anyone about this new gadget, so when Rich Hudnut, Jr. of the Alameda-based Schumacher 52 *Cinnabar* whipped his out at Strictly Sail last month, he had our full attention.

"Ooh, look how pretty," this reporter gushed. "Can you download *Latitude* on it?"

"Uh . . . duh!" was the reply.

"There are three ways to download *Latitude* to an iPad," Rich explained. "First, you can just use the browser to navigate to www.latitude38.com and follow the links to the issue you want to download. The PDF will load in a separate window, but this isn't permanent and it can be lost if you open a lot of pages.

"Second, get a cool app called GoodReader — it's kind of like the 'explorer' file browsing feature on a PC. Open GoodReader, click 'web downloads', enter the URL or just navigate to the sections to download, and click on the version you want — the full magazine, which is a bigger file, or the individual partial versions. You'll be asked if you want to view it or download it. If you're like me and know you'll want to open it multiple times, just download it. It will be stored on your iPad like any other file. When you're done, just delete it.

"Third, use a different app, such as Air Share, that handles the downloading of PDFs."

"How do you like reading the magazine on that doohickey?"

"It's like any other PDF, really," Rich said. "You can move to any page, zoom in on any picture, even bookmark a page for later reference. But *Latitude* does a lot of double-page spreads, which looks great in the paper magazine, but doesn't work well on the iPad. It's a 'PDF issue' — you can't just turn the device sideways to get the cool double-page spread. It's not that big a deal though; it still looks great."

"Hmm, I wonder if there's a way to make the *Latitude* reading experience any better for iPad users," I wondered.

"It'd be cool to download it through iBooks [Apple's e-book-store], but I wonder how the pages would scale. It's great for reading a paperback-type book, but reading the best sailing magazine in the world in that format might be tough."

"Aw, shucks," I said, blushing. "But I know what you mean. I tried loading the magazine onto my Kindle, and while it was readable, the experience was less than exciting. Of course, storing back issues on the computer, Kindle or iPad is a great way to save space aboard."

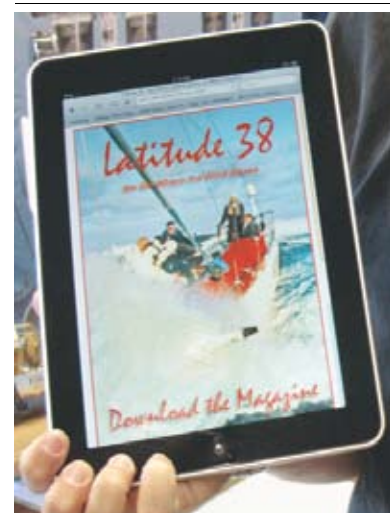
"So how else can the iPad benefit sailors?"

"Oh, I've already integrated iNavX into my boat and iPad. I can pause my reading to check the weather or monitor the AIS and all the other instruments without getting out of my bunk."

"Geez, can it make sandwiches for the crew, too?"

"Not yet, but we hear that app is coming soon."

— ladonna



LATITUDE / CHRISTINE WEAVER

Rich Hudnut shows off his new iPad, which sports a slick 'sail bag' made by sailmaker Synthia Petroka.

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SIGHTINGS

a great deal on a used boat

While at the Strictly Sail Boat Show in Oakland last month, we and some others fell into a conversation with Stan Honey, the Bay Area-based navigator who smashed the Jules Verne record in March aboard the 105-ft tri *Groupama 3*, circumnavigating in just over 48 days. He told us about what he thinks is a great used boat deal.

Stan: You should buy *Groupama*.

38: (Extended laughter.)

Stan: Really. Franck Cammas, her French skipper, is currently outfitting her with a shorter mast and taking out the interior — mainly pipe berths — so he can race her in this summer's singlehanded race across the Atlantic. But he tells me that, after the race, this fantastic trimaran, which cost \$10 million, will be for sale for just \$500,000.

38: You must be joking.

Stan: No, I'm serious. *Latitude* should buy it.

38: (Extended laughter) That's way, way, way out of our league on so many levels.

Stan: Well, if you bought her, you could bring her to the Bay and set new sailing records, both

for 500 meters and one nautical mile. So far we've hit 47 knots.

Lee Helm: But the speeds can't be current-assisted.

Stan: You would have to do it during slack water for an official record. After that, you'd set a new TransPac record. I figure 4.5 days.

Lee: You should be able to do it faster than that. After all, you sailed *Groupama* across the *Atlantic* in just 4.5 days.

Stan: Maybe it could do the TransPac in four days. But the TransPac is really a light-air race. Everybody thinks of it as a heavy-air race because they remember the last day when it blows 30 knots. But really, for five days in the middle, it only blows about 14 knots.

After you set the TransPac record, you'd set records in all the Mexico races, then you'd sell her. Or put the short rig back in and turn her into a cruising boat. It would be a cheap project. If *Latitude* doesn't want to do it, we'd have to get someone else.

38: Wanting and having the means and ability are two different things. What about Philippe Kahn? He loves fast boats, the loves races to Hawaii — and he's French.

Stan: Philippe is a good suggestion. But somebody on the West Coast ought to do it because, at \$500,000, *Groupama* is such a steal. Not only would the boat be cheap, but Philippe or whoever bought her could inexpensively hire a bunch of French guys to show him —

Lee: Or her . . .

Stan: Or her how to sail the boat, because French sailors don't get paid very much. *Groupama* has 40 full-time people and two giant buildings, but all the sailors are on contract. They get nothing.

The only problem with turning *Groupama* into a cruising boat is that you need two or three RIBs to get her off the dock. In reality, I think most big future offshore multihulls will be trimarans, but for cruising, catamarans are better because you're above the water and have such a better view of things from the salon.

Lee: Maybe retractable Z-drives in each ama would solve the maneuverability problem in port.

Stan: That would work. *Groupama* is really cumbersome getting off the dock the way she is now.

38: There's a lot of difference between sailing monohulls and multihulls, isn't there?

Stan: Yes, and it's a steep learning curve. The first multihull I raced on was Dennis Conner's *Stars & Stripes* in a Long Beach-to-Cabo Race with Gino Morrelli. It was probably the stupidest thing I've ever done. I was at the helm and everything seemed fine to me, with the wind

continued on outside column of next sightings page

every sailor's

Sailing into a half-submerged container is every sailor's nightmare. On April 3, the 65 boats that sailed out the Gate in BAMA's Doublehanded Farallones Race came close to living that nightmare because of an accident the day before.

Weather conditions Friday morning had been severe. Rain cells rolled through the Bay, bringing driving rain and gusts to 40 knots. Outside the Gate, off Bolinas, a container ship lost five empty containers — two sank immediately, one was barely afloat, and two floated high. The Coast Guard responded to the scene and monitored the containers while Tim Parker and his crew from Parker Diving

TEAM GROUPAMA



Stan was working on his boat broker skills at Strictly Sail last month.



nightmare

Service got suited up for the ride out.

"It was rougher than a cob," Parker recalls. "We were on Oscar Niemeth Towing's 90-ft tug *American Eagle* taking green water over the cockpit." By the time *American Eagle* reached the coordinates given to them by the Coast Guard — they'd left the scene to aid a boater in distress — only two containers could be found. "We assume the one that was barely floating went down," Parker said.

"One was already in the surf — it wound up on the beach — so we monitored the other one," said Parker. "It went across Duxbury Reef, close to shore, got

continued in middle column of next sightings page

groupama — cont'd

slowly building. But when I turned the helm over to Gino, he said, "Holy shit, what are you thinking? We've got to get the genoa down."

38: How hard was it blowing?

Stan: I don't know, about 14-16 knots. But we nearly killed Peter Hogg in the course of reducing sail.

38: Tell us more about *Groupama*.

Stan: Well, compared to *Groupama*, a Volvo 70 — which Cammas will be racing around the world — is torture. Sailing around the world on *Groupama* was just delightful. The boat was easy to steer, nimble, fast and fun. Plus, she was perfectly dry down below, there was a heater, the food was good, and everybody had their own space. Life was great. But in the Volvo 70s, it's pitch black, there's water everywhere on deck and below, you're soaking wet all the time, you're cold, you lose 25 pounds a leg. It just sucks. Plus, every time you tack or gybe, there's 45 minutes of backbreaking work — with your best

continued on outside column of next sightings page



YVAN ZEDDA / GROUPAMA

SIGHTINGS

groupama — cont'd

friends — just to get the sails restacked on the other side of the boat. You don't have to do that on *Groupama*, which made the navigator's job so much easier. I'd suggest seeing what the other jibe was like, and it was no big deal. The only really hard thing was reefing.

When I heard that Franck was going to be doing a Volvo Ocean Race, I said, "Franck, you French are generations ahead of everyone else racing offshore. Why are you going to do a Volvo?" He made the observation that, while racing on a Volvo boat would be much slower and harder, requiring a lot more brutal sail changes, at least it would be low-stress. The low stress is from knowing that the boat won't flip over. Almost all the great French sailors have flipped a big multihull while racing offshore, and it's something you don't want to do.

continued on outside column of next sightings page

containers

caught in Bolinas Lagoon's eddy, then circled south." The tug's skipper carefully edged up close enough to the container for the crew to get a line on it.

"It had a large tear on the top and already had a lot of water in it," Parker said. "We didn't have it under tow for more than 100 yards before it took a roll and started taking on a lot of water, so we cut the tow and stood by to make sure it wasn't floating near the surface. It took about five minutes for it to go to the bottom."

The following week, Parker Diving was



Even at 90 feet, 'American Eagle' still got spanked during the retrieval.



Parker's crew prepares to tow the container.



An estimated 10,000 containers go overboard each year. Every offshore sailor's nightmare is to run into one. Can you imagine coming up on this beast at night?

— cont'd

contracted to remove the other container from the beach, which Tim Parker said went smoothly — even though the public had pried open the container's sealed doors, allowing water, sand and gravel to get in. "We had to tip it to pour it all out before we could move it," he noted.

Parker says his company gets, on average, one call a year to salvage a container. An investigation is underway to find out why the containers fell off the ship in the first place.

— ladonna



Tim Parker keeps an eye on the two floaters — the one in the background ended up on the beach.

groupama — cont'd

38: Why are the Volvo 70s so wet?

Stan: It's twofold. First, the boats have low freeboard and a minimal hard dodger. But the reason they have low freeboard is all part of positioning the race as an example of life at the extreme. If they don't get the video of everybody getting soaked, with water everywhere, it's not going to come across as extreme. For example, when setting the around the world record on *Groupama*, the driver was sitting behind a windshield the whole time.

Lee: I would describe Volvo 70 racing as sailing's version of World Wrestling Entertainment.

Stan: Exactly. That's what the Volvo is all about.

Another interesting thing is how totally different the French are from the Kiwis when it comes to racing. The French all grew up single-handed, so from very early on they learned about triage. Meaning you can't do everything well all the time. You have to navigate, change sails, steer occasionally, fix things — you have to decide where you expend your energy. With the Kiwi approach, on the other hand, the first assumption is that the crew has the ability to make an infinite effort, and put up with infinite discomfort and pain. Both the French and Kiwis are wonderful to sail with. The Kiwis are no-holds-barred, grunt-up boys, and there is nobody you'd rather have on the foredeck with you. But the French are more fun, and the boats are so much more sensible because they are fast, delightfully rigged, delightful to sail, perfectly in tune, and dry down below. On *Groupama*, somebody hand-held the traveler and the gennaker sheet all the way around the world, but the guys holding them were inside the casket sitting on a cushion. Life wasn't bad. Plus, while both the Kiwis and French eat freeze dried food, the French know how to add spices so it tastes really good.

38: How was *Groupama* different from *Playstation*?

Stan: *Playstation* was big and heavy, hard to steer, and wanted to go in a straight line. *Groupama* is light and nimble, and fun to drive.

Lee: Did the center hull make *Groupama* better than *Playstation*, which is a catamaran?

Stan: Much more comfortable.

Doña de Mallorca: Did the French smoke a lot?

Stan: Most of them smoked, but not down below.

Doña: Would you like to see the Cup come to the Bay?

Stan: It would be great. I think they need to design a 60- to 70-ft skiff-like monohull, sort of like a TP 52 or STP 65, then hold Cup finals here in the Bay in June, which means all the boats would have to be designed to sail in 40 knots of wind on an ebb tide. It would make for the best boats and the best television. And they should pick the course imaginatively. I've worked with a lot of other sports, and they all design their events to make the best show. So I say the finals should be on the Bay in June when it blows like shit.

38: A minimum of 20 knots to do a race?

Stan: Sure. That's why you'd hold it in June, because it blows 20 knots on the Bay when it's light. During windy periods, it blows 35.

38: What should the course be?

Stan: Right up the Slot!

38: Should they have Acts around the world leading up to the Finals?

Stan: Oh yeah, that way you don't clog up the Bay for a long period of time. But the Finals need to be on the Bay. And the Acts have to be held in places where it blows, such as Hawaii, the Caribbean, Cascais, Portugal and places such as that. An America's Cup boat that's designed to race in 40 knots will have an afterlife.

38: What's up next for you?

Stan: The Bermuda Race aboard *Speedboat*, a 99-ft supermaxi owned by Alex Jackson, then a shot at the monohull record across the Atlantic on *Speedboat*.

—richard

california condor takes flight

In the last two years, commissions for custom boats have been fewer and farther between for naval architects and yacht designers. But you'd never know it if you'd visited Berkeley Marine Center during that time. Late last month, owner Cree Partridge and his team were putting the finishing touches on a new Jim Antrim-designed Class 40 for Bay Area sailor Buzz Blackett and partners Liz Baylis and Todd Hedin. Named after *Condor*, a Redline 41 that Blackett's dad campaigned on the Great Lakes years ago, the new boat's 15-ft beam will help make it a powerful offshore machine. If the boat's ready, it will show its stuff at this year's Pacific Cup. Like *California Condor*'s namesake species — which saw its first wild-born chick hatch last month after decades of decline — hopefully the boat is a sign that the endangered Northern California-built custom boat will recover. As long as there are owners like Blackett around. Blackett, an attorney by weekday, looked at his boat's near-sistership, Sue and Barry Senescu's Dana Point-based Antrim Class 40 *Yippee Kai Yay*, built by Columbia Yachts, and was impressed with the build.

"They did a great job on that boat," Blackett said. "But custom boatbuilding in Northern California has been moribund-to-dead, and having the boat built in the Bay has made it easier to be involved."

Blackett has managed the project — putting in many a late night along with Antrim, Partridge and Pineapple Sails' Kame Richards — and said he's been extremely happy with everyone involved. On the gruntier end of the labor spectrum, the build has allowed local Richmond YC young bucks like David Rasmussen and Max Fraser to earn some sailing money while they pick up valuable composites skills.

A relative newcomer to the local racing scene, the Class 40 box rule has been wildly successful in Europe. Over 100 boats have been built in the last four years. The simple rule places restrictions on materials — carbon is allowed only in the rig and prod while only e-glass and foam cores or plywood are allowed for the rest of the structure — in order to contain build costs and produce fast offshore-oriented shorthanded boats that basically look like miniature IMOCA 60s. The boat will carry a double-spreader Hall Spars carbon rig and Nitronic 50 rod for the standing rigging.

California Condor will be very similar to *Yippee Kai Yay*, but with one key difference — in order to fit in Dana Point Harbor, the latter's keel is some 18 inches shorter in draft.

"There might be one or two modes where that will be an advantage, but overall this boat will be faster almost all the time," Antrim said.

As launched, the boat will not be Class 40-legal for two easily changeable reasons. Per the rule, the sail inventory is limited to eight, including a storm jib and trysail. Spinnakers are restricted to nylon only — no laminate — and all other sails must be woven or laminated polyester — except two, which can be any material. Carbon battens are prohibited. Given that it won't be sailing any officially sanctioned class events — which all originate from Europe — the boat will carry an all-carbon working-sail inventory, and in the interest of stiffness, the rudders are carbon instead of e-glass.

The rule also allows the boat to carry up to 400 gallons of water ballast, symmetrically distributed off the centerline, which means the equivalent of eight 200-lb guys can be packed up on the weather side when needed. The deck was built in a female mold, while the hull was built on a fenceboard plug, which resulted in a time savings of about two weeks and a 10% reduction in the tooling costs for the hull plug — roughly 10% of the cost of the finished product. With this method, long "planks" of foam and glass were laminated on flat tables and tortured into place before being edge-glued together. The outside skins of the hull were laminated to the planks, then the hull was faired. The hull was turned over and the interior received another layer of glass before being faired.

continued on outside column of next sightings page

the boat

We're not talking about the skipper or crew losing weight — which is usually a good thing, too — but the boat itself. The net result of boats — and people — losing weight is that they become faster and more nimble.

People can lose weight by eating more veggies. In fact, by eating *mostly* veggies. Boats lose weight as a result of their manufacturers' using building innovations. Thanks to the public relations folks for Catana Catamarans, the self-proclaimed "world innovation leader in luxury perfor-



Spread: Buzz Blackett, Todd Hedin and Liz Baylis' brand new Jim Antrim-designed Class 40 'California Condor' should be sailing by the time you read this. Above, left to right: the glue joints in the hull 'planking'; it's dusty work for 29er stud Max Fraser, but it'll do when you're trying to earn some traveling scratch for this year's 29er Worlds in Argentina; the 4-inch diameter gate valves for the water ballast transfer plumbing; the boat name artfully rendered in relief on one of the boat's carbon rudders.



diet

mance catamarans,” we have specific facts on how they’ve reduced the weight of their new Catana 50s by an astonishing 8,602 lbs. We found the areas and methods of weight reduction interesting, so we figured that you would, too.

1) Catana 50 catamarans — including hulls, deck, biminis, bulkheads and other parts — are now built with resin infusion. It shaves 3,483 lbs off the overall weight.

2) The Catana 50 hard-top bimini was

continued in middle column of next sightings page

condor — cont’d

Blackett was a longtime and successful campaigner in the Bay’s Express 27 fleet with his now-former boat *New Wave*, as well as the El Toro YRA. He has a carbon Moore El Toro with a carbon mast and sail, and he also sails an all-carbon foiling Moth, which means that *California Condor* will be his lowest-tech boat! The spark for the boat was struck during the ‘08 Pacific Cup — which marked his return to ocean racing after a decades-long hiatus — when he was invited by Hedin to stand in for Baylis on their Antrim 27, *E.T.* As often happens, one of those ‘a bigger boat might be nice’ conversations ensued along the way, and that led them to where they are now. Hopefully by the time you read this, the boat will be out on the water tearing up the Bay.

— rob



SIGHTINGS

bogus sail training?

In the aftermath of a massive six-week search for the long-overdue 'sail training' vessel *Columbia* — which limped into a Chilean port April 11 with all crew members safe and sound — a spirited debate has ensued about a paid skipper's responsibility to his crew, and the wisdom of signing on to an offshore cruise aboard a vessel with limited communications gear.

Because we have extensive contacts with South Pacific cruising boats, the distraught father of *Columbia* crewman Mitch Westlake — a 23-year-old Australian — contacted us in mid-March asking for help. He explained that the 48-ft British-flagged vessel, run by Polish-born French skipper Boguslaw 'Bob' Norwid-Niepokoj, left Salinas, Ecuador, January 16 and had not been heard from since. *Columbia* had been due to arrive at Coquimbo, Chile, two weeks earlier, right around the time that a much-publicized magnitude 8.8 earthquake and tsunami brutalized that country (February 27). Aboard were the skipper, his Chilean wife, Carmen Moreira Santana, and three sail trainees: Westlake, and Canadians Jade Chabot, 50, and Lisa Hanlon, 22, each of whom had paid roughly \$4,000 USD to join what was advertised

continued on outside column of next sightings page

boat diet

redesigned, not only for better visibility of the opposite bow while underway, but to reduce the overall weight by another 804 lbs.

3) The fore beam and catwalk of the Catana 50 have been changed from composite to aluminum, shaving an additional 1,018 lbs. Funny, we thought composite stuff would have been lighter.

4) The boat has been redesigned to reduce one redundant bulkhead, as well as some other stuff, eliminating 1,340 lbs more.

5) New carpentry fabrication techniques, lighter wood, and lighter cleats have cut off another 697 lbs.

6) For those who pick the carbon mast option, a new autoclave carbon mast has been chosen that reduces the weight of

"Does this dodger make me look fat?" Anorexia has hit the boatbuilding industry, with builders — such as Catana — purging to lose weight.



— cont'd

the mast an additional 322 lbs.

7) And finally, Catana has done a careful analysis of every detail of adhesive products, such as Sikaflex, to further reduce the weight by another 938 lbs.

In other words, the new Catana 50s will displace in excess of 20% less than the 38,000 lbs of the original ones. To put it in more graphic terms, the new boats save the equivalent of 3.5 Chevy Malibus in weight, which will make them much more responsive in all wind conditions. Catana says they are also dramatically reducing the weight of their 42s, 47s, 58s and 65s, too.

For the record, virtually all boat manufacturers are working to eliminate weight, so Catana is not alone.

— richard



bogus — cont'd

as a 40-day, 3,000-mile cruise, in hopes of earning a Yachtmaster's Offshore certification.

We alerted the 220-boat Pacific Puddle Jump fleet to be on the lookout for *Columbia* — which is conspicuous due to the words 'Discovery Sailing Academy' printed in large letters on her hull. Within hours, concerned members of several other cruising groups had extended the network of watchful eyes all the way from Patagonia to Easter Island. Meanwhile, government agencies of the U.S., Canada, Britain, France, Ecuador, Peru, and Chile put resources into play.

So where had *Columbia* been during her 86-day transit? According to her deeply frustrated crew, they'd logged 5,000 miles attempting to follow what Norwid called the "old pirate route," which took them as much as 2,000 miles west of the South American coast — well over halfway to French Polynesia. At one point they drifted for 12 days with little or no wind. But the skipper — who, according to Chabot, became staunchly militaristic as soon as the boat set sail, and was verbally abusive throughout the ordeal — reportedly refused to consider using his engine for either propulsion or to run the watermaker, despite having full diesel tanks. Instead, each crewmember was given a ration of about two cups of water per day, and Norwid instituted a contest to see who could get by on less.

Although *Columbia* operates as a commercial vessel, she only carries a VHF radio, plus an SSB receiver (no transmitter) for communications. Norwid insisted that both remain turned off throughout the trip. Consequently, no one on board knew anything about the Chilean earthquake, and apparently the tsunami rolled right beneath them unnoticed.

As the weeks wore on, it became obvious that there was no way they were going to reach their Chilean destination anywhere close to on schedule. All three trainees pleaded with Norwid to allow them to attempt making outside contact via the VHF so their families could be alerted that they were safe. He adamantly refused.

Needless to say, a VHF call probably would have been futile in those lonely latitudes. But the skipper's actions — or lack thereof — have raised some important legal questions. Because *Columbia* was involved in a commercial enterprise, should the skipper have been obligated to report his whereabouts when the trip became long overdue? Was he negligent for not attempting outside contact, knowing his clients' families would be anxious? Should such a vessel be required to carry some type of long-range communications device when operating offshore? Such questions seem particularly pertinent in Norwid's case, because he has a history of being long-overdue and incommunicado — at least twice before, search and rescue agencies have wasted valuable resources looking for him. If you've got a well-reasoned opinion about these issues, drop us a note at editorial@latitude38.com.

We're told that Norwid is under investigation by both British and Chilean authorities. One thing they'll undoubtedly look into is whether this controversial instructor — who says he thinks of himself as something of a pirate — is actually licensed to conduct Yachtmaster courses.

Despite initial surprise at Norwid's harsh tactics, Westlake — who'd previously done a three-year stint in the Australian Navy — reportedly completed all his course requirements, and has been promised his certificate. But both Hanlon and Chabot eventually exercised their option to give up on the rigorous 'training' regime, after 63 days and 70 days respectively, and finished the trip simply as passengers.

Hanlon had virtually no previous sailing experience — making us wonder why she was accepted for a Yachtmasters course — but had dreams of working on tall ships. She now says she never wants to go to sea again. Years ago, Chabot worked for six years on charter yachts in the Caribbean and Med, but mostly away from the deck action. She was hoping to fine-tune her seamanship skills, but returned home to Montreal totally disillusioned. "That man completely killed my passion for sailing," she says sadly.

— andy

SIGHTINGS

arctic wanderer to tackle russia

How does a kid from San Jose like Gary Ramos end up attempting to become the first person to sail solo around the North Pole? That's a very long story. But it probably began back in his teen years when one of his Camden High instructors took young Gary under his wing and taught him how to sail on San Francisco Bay.

Apparently Ramos took to boating like a duck to water, because after high school he joined the Coast Guard. During his eight-year stint, he was stationed in Alaska and developed a reverence for the far north that has remained with him ever since.

When we checked in with Ramos late last month, he was about to return to Iceland, where his steel-hulled, 39-ft cutter *Arctic Wanderer* awaits him. Having already traveled via the fabled Northwest Passage over the top of North America, he will soon attempt to solo across the top of Europe and Asia to complete his polar circuit. According to Ramos, roughly 40 small boats have now done the Northwest Passage, but only about six have gone over the top of Russia, and none have

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abby to stop

Ever since Abby Sunderland — the Thousand Oaks-based 16-year-old trying to become the youngest person to solo circumnavigate non-stop — rounded Cape Horn without incident on March 31, we've been flicking through recipes in our dog-eared copy of *1,001 Ways to Prepare and Eat Crow*. We at *Latitude* had taken a firm position against children — which is, without a doubt, what a 16-year-old is — attempting such a hazardous journey. The Publisher even went so far as to say he believed neither Abby nor Jessica Watson — the 16-year-old Aussie attempting the same trip — would finish, believing some kind of mechanical failure would stop them. “After all, four-time circum-

“Who turned on the AC?!” Spread, ‘Arctic Wanderer’ spent the winter of ‘05-06 tied to a dock at Cambridge Bay, Nunavut, Canada. Inset top, the yellow line indicates Ramos’ trip so far; the red is his planned journey through Russia. Inset bottom, motoring down Prins Christian Sund at the bottom of Greenland was a much nicer trip than sailing around Cape Farval.



PHOTOS GARY RAMOS

in cape town

navigator Scott Piper of the *J/160 Pipe Dream IX* even said their biggest obstacle was breakage," he noted.

On April 25, his words proved true for Sunderland when it was announced on her blog (soloround.blogspot.com) that she would be pulling into Cape Town, South Africa, to deal with a serious autopilot problem. As her Open 40, *Wild Eyes*, doesn't have a windvane, Abby is dependent on her autopilots to steer the boat. Unfortunately, her main unit died some time ago and the back-up has been temperamental, at best. "It would be foolish and irresponsible for me to keep going with my equipment not working well," her

continued in middle column of next sightings page

arctic wanderer — cont'd

done so singlehanded.

If he's anxious about the trip, it's not because he's afraid to be alone in one of the most remote and inhospitable regions on earth, but because he's still waiting to receive permission from Russian authorities to pass through their waters.

Having worked as a merchant mariner most of his adult life, Ramos is not some wide-eyed dreamer who's way out of his depth (as some previous Arctic wanderers have been). In 1990, he singlehanded his first boat, a vintage 30-ft ketch, from Bodega Bay to Alaska. Shortly afterward he hatched the idea to sail 'round the pole. He bought this boat — which is double-welded with 5/32-inch steel — in 2000 and, when he got laid off in '04, he saw it as the perfect excuse to put his polar plans into action. *Arctic Wanderer* set off from Seward, Alaska in May '05, and has been working her way through the far north ever since.

One memorable moment came in the middle of a dark, nasty night near Hershall Island. With three reefs in the main, Ramos was below when *Arctic Wanderer* plowed right into an ice floe that hadn't shown up on radar. Despite some damage, he took note of the lessons learned and carried on. Another standout memory came in '08 while traveling near Devon Island in the northernmost latitudes he's seen so far. While below fiddling with his stove, he heard an unusual splashing sound at the stern. Turned out it was a huge polar bear who was determined to climb aboard. We'll be keeping tabs on Ramos during the coming months, so we can give you reports on his latest adventures.

— andy



COURTESY ARCTIC WANDERER

Gary Ramos took this self-portrait after a two-mile walk at -10°F.



bridal boatyard blues

Hawaii is the land of fantasy, and could you think of anything more fantastic than a Japanese wedding outfit running the old Ala Wai Marine Boatyard — which has been closed for two years — and the old Texaco Fuel Dock, both of which are at the Ala Wai Yacht Harbor in Honolulu? Reg White, who has been living at the Ala Wai for more than 20 years, swears that's what is slated to happen when Japanese company, Honey Bee, and the state finally come to terms on the lease they've been trying to hammer out for 30 months. If all goes according to plan, Honey Bee would run the old boatyard to a maximum of five boats at a time, about half the yard's capacity. On the other half of the property, they would conduct weddings in a new chapel supported by various on-site wedding-related shops. What woman could resist getting married next to the groom's hauled-out boat? Perhaps in Tyvek suits covered in ground fiberglass? It's bizarre, but no more bizarre than the old fuel dock becoming the site of another Honey Bee wedding chapel — while still pumping fuel for marina tenants.

The other big news in Honolulu is that there are two bills — HB2582 and HB2741 — which, if they pass, would dramatically increase the cost of living aboard at the Ala Wai Yacht Harbor and at Ke'ehi Harbor. Bruce Lenheit is one of those who would be dramatically affected. In a widely distributed letter, he says he currently pays \$607 a month for his mooring fees and liveaboard permit, plus \$300 a year for parking. If either bill is passed, he would soon have to pay \$1,399.20 a month, an increase of 130%. By 2014, he would have to pay \$2,020.80 per month, or an increase of 231% over the current rate.

Noting that he's previously lived aboard in California, Mexico and Hawaii, he said he paid \$100 extra to live aboard at a first-class ma-

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ala wai — cont'd

rina in California. And, when he lived aboard at first class marinas in Mexico and New Zealand, he paid only the slip fee, with nothing extra for living aboard.

One assumes that the dramatic increase in liveaboard fees at the state-owned and -run Ala Wai is to keep the marina maintained. But according to Reg White, who has lived aboard in the Ala Wai for more than 20 years, that's not the case at all. He told *Latitude* that, according to audited reports, the Ala Wai, as poorly maintained and run as it's been, had an operating surplus of about \$1.5 million a year in the early and mid '00s. Despite this, hundreds of slips in the Ala Wai and at Ke'ehi were allowed to fall into such disrepair that they had to be condemned! The 'profits' from the Ala Wai had been grabbed by the state and used for other purposes, such as creating hiking trails. White says that in '09, according to the state's unaudited figures, the Ala Wai had an operating surplus of \$990,000 — and that was with 218 berths being out of commission in the middle of June. Had those berths been usable — and there has been a long list of people waiting to get slips there for years — they would have added another \$400,000 or so to the surplus.

Nobody asked us, of course, but even given the generally poor condition of much of the Ala Wai, and its utterly and inexplicably charmless surroundings, we think its unique location alone makes the slips — not including liveaboard rights — worth well in excess of \$6/ft/month. While we know our readers in Hawaii will scream bloody murder, we think \$10/ft/month sounds about right. Plus maybe \$500 more a month for the first liveaboard. So if you live aboard a 55-footer, it's going to cost you \$1,000 a month. That would mean the Ala Wai would show a surplus of close to \$2.5 million, which could be used to bring many of the berths up to standard, and plant some trees and other vegetation, in general getting the Ala Wai's sorry-ass act together.

There's just one problem. According to White, the Department of Land and Natural Resources says the basic slip fees can't be raised more than 5% per year. And since 85% of the slips can't be used for living aboard, they are trying to raise a similar amount of money by really sticking it to the liveaboards, who represent, by law, a paltry 15% of the marina tenants.

We've said it for 25 years: it's in the best interest of mariners, the citizens of Hawaii, and the State of Hawaii itself, if the state got out of the marina business, which they've been bungling for decades.

— richard

ha-ha online registration to begin

Seventeen years ago, a loosely organized fleet of 39 sailboats headed south from San Diego in late October, bound for Cabo San Lucas. Little did their crews know at the time that the low-key, 750-mile migration would become a much-anticipated annual tradition, and the second largest cruising rally in the world: the Baja Ha-Ha.

All told, more than 2,000 Ha-Ha boats have made the run to the Cape thus far, with more than 7,000 crew aboard. Tallied together, they've sailed more than 1.5 million miles! Enough to circumnavigate via the tropics 60 times.

With the Ha-Ha 17 starting date — October 25 — less than six months away, the Rally Committee has recently come out of hibernation and has been furiously gearing up for a new onslaught of entries. Online registration will begin Monday, May 3 around noon at www.baja-haha.com. And as always, those who sign up early will have the best chance of getting a slip when the fleet arrives at Cabo.

But before you get caught up in the sign-up frenzy, let us repeat our annual mantra: If your boat was not built, equipped and maintained for offshore sailing; or if you would not be willing to make the trip on your own, please *do not* sign up. Even though the route

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abby

blog noted.

Abby has truly achieved an amazing accomplishment, though we still think her parents' allowing her to leave in the first place was "foolish and irresponsible." To our way of thinking, it's as reckless as allowing a 13-year-old to climb Mt. Everest. Ridiculous, you say? Well, apparently in these never-say-no-to-your-child days it's about to happen — Big Bear's Jordan Romero, 13, will make an attempt on that famous peak this month. But considering that more than 3,000 people have climbed Everest in the last 56 years, while only 250 have solo circumnavigated in twice that time, his odds of succeeding are much better than Abby's were. Of course, that's likely cold comfort to her right now.



— cont'd

Meanwhile, Jessica Watson is slated to finish her circuit later this month aboard her S&S 34 *Ella's Pink Lady*. If she's successful, she'll take the record for youngest around from England's Mike Perham, who was 17 when he wrested the title from Abby's older brother Zac last year. But who knows? With five more Sunderland children at home, Jessica's grasp on the unofficial record might be short-lived.

Back in the Pacific, Alessandro di Benedetto, 39, who is attempting his own non-stop circumnavigation on the smallest boat (a Mini), suffered a dismasting in late March while trying to round Cape Horn. Undeterred, the indefatigable Franco-Italian effected a jury rig and is continuing his attempt.

— *ladonna*

ha-ha — cont'd

is off the wind with favorable currents, overnight offshore sailing is serious business. That said, if you *are* ready, we're eager to welcome you to the Ha-Ha 17 fleet, which promises to be a great one. At least a dozen boats currently cruising Mexico have vowed to bash back to San Diego just to be part of the fun again!

On the website you'll find complete info about the event (see "About the Ha-Ha"), as well as a wealth of tips and advice about cruising Mexico (see the "First Timer's Guide"). In a nutshell, the entry fee is still \$350 (or \$300 if your age or boat length is less than 35), which includes parties, all sorts of official Ha-Ha swag, and a mountain of worthwhile discounts from sponsors. We do our best to keep the entire event PG-rated, as we love having lots of kids along; hence, heavy partying is discouraged; the minimum boat length is 27 feet; singlehanded is not allowed; and powerboats are always welcome.

Beginning with the Costume Kickoff Party at the West Marine compound on October 24, the event runs two weeks, with the Awards Ceremony November 6 at Cabo Marina. So what do you say? Is this your year to Ha-Ha?

— *andy*



Mermaids love to frolic on the Ha-Ha — how about you?

CLIPPER 'ROUND





THE WORLD RACE

—We'd been trying to wrap our heads around the Clipper 'Round the World Race phenomenon — it's really in its own category among sailing events — since we started profiling local erstwhile Clipper sailors in *Latitude* a year ago. But it wasn't until the Leg 5 prize giving at Golden Gate YC on April 6 that it really started to make sense. The 10-month, 35,000-mile odyssey had always seemed to us to be in a sort of existential limbo. Sure, it's more than a rally. But with the sailors, skippers and nine boats up at the discretion of the organizers, is it really a race?

The boats departed Qingdao on May 2 for the start of the trans-Pacific leg. Storm after storm pounded the fleet as they crossed the North Pacific, buffeted by breeze of up to 70 knots. It was a full-on surfing fest out there, with some teams sending their identical 68-ft, 66,000-lb battlewagons at speeds of 20 knots.

"It was absolutely bonkers," said Qingdao sailor Andrew "Heston" Jones. "The first two times in my life I've ever been proper-scared were on this leg. You're on the foredeck, levitating as the boat's pounding up and down, you think, 'The world is ending. . .' We had a knockdown and the best way to describe it is like a train crash; time slows down and you stop dead," he added. "I was going into one of the cabins beneath the companionway at the time and all of a sudden the door slammed shut and smashed my hip. The hatch had been torn off, and we were at an angle of over 100°. The water that came down the hatch floated the floorboards, which jammed the cabin door shut around me, and all of a sudden, I'm thinking, 'I'm proper fucked!' The boat made a noise like a groyne and suddenly righted. We had 40 bottles of chili sauce onboard and all of them went flying. The whole interior was like Vesuvius; when the boat righted, everyone down below was covered in chili sauce, thinking, 'I'm bleeding . . .' — it was like being pepper-sprayed!"

While the crew enjoyed one of its best positions in a leg to date, *California* was dismasted the night of March 21, some 1,800 miles from the Bay. Sailing under only a storm jib in 60-knot winds, the boat was rolled to 120° and came back up without its rig. The knockdown flooded the boat's nav station and knocked its antennae, so skipper Pete Rollason's only option was to activate the boat's EPIRB while they could attempt repairs to their comms equipment. The Coast Guard scrambled a C-130 from Kodiak Island, Alaska, which dropped a radio in a bright-orange, steel canister that landed six feet from the stricken boat. Three of the other race boats rendezvoused with *California* and began a laborious process of transferring fuel while the crew set

The Clipper 68 'California' rumbles out the Gate on her journey around the world.

CLIPPER 'ROUND



Clockwise from top left — The Clipper 68s are big boats; so are their fittings; 'Cape Breton Island' crew member Adrian Healy chows down on a victory slice; 'Uniquely Singapore' and the rest of the fleet got a fireboat send-off; 'Qingdao's Andrew "Heston" Jones; Kathrine Simpson and Elaine Walker enjoy a rest before cleaning up 'CBI'; 'Uniquely Singapore's Nicole Ho gets curious about what's under 'Edinburgh Inspiring Capital' sailor Alan Campbell's kilt; overall race leader 'Spirit of Australia' just after the start of Leg 6; the galley aboard 'California'; Shana Bagley shows us the shower head each crew member gets to use every nine days, plus one of her contributions to her team: "Lady Anti-Monkey-Butt Powder"; Donna Womble, who hails from Monterey, joined 'California' for the leg to Panama; 'California' skipper Pete Rollason; Rhode Island-based 'California' sailor Chris Sheldon gets his gear stowed before heading for lower latitudes.

up a jury rig to mitigate *Cal's* need for diesel.

Among the teams still racing, *Cape Breton Island* put on a show, finishing on March 30 — two days ahead of the next boat! In fact, the crew moved the boat along so well that they received plaintive emails from race organizer Clipper Ventures asking that they slow down. After that much time at sea, we couldn't blame the *CBI* sailors for just wanting to git 'er done. There weren't many people out to welcome them to

the Bay, in part because *CBI* beat the race office personnel — scheduled to set up shop at the Golden Gate YC a day later — to the Bay. While they may have beaten the organizers by a day, they only beat the pizza guy by a few minutes; not long after they were tied up in the San Francisco Marina, the 17-member crew was devouring the stack of pies they'd ordered upon finishing.

At the prize giving, the orange canister that had conveyed the all-important radio to *California* was passed around

to the couple hundred people in attendance, quickly filled with money for the Coast Guard Foundation. A CG officer in attendance conveyed the impression of the C-130 crew, who were amazed at how calm *California's* crew had been.

Local Clipper racers like Charles Willson and Shana Bagley had commented to us in the past that the camaraderie between the sailors on every boat is strong. The feeling that the entire 400-strong participant pool is like one big family is prevalent. Because of the structure of

THE WORLD RACE



the Clipper Training, everyone from the "Leggers" — those who sail only selected legs — to the "Rounders," has pretty much sailed with everyone else before they're ever assigned to a particular boat. Many of them have experienced horrific weather, seasickness and exhaustion together, which means when they congregate, the atmosphere is kind of like a school reunion, but a lot more convivial.

A remarkable aspect of the race is the variety of backgrounds its participants come from and the diversity of nationalities, ethnicities, and genders they represent. Outside of a women's regatta, this was hands-down the highest percentage of female sailors we'd ever seen together in one place. Some racers we talked to

were scratching their way through the race, raising money as they went from leg to leg. Others had quit their jobs or taken temporary leave, spending their 'cushion' on the race. Frankly, we wanted to know why things like bashing around the world and transiting the North Pacific in the springtime were so appealing.

One of the more interesting folks we met was Jones. Sporting an asymmetrically-sculpted beard and sounding like anything but, he's the former managing director of UK-based \$500 million-a-year produce and flower importer Flamingo. After working his way up from the shop floor to the job he just left, Jones had enough. He'd broken up with his long-time girlfriend early last year; when he heard about the race, Jones no previous

sailing experience but nevertheless sold his apartment and most of his stuff, stashed some essentials in his folks' garage and bid farewell to urban and corporate life to sail around the world.

"For the first time in my life, I have a key to nothing," he said. "It's wicked!"

Uniquely Singapore rounder Nicole Ho came to the race from a different background. The 33-year-old native of her boat's namesake country, had already decided to take two years off from her IT job when she first became aware of the event during the '07-'08 race.

"Sailing is still a luxury sport in Asia, especially in Singapore," she said. "I had done a lot of canoeing and diving, but I'd never sailed until the training started.

"I'm really happy I signed on," she

CLIPPER 'ROUND THE WORLD

said. "I think in general we really try to calculate too much, and sometimes in life we just have to let it flow."

The only people who get paid to do the race are the skippers, so we asked *California* skipper Pete Rollason — an Englishman residing in South Africa — what *their* motivations are.

"Some have solo-racing aspirations," he said. "But others like me just want to do it for the sake of doing the race."

What was like to get 17 essentially green offshore sailors to sail a boat around the world, and is there another element to the diversity of the crews?

"Any of us can get the amateurs to do the work, but dealing with the interpersonal relationships can be a challenge," Rollason said, laughing. "We have a running joke that when we're done, we're going to start a kindergarten!"

Another question we had, was how competitive is the race?

"The point is to enjoy it," Jones said.

So is it a race? Hell yeah, it's a race. One month to cross the North Pacific in the spring is damn fast! If you disagree, ask yourself why do you go racing? Is it for glory and fame? That's for the pros.

You'd probably be sorely disappointed if those were your goals. Chances are you do it for the same reasons that Clipper sailors do: self-exploration, camaraderie,

"The one thing to take away from it, is that anyone can do it."

the challenges, and the recreation — in the most basic sense of the word.

The stopover left us with a newfound appreciation for creator Sir Robin Knox Johnston's efforts with this event. For all the well-intentioned rhetoric, research and initiatives that pop up aimed at getting new blood involved into the sport, something is lost. The most effective way to get new people sailing is to . . . take them sailing! And that's what RKJ is doing. He's taking 400 people sailing each

time he puts this circus on the road. He and Clipper Ventures have essentially democratized ocean racing. If we understand correctly, it takes about \$40,000 to do the race; we challenge you to find any amateur who's circumnavigated for less in ten months' time.

"The one thing to take away from it, is that anyone can do it," Ho said.

Will the race ever come back to the Bay? We hope so. The organizers were extremely grateful for the efforts of the Port of San Francisco and Harbormaster Larry White, who went to great lengths to accommodate the race on the Cityfront. There wasn't a whole lot of interest from the general public, but because the stopover was unsponsored, Clipper Ventures didn't have the marketing budget and partnerships they normally have in place to set up a race village and advertise in mainstream media. For what it's worth, for the first time we felt that it's something we'd want to do. Clipper Ventures, *please* come back to the Bay!

The fleet departed April 20 bound for Panama; you can track its progress at www.clipperroundtheworld.com.

— **latitude** /rob



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almar.com

'SUPERMEN' TO THE RESCUE —

Imagine that a life-threatening medical emergency has occurred aboard your boat while you're sailing across the South Pacific, 1,400 miles from the nearest land. Suddenly, four highly-trained medics drop out of the sky above you with all the supplies and expertise nec-

his tongue that was bleeding profusely.

For the previous five days, the crew had been communicating with the Maritime Mobile Net, which would be on the air with their daily roll call in a few hours.

But, rather than wait, they decided that the seriousness of the situation necessitated an immediate call for help.

Dave Taylor got on the boat's HF radio and put out a pan-pan over the Maritime Mobile Net frequency. This is where the first near-miracle of

this story occurred. For reasons that experienced HF radio aficionados still don't fully understand, a Floridian Ham operator named Bill Sturridge — who was roughly 3,500 miles away from *Wind Child* — heard a faint "pan-pan" just as he was taking over net control duties. But the only other word he could make out initially was "medical."

During the next half hour, Sturridge pieced together the basic facts of the emergency through a series of faint transmissions, and reported them to the Eleventh Coast Guard District Rescue Coordination Center in Alameda via his land line. Among those who took on the case was Flight Surgeon Dr. R. Nolte, who was eventually patched through to *Wind Child*. After Hendricks fully explained his wounded shipmate's condition and described the medical resources aboard, Nolte made the call for an immediate medevac. In addition to lacerations on Kalahar's tongue and head, Nolte's biggest concern was that the wounded sailor would become severely dehydrated and could possibly die, as damage to his throat had left him unable to swallow. At the time, *Wind Child* was a minimum of 10 days from the nearest shore facility.

As the evacuation game plan took shape, an hourly communications schedule was established to give updates on Kalahar's condition, as well as *Wind Child*'s position and the local weather conditions. During the process of patching through and relaying calls, Hams from Texas, Minnesota and Hawaii played key roles.

Through the AMVER network (Automated Mutual Assistance Vessel Rescue

System), the Liberian-flagged, 610-ft container ship *Cap Palmerston* was diverted toward the sloop's position. She was 16 hours away, and had been en route to Ensenada, Mexico. In addition, Nolte and his associates considered the situation serious enough to warrant sending out an elite team of pararescuemen (PJs) from the 129th Rescue Wing of the California Air National Guard. They would parachute onto the scene out of the cargo bay of a Coast Guard C-130 Hercules aircraft. Remember those guys who jumped out of the sky in *The Perfect Storm*? Yeah, those guys.

Talk about calling out the cavalry,



US COAST GUARD

C-130s are the primary workhorses of many long-range rescue ops. When you're in trouble, seeing one overhead is a godsend.

essary to save the life of your severely injured crewman. You might think you'd just witnessed a miracle.

No doubt that's how skipper Rudy Heessels felt last month when four pararescuemen arrived aboard his Washington-based Beneteau First 36s7 *Wind Child*, which was en route from Mexico to the Marquesas.

About an hour before sunrise on April 1, crewman Kevin Hendricks was at the helm, hand-steering over sloppy 8-foot swells in gusty, unsettled conditions. His watch partner, Michael Kalahar, was seated at the forward end of the cockpit, portside. Suddenly, a swell twisted the hull and a strong gust got behind the mainsail, breaking the preventer and sending the boom flying across the cabintop. In the process, the vertical lines of the mainsheet assembly caught Kalahar, who is 56, across his throat, pinning him against the cockpit bulkhead and bashing his head against the portside sheet winch. Moments later, when Hendricks freed his watchmate from the lines, he saw that Kalahar was unconscious and not breathing.

Hendricks, who fortunately had been trained as an EMT, yelled for all hands on deck as he proceeded to clear Kalahar's airway and administer CPR. After getting his injured friend breathing again and into the main cabin, Hendricks did a systematic evaluation of him, and the crew discussed their options. Initially, the worst of his injuries appeared to be a deep laceration across the full width of

Spread: 'Wind Child's signature chute made her easy to spot as she cruised Mexico this winter. Right: Pararescuemen silently psych up for their imminent jump.



LATITUDE / ANDY

WIND CHILD'S MID-OCEAN MIRACLE

these selfless heroes are said to be the most highly trained of any of the U.S. military's special operatives. Their

Damage to his throat had left him unable to swallow. At the time, Wind Child was a minimum of 10 days from the nearest shore facility.

specialized skill set — which includes advanced medical training — was originally developed to rescue downed pilots behind enemy lines. The two-year train-

ing regimen they endure is so tough it's been dubbed 'Superman school'. As you might imagine, it is rare for PJs to be activated to aid sailboaters in distress. But in an extreme — life-or-death — situation such as this, they go willingly.

Wind Child's location, however, was at the outer limits of a C-130's range — and more than 1,000 miles beyond helicopter range — so Heessels was asked to reverse course and head back toward Mexico.

Wind Child was sailing near the northern edge of the Intertropical Convergence Zone (ITCZ), where lots of tropical rain cells linger, so cloud cover was a big concern. The PJs would need a mini-

mum of 3,000 feet of clear air to descend through. An estimated jump time was established, prior to which the boat's EPIRB was to be activated. The plan was for the four PJs to stay aboard *Wind Child* until the *Cap Palmerston* arrived. Then, after transferring to the ship, they would stay aboard with Kalahar until they could all be airlifted off near the coast.

While the crew awaited the rendezvous that afternoon, Kalahar was relatively stable, in part thanks to the pain meds he'd been given, but he was still unable to swallow.

Late in the afternoon Heessels made the wise decision to alter course to get away from approaching black rain clouds. With *Wind Child's* EPIRB activated, she was easy enough for the C-130 pilots to find, but by the time they arrived, it was getting dark. The earlier course change had brought the sloop into an area with a substantially higher cloud ceiling. Sea conditions were rough,



USCG / PO 3CL HENRY G. DUNPHY



however, with winds around 25 knots.

After the plane made a few trial passes, *Wind Child's* crew saw a large parachute open — which they soon learned was harnessed to a fully-equipped inflatable — followed by four smaller chutes carrying the PJs. On the next pass several supply packages were dropped, which the crew was instructed to chase down and retrieve.

But corraling them proved to be no easy task. With their parachutes still inflated, the strong breeze dragged them rapidly across the surface, away from *Wind Child*. Motoring at top engine speed — about 7 knots — the crew finally caught up to one of the bright orange crates in the fading light. They were still

'SUPERMEN' TO THE RESCUE —

pondering how to get it aboard — it was very heavy and seemed to be nearly as big as the cockpit — when the inflatable arrived full of PJs and their gear.

Once aboard the sloop, the jumpers pulled oxygen tanks and other supplies from the crate, and the lead medic took over Kalahar's care, soon setting up an

After a couple of tries, one of the PJs grabbed the raft and began reeling in its tow line.

IV to begin rehydration.

During the ordeal of jumping, swimming to the dinghy in high winds, then bouncing over the wavetops aboard it to reach *Wind Child*, all four PJs had become seasick, but they bore it stoically as they carried on with their duties. They were also a bit surprised at the size of *Wind Child*, as someone had told them she was a 51-footer! In all the excitement, the dinghy worked loose and drifted away into the night.

By this time, Heessel's crew had spoken directly with the *Cap Palmerston*, which was expected to arrive before dawn. Her captain would decide on a transfer plan after sunrise. With Kalahar now stabilized, there was undoubtedly

ered their launch for a rendezvous. But the combination of sea conditions and damage to one of the launch's hulls made that plan a nonstarter. As options for Plan B were being discussed, *Wind Child* was maneuvering under engine power when the tail of a genoa sheet became badly fouled in the prop. It had apparently gone overboard earlier during the shuffling of men and equipment in the cockpit. Although one of the PJs dove under and was able to clear part of the sheet, it was obvious that the job could not be completed until the seas calmed down.

This unfortunate mishap added substantially to the complexity of the transfer, but Heessels and his crew, all of whom are experienced offshore racers, were up to it.



CAL ANG / CAP PALMERSTON

Because 'Wind Child's engine was out of commission, getting the injured sailor and the PJs into the raft was no easy feat.

some sense of relief among the passagemakers. But their challenges were far from over.

After positioning the *Cap Palmerston* to create a lee, the ship's crew low-

Anyone who knows Heessels knows that aboard *Wind Child* he and his cruising cronies — some of whom race with him back home, and some against him — almost

WIND CHILD'S MID-OCEAN MIRACLE

What sort of man would jump out an airplane at night in the middle of the ocean to save a complete stranger's life? One with a heart of gold and super-sized cojones.

never use the engine or autopilot. So it's bitterly ironic that the one time they really needed the iron jib, it was unavailable to them.

The idea of sailing right alongside the ship was discussed but abandoned due to the rough sea conditions, as was the idea of having *Wind Child* sail close enough to the ship to retrieve tow lines, so Kalahar and the PJs could be transferred via a liferaft.

Plan D, however, proved to be a winner: the *Cap Palmerston* cut her power and drifted, trailing her 6-person inflatable liferaft on a long tether behind her, which the *Wind Child* crew was meant to snag. Having raced for years in Puget Sound, competed in several Hawaii races, and cruised in Mexico, Heessels is an expert helmsman in all conditions. So, despite the increasing wind and rain, he was able to zig-zag back and forth behind the ship while Hendricks and Taylor trimmed. After a couple of tries, one of the PJs



CALANG / CAP PALMERSTON

Rescue jumpers coach the cargo ship's crew, as the wounded sailor is slowly hoisted aboard the 'Cap Palmerston'.

grabbed the raft and began reeling in its towline.

On the boat's blog, Taylor later explained, "In an outstanding, and heroic demonstration of sailboat handling, Rudy was able to keep our boat in position, and far enough away from the ship to allow the transfer of patient, jumpers

WHO WERE THOSE GUYS?

You need guts, brawn and brains to become a pararescueman, plus an inordinate sense of compassion for others, as symbolized by their chilling motto: "That others may live."

In addition to their primary mission during wartime — treating and recovering downed pilots behind enemy lines — they occasionally assist in civilian rescues in remote locations (such as this one), and have been used to recover NASA astronauts after water landings.

Their training, as part of the Air Force Special Tactics community, is incredibly intense. They have to be tough enough to endure Navy SEAL training and sharp enough to become proficient in advanced medical training. (Sorry, but this specialty is not currently open to women.)

The PJs' two-year instructional program is known as "the Pipeline" or, perhaps more appropriately, "Superman School," as only the fittest of the fit survive it. In fact, the dropout, or washout, rate is said to be the highest of any U.S. military Special Ops program.

Think you've got the stones and the stamina to make the cut? If so, see if you can pass the PAST (the Physical Abilities and Stamina Test). It's sort of a Special Ops SAT test — only a tad more physical. The following are the *bare minimum* physical requirements for acceptance into the program:

- Swim 25 meters underwater on one breath
- Swim 1,000 meters sidestroke or freestyle in 26 minutes or less
- Run 1.5 miles in under 10 minutes and 30 seconds
- Do eight chin-ups in a minute or less
- Do 50 sit-ups in 2 minutes or less
- Do 50 push-ups in 2 minutes or less
- Complete 50 flutter kicks in 2 minutes or less

Piece of cake, right? And that's just to get your toe in the door.

Those who do pass the rigorous training wear distinctive maroon berets. If you see one, give a salute and say thanks.



USCG / PO 3CL HENRY G. DUNPHY

'SUPERMEN' TO THE RESCUE

and baggage."

Once aboard the liferaft, Kalahar and his caregivers were pulled alongside the massive, red-hulled ship, and the patient was hauled aboard on a stretcher.

"With very mixed feelings, we said farewell to our injured crewman," wrote Taylor, "... We will miss his good humor and sailing skills as we resume our lonely ocean passage to French Polynesia."

Thankfully, Kalahar remained stable during the ride toward the Mexican coast. On April 4, when the ship was roughly 650 miles off the Baja coast, she was met by an aerial entourage of two HH-60F Pave Hawk helicopters, accompanied by two Marine Corps planes: a 130P Combat Shadow, and a KC-130J Super Hercules tanker used to refuel the helos en route.

By late that evening, Kalahar was safely transferred to a San Diego hospital, where specialists attended to his injuries, and family members, who'd driven down from Washington, comforted him. At this writing, he is home convalescing, and, in his words, "on a steady path to



USAF / USMC

Look very closely and you'll see a small dark shape directly beneath the helo. That's a PJ making his exit — all in a day's work!

recovery.

"Each day," he says, "I am thankful for all of the goodwill, support, and

sacrifices made both by my friends and by those involved in my rescue." With any luck he'll soon be back out on the waters of Puget Sound again, racing his trophy-winning Jespersion 30 *Myrrh*.

Wind Child, by the way, continued on to the Marquesas and completed her 21-day crossing by making landfall at Hiva Oa's Atuona Bay.

All in all, this multi-phase rescue was an astonishing effort by a highly efficient network of dedicated professionals. As Heessels' wife Jean put it, "The Ham Radio Operators, Coast Guard, California Air National Guard, and AMVER *Cap Palmerston* accomplished something many of us never understood was possible. The three and a half days it took to get Michael to the hospital have been ones during which we've learned so much — about resources, skills and experience acquired by individuals, and human spirit and willingness to help. We are so grateful to all the angels!"

— *latitude/andy*

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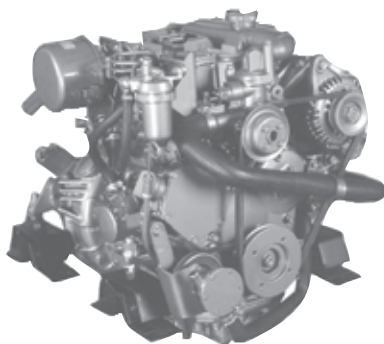


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CALIFORNIA

In the past, Lina and I have made long distance passages to the Marquesas, Mexico and Hawaii. And I did the '98 Singlehanded TransPac. But we actually prefer California Cruising because it better conforms with our cruising rules:

- 1) Always turn left after sailing out past the Golden Gate Bridge.
- 2) Don't sail at night unless it's absolutely necessary.



LATITUDE / LADONNA

Lina and Bruce Nesbit have cruised the California coast aboard 'Razzberries' for 12 years.

and when staying at yacht clubs, participate in as many of the club activities as possible.

- 6) When transiting the coast of California, always stay in water that's more than 200 feet deep in order to avoid kelp and crab pots.

- 7) Don't cruise where you can't drink the water or speak the language.

We bought our boat, *Razzberries*, an Ericson Yachts-built Olson 34, from Stan Womsley of the King Harbor YC in '93. She rates 99 in San Francisco and 108 in Southern California. She still has the number '99' on her bow from the '98 Singlehanded TransPac.

I retired from a management position at PG&E in '93 shortly after purchasing *Razzberries*. Since then, Lina and I have generally spent winters in the Bay sailing out of the Richmond YC, and summers cruising the California coast as far south as San Diego. So far, we've made 12 cruises to Southern California, and as a result of our 'rules', have made good friends in every port.

While California Cruising, we get around by foot, buses, the occasional rental car, and dinghy. Such cruising can be quite economical, as yacht club members who keep on the move rarely have to pay for berthing. Of course, it

- 3) Harbor hop like a couple of bunnies instead of making longer passages.

- 4) Take the time to enjoy each stop.

- 5) Stay at yacht clubs where space is available,

helps a lot if your boat is less than 35 feet. Lots of yacht clubs have trouble accommodating larger boats.

To give you an idea of what kind of places you can visit and fun you can have California Cruising, here's our schedule and comments from last year:

4/21 — We spent the first night at Half Moon Bay. It's only about 25 miles down the coast from the Bay, but as we mentioned, we like to harbor-hop rather than make long passages.

4/22-28 — We could have stopped at Santa Cruz, but continued on to Monterey, where we got two nights of free berthing at the Monterey Peninsula YC. Then, because there is so much to see and do around Monterey, we took a slip at the Municipal Marina. While in Monterey, Bruce raced on the Sydney 38 *Bustin' Loose*.

4/29 — We then did a 80-mile hop down to San Simeon, where we spent the night. It's a very scenic anchorage and Hearst Castle is nearby.

4/30 — Instead of stopping at Morro Bay, we continued on to Port San Luis. We got a mooring for \$10, which included a shuttle service, so we didn't have to inflate our dinghy.

5/1 — Normally we would have stopped at Cojo anchorage, 50 miles southeast of Port San Luis, but the wind was so good that we continued on to Santa Barbara, arriving about midnight, which is late for us. It had been a 90-mile passage. As it was, we'd had strong northwest winds from Davenport, which is just north of Santa Cruz, al-

most to Santa Barbara, so we never needed to motor. In fact, we always sailed with the #4 jib and one or two reefs in the main.

It was our fastest time ever from San Francisco to Santa Barbara.

While in Monterey, we met a Canadian family — Peter, Krishna and their two boys — on *Outrider* a C&C 40,

Spread, Cat Harbor on Catalina Island is a favorite stop for Bruce and Lina. In fact, their stop at Catalina last summer inspired this article. Below, pulling her weight — Lina isn't just along for the ride.

ALL PHOTOS COURTESY RAZZBERRIES UNLESS NOTED



and buddyboat-ed with them as far south as Santa Barbara. While we passed through the part of the Santa Barbara Channel where there is tremendous natural oil seepage to the surface, the folks on *Outrider* got such big whiffs of petro-

leum odors they became worried that our boat was on fire.

5/2-8 — While you can anchor out on either side of the Stearn's Wharf in Santa Barbara, it's not very convenient and can be roly. So we took a berth in the marina. Santa Barbara is a beautiful city, and much of it can be enjoyed by walking or using the bus system. We were going to do the Wednesday Beer Can Race out of the Santa Barbara YC on

You don't have to leave the country to enjoy your boat.



the same Beneteau we'd raced on before, but the race was cancelled due to the big Jesusita fire. We watched the fire from our boat as the ashes drifted down onto us and our boat.

5/10-14 — After sailing 20 miles to Ventura, we got free berthing at the Ventura YC. Bruce raced on a Santana 35 and attended a BBQ for liveaboards.

5/14-31 — We often stop at the Channel Islands, which are as close as 15 miles from Ventura, but this time made a 50-mile passage all the way to Marina del Rey. This is a great place to stay, as it's close to shopping, movies and stores, close to LAX — which made it convenient for family members to fly in and visit us — and close to the California YC, home of the Cal Cup Regatta. Bruce raced in that event on the 65-ft sled *Cheetah*. Our daughter, son-in-law and 2-year-old grandchild visited from Chicago. We even got invited to a wedding at Greystone Manor in Beverly Hills, after which the bride rode a mechanical bull in a local bar. Yee-haw!

While in Marina del Rey, it was also

possible for us to get two free nights at the Cal YC, the Santa Monica Windjammers YC and the Del Rey YC. There is also relatively inexpensive berthing at the Burton Chace Park, in the heart of Marina del Rey. While staying at Marina del Rey, Bruce raced on the Davidson 52 *Pendragon IV* in a beer can race, did Cal Race Week on the Schock 35 *Voodoo Doll*, and went down to Long Beach to race on the Farr 40 *Temptress*.

6/2 — We overnighted at King Harbor YC in Redondo Beach, which is just 10 miles from Marina del Rey, and did the Women on the Water — WOW — race on the Farr 40 *White Knight*.

6/3 — We overnighted at Cabrillo YC in San Pedro, which is 20

miles from Redondo. We were scheduled to race on *White Knight* again, but the race was cancelled due to heavy weather.

6/4-17 — We bypassed Shoreline and Alamitos Bay Marinas in Long Beach, and made the 20-mile hop down to Newport Beach. During our nearly two weeks in Newport Harbor, we got free berthing at the Balboa YC, Bahia Corinthian YC, and the American Legion YC, and got a low-cost berth and mooring from the Orange County Sheriff's Office. There is lots to see around Newport Harbor — including Lina's favorite, shopping at Fashion Island! — and a dinghy is often the best way to get around.

While in Newport, Bruce raced on the Schock 35 *Whistler*, and did a Taco Tuesday Race on the Tartan 35 *Élan*.

6/18-22 — We sailed 25 miles across the Catalina Channel to Avalon to meet the Coastal Cup boats as they finished their race from San Francisco. We stayed on a mooring, although they aren't cheap. You can anchor, but it's best to anchor for free near White's Landing and dinghy to Avalon. After the Coastal Cup, we partied with fellow Richmond YC member Mark Howe and his crew from the Beneteau 40 *White Fang*. Bruce was slated to do the Santa Barbara to King Harbor Race on *White Fang*, but plans changed, so he didn't get to do that.

6/23-28 — We sailed back across the Channel to Alamitos Bay, where Bruce crewed on the One-Design 48 *Emirage II* for Long Beach Race Week.

6/30-7/5 — We sailed back to Catalina and around the back side to Cat Harbor, where we took a mooring. It's also possible to anchor for free in Cat Harbor, which is a good anchorage in almost all weather conditions.

The 'Razzberries' crew doesn't worry too much about provisioning because supplies are readily available at nearly every stop down the coast.



CALIFORNIA

7/6-20 — We sailed 80 miles south to San Diego Bay, where over the next two weeks we'd get free short stays at the San Diego YC, Southwestern YC, Coronado Cays YC, the Coronado YC and the Silvergate YC. The Police Dock also has inexpensive berthing.

The sailing in San Diego Bay is done in light air, but it's tons of fun. There is a lot of ship and military traffic, so only one beer can race a week is permitted. Bruce did it aboard the R/P *Staghound*. In our attempt to beat Dennis Conner, we got too close to shore and experienced a violent grounding. I went flying, and still had bruises two months later.

There is also good sightseeing in San Diego, including the *U.S.S. Midway*. We did a Cortez Beer Can Race aboard our sistership *Paladin*, and yet another on the Flying Tiger *R Nasty*. We sailed with our old friend Dale Parshall, and reviewed the book he is writing on his experiences out of the Richmond YC — including a cruise to the Marquesas and a Singlehanded TransPac— both of which we had roles in.

7/21-23 — We overnighted at both



Part of the charm of harbor hopping is meeting new friends at yacht club dock parties .

Oceanside and Dana Point.

7/24-26 — We found ourselves in Newport Harbor on 'big wave day'. The surfing at the world famous Wedge, which is on the west side of the west

entrance breakwater, was awesome, with waves 15 to 20 feet. As we entered the channel, we could see surfers who were higher than our heads when riding waves on the other side of the breakwater. Tragically, one surfer lost his life. The surge was so bad inside the harbor that there were no berths available. We had no luck getting a berth from the Orange County Sheriff's office as there was too much surge to dock and because the lifeguards were using the docks for CPR. So we left and went 20 miles north to the Long Beach YC and took a berth there.

7/27-28 — We spent the night at King Harbor YC in Redondo Beach. It's also possible to get a permit for four free days of anchoring behind the breakwater.

7/29-31 — Marina del Rey. This time we stayed at the municipal marina next to Burton Chace Park, where they have lots of activities such as free movies and music. In fact, we watched *Grease* from our lawn chairs.

8/1-31 — We took a berth for a month at the California YC. Bruce was slated to race in the PHRF championships at

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Cabrillo Beach YC, but they were cancelled for lack of entries. PHRF seems to be fading down south, while one-design racing is strong. At the Cal YC, the Farr 40, Farr 30, Martin 242, J/105, Star and Open 5.70 fleets are strong.

We entered *Razzberries* in the Santa Monica Windjammers YC double-handed cruise race, and took first place! While still berthed at the Cal YC, Bruce did a beer can race on the 1D-48 *Emirage II*, did the eight-race Schock 35 Nationals on *Voodoo Doll*, had dinner with fellow Richmond YC members who were cruising Southern California that summer, visited the nearby

Getty Villa, and had a dock party at the Cal YC to celebrate Bruce's birthday.

9/1-8 — We sailed back to Catalina's Isthmus for Labor Day Weekend to enjoy lots of activities, including the Buffalo Chip Toss. We got to visit with friends

to ours at the Richmond YC, we never met them until both our boats were at Catalina! Bruce Manchester, who races with us on *Razzberries*, joined us in Catalina, and later sailed with us to Santa Barbara.

We also met the publisher of *Latitude*, who

was enjoying life, living and working aboard *Profligate* on the hook at Harbor Reef. He suggested we write this article.

So as you can see,

there are plenty of people to meet and places to see, and countless races and cruises to enjoy when doing a California Cruise. You don't have to leave the country to enjoy your boat.

— bruce & lina nesbit

MORE CALIFORNIA CRUISING OPTIONS

For those more inclined to cruising than racing in Southern California, there are lots of other places that weren't mentioned, for example, San Miguel, Santa Rosa, Santa Cruz and Anacapa Islands. You can anchor around the corner off Pt. Dume, and if the weather is mild, right off Malibu. Paddle in with your board and you're sure to get a warm — cough, cough — welcome from the other surfers. With a permit you get four free days on the hook behind the Redondo Breakwater. Except for Cat Harbor, most free Catalina Harbor anchoring is in deep water, so don't skimp on the ground tackle. There is one anchorage in Newport Harbor where you can stay for 72 hours without a permit — but only once a month. If you don't live in San Diego County, you can also get a three-month permit to live aboard near the Coast Guard Station.

The Golden State has many problems, but from your anchored boat at places like Santa Cruz Island, Cojo or Cat Harbor, they seem so very far away. Enjoy!

who cruised in from yacht clubs that we'd stayed at. And we finally met George Balmer and Carolyn Jones of *Kestrel*. Even though they keep their boat close

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BEER CAN RACING



— NEED A REASON?



— **B**eer Can racing is one of the most time-honored traditions at almost every yacht club and sailing center in the country. Here in Northern California, it's practiced at nearly every club with any kind of racing program. Because there are so many clubs within such a small area, there are one or two races every night of the week. That means unless you work night shifts, you ought to be able to find one that works for you. There's no

Spread — check out the variety in the fleet at Santa Cruz YC's extemporaneous Wednesday night race. *Insets, clockwise from top-left* — Jack Gordon puts the helm down on 'Roller Coaster,' Beer Can races make for smiles; it's so intense you can even do it with a beverage in one hand.

better way to get some weekday sailing therapy than to take advantage of one of the most relaxed no-fuss manifestations of sailboat racing.

Have you been thinking about going racing, but feel intimidated by a hyper-competitive atmosphere? Beer can races are the best no-pressure, entry-level

races, hands-down. There's rarely a protest, yelling is scarce — it's usually met with the disapproval of everyone else. And, there's a bunch of like-minded people to socialize with afterwards. The races range from the "serious" — which in the case of beer can racing means a race committee and scoring — to infor-

BEER CAN RACING



Clockwise from top left — Morgan Larson helms the Santa Cruz Wednesday night race 'rabbit', the Sydney 38 'Animal'; Jon Stewart and Angie Rowland catch up after a Corinthian YC Friday night race; A-Cat sailor Andy Kolb heads for the barn after a Wednesday night race in Santa Cruz; Jay Crum tries, and fails, to look serious while calling tactics aboard 'Roller Coaster'; almost every YC has a neighborhood watering hole where the masses congregate when the Club bar shuts down at a reasonable hour, in Santa Cruz it's Brady's Yacht Club; Logan Dini and Jaden Ribera out for a 'Roller Coaster', both of their dads were aboard; the attitude might be mellow, but the racing's still close in most Beer Can series; 'Outrageous' is showing up for a Beer Can race with a longboarded bottom; we decided to withhold the names of these 'Tiburon' grommets, along with the details of their caffeine-fueled hijinks . . . hey, where did all the mixer go?

mal — where there's no real organization per se.

The Santa Cruz YC Wednesday night races fall into the latter category. They're unofficial: no scores are taken, and the "race committee" is actually racing too,

broadcasting the course to the fleet on a megaphone before the start. Instead of a starting line, there's a "rabbit" start, where a designated boat, the "rabbit" — in this case belonging to the same family that's done the honors for 40 years —

sails across the fleet on port tack while all the other boats take its transom; there aren't any guns, nor is there a chance of being called OCS, or a need for a stop-watch. It's about as simple as it gets.

While inclusive and informal, beer



can racing is definitely worthwhile for even the most accomplished sailors. We witnessed a perfect example of this phenomenon when we went down to Santa Cruz to, er, research this article.

When we got out on the water, we weren't at all surprised to find someone like former 505 World Champion, pro sailor and Louis Vuitton Cup veteran Morgan Larson at the helm of the "rabbit," enjoying the racing like everyone else. Veteran pro Jay Crum was calling

tactics just for giggles aboard our ride for the night: Santa Cruz YC-sailor Jack Gordon's SC 50 *Roller Coaster*.

A Corinthian YC Friday night race is a little different, but by not much. While it enjoys the same type of friendly atmosphere and post-race revelry, the races are started from the club's race deck and scores are kept. Our ride for the Corinthian Friday nights — when

Latitude 38 Associate Publisher John Arndt's Ranger 33 *Summer Sailstice* has a packed cockpit — is Steve Stroub's SC 37 *Tiburon*.

The tactician during our most recent Friday night aboard *Tiburon* was 1996 Soling Bronze Medallist Jim Barton, while our main trimmer was former Etchells Fleet 12 Season Champion Ben Wells, both of whom brought their kids along with them.

Even the most serious racers enjoy

BEER CAN RACING

the lighter side of the sport that beer can racing represents. For example, Philippe Kahn, he of the gigantic *Pegasus* Racing program, sailed in both events — a mere five days apart. He's not a pro, but he sails as much, if not more, than many pros. Despite all that sailing, he still makes time for week-night racing.

Have you been looking for a way to get your spouse or kids to go racing with you? There's no better way than a beer can race. In addition to being less intense, the races are shorter than most weekend races. The lure of a post-race BBQ and a Shirley Temple is usually more than enough to get the kids to come out, and before long they'll start getting mighty P-O'd if you don't bring them.

The only things you really need to know about Beer Can racing are covered by a time-honored tome:

The 10 Commandments of Beer Can Racing:

- 1) Thou shalt not take anything other than safety too seriously.
- 2) Thou shalt honor the racing rules if thou knowest them.

LATITUDE/ROB



As long as there's enough light and enough breeze, there's no reason why you can't spend at least one night a week Beer Can racing.

- 3) Thou shalt not run out of beer.
- 4) Thou shalt not covet thy competitor's boat, sails, equipment, crew or rating.
- 5) Thou shalt not amp out.
- 6) Thou shalt not protest thy neighbor.
- 7) Thou shalt not mess up thy boat.

8) Thou shalt always go to the yacht club afterwards.

9) Thou shalt bring thy spouse, kids, friends and whoever else wants to go.

10) Thou shalt not worry; thou shalt be happy.

The long version makes a great read and is available at our website in the "wisdom" section, while the best resource for finding a Beer Can race near you is the 2010 Northern California Racing Calendar and YRA Master Schedule — available in print at our World Headquarters in beautiful Mill Valley and many of the places you pick up your copy of *Latitude 38*, or online at www.latitude38.com. Once you get the beer can racing bug, you'll probably be tempted to start going more than once a week. If you do, don't forget *Latitude's* Beer Can Challenge — sail a beer can race every night of the week, send your story and photographic proof to rob@latitude38.com, and we'll send you some *Latitude* swag.

What are you waiting for? We'll see you out there!

— latitude/rg



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CUBA THROUGH THE BACK DOOR —

Cuba: "A place where the communist ideology continues side by side with the encroaching and inevitable capitalism," wrote author Andrei Codrescu.

Why visit Cuba? Probably a combination of '60's-era romanticism and plain old curiosity, coupled with the excitement of the forbidden fruit. Also, the promise of unspoiled cays and stunning



With a cigar firmly wedged between his lips and a Panama hat on his head, this friendly fellow cuts a classic image of a Cuban gentleman.

turquoise-blue waters as promised by an American cruiser in Puerto Vallarta who extolled the beauties of Cuba's southern coast.

Many Americans, including us, are first attracted to the idea of going to Havana in the footsteps of Hemingway, quaffing *mojitos* and listening to the strains of the Buena Vista Social Club. I made a feeble attempt to visit the north shore when returning one May from Antigua. Charts in hand, with some trepidation I headed north and west after Sailing Week. After hearing from the cruising community that the only place to check in was Havana, we were forced to bypass 400 miles of the Cuban coast, which was just the excuse I needed to put my fears to rest and change course for the Bahamas. Arriving later in Miami to the full American homecoming, complete with drug-sniffing dogs and unduly officious customs officers, I knew I was back in the States.

This time, however, we decided that the south coast of Cuba would do us well, as it is an easy jump from Isla Mujeres, Mexico, across the Yucatan Channel to the western tip of Cuba. The southern coast of Cuba makes a northwest to southeast arc, some 240 miles long, which we hoped would offer protection from the prevailing easterlies as we worked our way to the eastern Caribbean. Placing our trust in Nigel Calder's decades old *Cuba, A Cruising Guide* we continued on to Isla de Juventud rather

than stopping at the more western port of entry of La Coloma. This was the first rule we broke in Cuba. It's important to remember that Cuba is neither a "can country" such as Mexico, nor a "cannot country" such as *Los Estados Unidos*. Rather, it is a totalitarian country firmly held together with an unbelievable number of rules, which are not just avidly enforced on us *Norte Americanos*, we were told repeatedly, but on everyone.

With 40 to 45 knots forecast the following day, we were looking for a good place to hide. At Punte del Este on Isla Juventud there is a beautiful anchorage that we visited later, but for the approaching major cold front we were hoping for more protection. Most insurance coverage does not insure American-flagged vessels in Cuban waters unless they have U.S. paperwork in order for an official visit. We originally had planned to use commie Cuba as cover for our trip east, but now everything changed. We were going to the land of Che and Fidel, somewhat retracing the original dozen freedom fighters' voyage from Mexico to Cuba in the *Granma*. (Somewhat ironically, Fidel had purchased the *Granma* from an American in Mexico who had named it in honor of his grandmother, but misspelled it.)

Arriving in the small but well-protected (5-foot draft) harbor of Marina Siguanea, we passed the *Guarda* post complete with camouflaged guard tower (and a guard inside), barbed wire fences and a huge mural of Che. Really, not knowing what to expect with the stars and stripes flying, we crept into the harbor. A man appeared and motioned us to

the quay. Once we were well-secured, there were smiles all around and Eduardo stepped forth speaking American-accented English, introducing himself as

Officials were called from the main town . . . and the drug- and arms-sniffing dog was brought onboard.

the marina manager and employee of the nearby Colony Hotel. He asked where we were coming from and when I cheerily replied "Isla Mujeres, Mexico" his face dropped. Turns out the info in Calder's book was out of date, as it is no longer



AN UNPLANNED VISITA

possible to do an international check-in at Marina Siguanea.

Guards were immediately dispatched to the quay to ensure that we remained onboard. Officials were called from the main town of Nueva Gerona and the drug- and arms-sniffing dog was brought onboard. No fewer than 12 Cubans were required to check us over and tell us that we could not check in except at an official international port of entry. This was a *national* port of entry. Each was very polite and smiling, curious to talk to us, friendly, yet firm in their rules. A few hours later, word came down from the higher ups that we were to be allowed to move about the marina, but could not leave the fenced area, not even to go to the hotel for a drink.

My wife, Debra, and I are antsy and inquisitive by nature. Two days whiling our time in this gloomy marina were enough. The forecast had the wind down to 20 to 25 knots from the north, which would make for a comfortable ride, reaching along the lee of Isla de Juventud in our heavy catamaran. The officials let us go on with promises to do a proper international check-in the following day in Cayo Largo. We knew from the outset that we would not

We met all sorts of Cuban officials, and most of them were cheerful and friendly.

There was one habitable structure and a giant white geodesic dome ashore at Punte del Este, but the weather was cold (we were in a cold front, after all), so we were content to cozy up on the boat and watch a movie, *The Motorcycle Diaries* — no kidding! We had each read Jon Lee Anderson's definitive, 750-page, solidly documented biography of Che while cruising Mexico the year before.

By now our curiosity was overcoming our desire to hang out in the beautiful cays, and the weather was gloomy. The next day we pushed on to Cayo Largo. While we had recently spent a month in the fabulously beautiful San Blas Islands, nothing prepared us for the sheer beauty of Cayo Largo and the azure blues of the waters there. The sand was blindingly white and waterways meandered to the interior of the Cay. We spotted a couple of boats anchored out and a handful of others in the impeccably kept marina. After being waved to a berth, we were then greeted by Piero, the self-described PR man who called the officials to complete our international



'Escapade' was lookin' good as she led the fleet out of Bahia Santa Maria during the '08 Ha-Ha rally.

party apparatus, not spying really, but keeping an eye on the tourists?

Cayo Largo is a foreign exchange machine, and foreign exchange is what the Cuban government needs most. Facing economic disaster in the 90's, Castro allowed a rudimentary market economy to take hold to service the tourists who were then, due to the collapse of sugar and the loss of Soviet handouts, the main source of 'real' money. You're not going to buy food or fuel on the world market with Cuban *pesos*. Enter the CUC — convertible pesos. At this writing, one *yanqui* dollar is worth *mas o menos* 80% of one "kook." What a slap in the face! You can't even get one to one exchange for the worthless CUC's. Their only use is in the parallel Cuban tourist economy.

The tourist hotels and the handful of marinas are largely joint ventures with Latin American, Canadian and European countries. Everyone is in business here except for the United States of America. We have a crushing 50-year-old embargo against the kind people of this island. I'm just a simple cruiser, not a foreign policy scholar, but what is there that Cuba cannot purchase, if it had the money, from a country other than the United States? Mexico has joint-ventured the many huge concrete plants and Hugo Chavez keeps pumping oil.

I think the Cuban government gets more mileage out of the embargo than the U.S. government. If you're an American politician in favor of the embargo, you get to carry southern Dade County, which probably puts the whole state of Florida's electoral votes into your column. However, if you are the "bearded one" as the Cubans refer to Fidel, you get



make it to Cayo Largo in one day.

Our first and continuing impression of this part of Cuba was that it was all but deserted.

as our new best friend, answered our many questions, arranged credit at the bar as we had no Cuban local money, and drank mojitos with us. Piero has had this cush job for 21 years. I wondered how he got it? Was he really part of the

CUBA THROUGH THE BACK DOOR —

an all-around enemy that you can scapegoat to whip your people into a frenzy. Or at least to keep them focused on the fact that the glorious revolution has not been able to produce a functioning economy despite the beneficial institutions it has created for the mass of Cuban people, namely its often-touted health care system and universal education.

In Cayo Largo we made the acquaintance of Isabel and Michel, Ivy League-educated Parisians who cruise for about four to six months a year. They had become fast friends with Louis and Sophia — who are bona fide characters from the Dominican Republic — over the VHF, as each was crossing the Yucatan Channel. Louis had worked in many countries for Shell Oil and was enjoying two years of his retirement circumnavigating the Caribbean with his significant other, Sophia. Until recently, she managed the National Symphony of the D.R., which had been founded by her grandfather. What were people of this caliber doing in commie Cuba? As they said goodbye to sail east, we did not know that we would find out the answer to that question and share many experiences with them later on.

Enjoying some of the very scarce nice weather since we'd left Cartagena nearly a month before, we decided to explore



You've gotta love a country where government officials will lighten up and share a beer with you after the paperwork's completed.

no exception as we rode from one end of Cayo Largo to the other. We stopped by several of the all-inclusive tourist hotels and found an interesting old stone tower that now serves as part of a landscape nursery. Passing the international airport, Debra commented, "Have you ever seen an airport with only one car in the parking lot?" It was all very surreal. No towns. No Cubans other than the small village of dormitories for the workers. A tourist ghetto. Prices at the bar in the marina were the same as back home.

The concept of leaving the marina to anchor out overnight and continue on the next morning or the day after was not happening here in Cuba. You have to show up back at the marina for re-inspection and a national *despacho* to move your boat to the next town. By now I had reached my admittedly rather short limit of patience with officialdom and demanded to leave immediately. Paperwork was completed immediately after lunch and we were on our way to Cienfuegos on the mainland. Nigel Calder wrote that this was a very large bay entered through a narrow but well-lit channel, and that it was easy to

enter at night. Fortunately we had a full moon.

Sailing from the cays to Cienfuegos on a direct course takes you through a "prohibited" zone. The moon was out, the wind 15-22 on the beam so we weren't going to be denied by sailing way out of

our way. Then our imaginations got the best of us in the darkness. We saw what we assumed were Cuban gunboats shadowing our course two miles to port. The next day we found out the 'gunboats' were our friends from France and the D.R. I asked Michel what he thought about cutting through the prohibited zone, he replied "I'm French, I thought nothing of it!" I'm from California and I felt the same way. We became fast friends!

As we arrived in Cienfuegos, my nerves were a little shot because our insurance wasn't invalid, we had no legal rights, we had no embassy in the country, and for all the romanticism surrounding Che and the revolution, we were operating in a totalitarian state. Facist or communist, totalitarian states are always bad news. We didn't have good charts, as we'd originally only planned to use Cuba as a buffer from the easterly trade winds. And the Calder guidebook we had was seriously out of date.

We did know, however, that the marina was located adjacent to a multistory hotel near the readily identifiable Punta Gorda, and we had the moonlight. Bahia

Then our imaginations got the best of us in the darkness. We saw what we assumed were Cuban gunboats shadowing our course two miles to port.

de Cienfuegos is far larger than it had appeared to me in the photographs I had seen on the Internet. It was 5 miles from the entrance of the bay to Punta Gorda. We couldn't ID the marina in the darkness. With yet another cold front bringing the north wind, it appeared that where the marina should be we would have a downwind entrance in 15 knots of wind. Not something we wanted to try at midnight. We headed around Punta Gorda and found a nice calm spot to anchor, complete with loud Cuban music, in the lee of the point. The second time we countervailed the *rules*!

While rounding the point looking for the marina the next morning, we spotted two sloops coming up the channel. Louis and Michel had elected to anchor out behind an island — seriously against the rules. For our own indiscretion, we had to sign a confession, then another docu-



There may not be much tread on these tires, but they still get the job done. For generations, Cubans have been making do.

the island by bicycle. We haven't used our bikes as much as we'd anticipated since leaving California, but when we have taken them out for a ride it has always been wonderful. This day was

AN UNPLANNED VISITA

ment promising never to do an infraction on any subsequent trips to Cuba! Yeah, right, I'm going to risk my boat on a lee shore rather than anchor a half mile away in the lee of the point? But guess what? It's their ball game and you play by their rules. I will say I had two of the marina officials tell me *sotto voce* that there were too many rules and this was a stupid thing for the officials to enforce. The *Guarda* official even blamed it on his superior when it was time to leave and I was passing out *propinas*.

Michael, our friend from Mill Valley, had flown into Cancun and then on to Havana, spending a couple of days carousing around the big city before taking the four-hour bus ride to join us at Cienfuegos. Judging by his photos, we missed a lot of the Cuban experience, but truth be told, we are so comfortable living on our big cat that enduring so many Cuban restaurant meals and nights in shoddy hotels would have best been left

to our backpacking youth.

The food in Cuba is horrendous by California standards. There's not a Whole Foods in sight. (Just kidding!) Cienfuegos was city enough for us, and we could escape the crushing poverty of the majority of the population by returning to the boat. It's heart wrenching to see a people literally starving to death. There appears to be little incentive to do too much. Many of the older generation are reportedly still believers in the revolution, but the younger people have already been seduced by hip western wear and try to hustle a few 'kooks' from the tourists. The beautiful colonial



You won't find American-style supermarkets in Cuba, but some types of fruits and veggies are readily available from street-side vendors.

architecture is crumbling. There is one shopping street where you can buy food and goods not available to the average Cuban, if you have the CUC's. It's a two-tiered economy.

Yacht at Rest, Mind at Ease



Photos by Onne van der Wal

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CUBA THROUGH THE BACK DOOR —

Nonetheless, there is no begging as is common in Mexico and San Francisco. The people have a certain dignity, a grace in the way they carry themselves. Music is abundant. The regime has figured out that Cuban music is a valuable export. Returning to the marina one night I was surprised and pleased to see our immigration officer singing and playing his guitar at a pot luck party organized by the French cruisers. Once he retires in a few years, he plans to devote his time to his music. We bought vegetables at an organic farm on the side of the road for a pittance with the real Cuban pesos which are next to worthless. The rumor is that surplus produce is funneled to private markets. Some Cubans are allowed to open small two- or three-room hotels and the best place to find a meal is at one of these *casa particulares*.

Flawed as it is, economic self-interest is the way to make people productive. That's why so many people want to see



What Cuba lacks in industry and modern technology, it makes up for with a universal passion for its rich musical traditions.

Cuba as it is now, before the creeping capitalism changes it for good. These are the thoughts of my French friends, Michel and Isabel. They said they could see that many changes have occurred during the nine years since they were

last here. A decade ago, the dollar stores didn't exist and the tourist facilities were just taking hold. They think the people look a little better fed now. Turns out, their reasons for visiting Cuba were the same as ours: two parts curiosity plus a desire to cruise the offshore islands.

The irony of the revolution has to be that Che Guevara is the most commercialized freedom fighter in history! Even the Cubans — especially the Cubans — are cashing in on Che. You can buy postcards, posters and books full of pictures of Che doing everything but killing people. He's smoking cigars (in defiance of his emphysema), laughing, frowning and leading his men. Fidel is not the commercial face of the revolution, but he was always in charge, using Che for his charisma and ideological zeal. Fidel was the master politician.

Santa Clara, located in the mountains behind Cienfuegos, houses the museum



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and final resting place of Che Guevara. His remains were repatriated from Bolivia in the '90's. Both Santa Clara and the beautiful colonial town of Trinidad have been cleaned up and repainted to provide a backdrop for tourists seeking the Cuban experience. One of our more interesting, but sad, experiences occurred on the way to Trinidad when our taxi driver took a wrong turn and we drove through the unvarnished Cuban countryside. Here is how the people were really living: dilapidated houses with

The irony of the revolution has to be that Che Guevara is the most commercialized freedom fighter in history!

openings for windows, people walking miles to the nearest main road to try to hitch a ride, no cars at all, with only a fortunate few having a horse to ride; subsistence agriculture, but at a lower level than we had seen since Nicaragua.

In Cienfuegos there is a chain-link gate on the dock and offices for the officials just outside. Debra was stopped leaving the compound with a portable VHF in her hand. The female *Ad-uana* agent explained that communication radios and GPS units are not allowed in Cuba. I can't second guess the bearded one to know if he is still living in the '50s of his revolution and thinks we might vector in the *contras* with our handheld, or if it is just another ploy to remind the population of the dangers posed to their system by foreigners. Perhaps the leaders are all just paranoid.

Once out of the compound, life was pretty decent for the cruisers. We would go to the former yacht club, a grand structure rivaling any yacht club in the U.S. for watching the sunset, while



A friendly face and a light-hearted attitude. Despite the many hardships of life in Cuba today, its people tend to look on the bright side.

drinking mojitos on the terrace. This huge terrace had about three groups of people, when there was seating for 40 to 50. A local *jinatario* convinced us of the superior food at his friend's *casa particular* and hustled the seven of us into a horse-drawn cart. The cart driver had to use the back roads to avoid the

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CUBA THROUGH THE BACK DOOR

policia because *caballos* are not officially allowed to carry foreigners. Tourists were supposed to use the small fleet of state-owned Cuba Taxis which charge ten times as much. Dining at this particular *casa* was very pleasant. Certainly due to the fact that it was a private enterprise, the owners had decorated their open-air bar and restaurant in a very comfortable setting. The food was reasonably good. Just don't order steak, because there is no beef in Cuba. A very pleasant evening was had by all in a setting not even available to the average Cuban.

For us, visiting Cuba was a fascinating way to experience the reality of the totalitarian state and the strange contradictions of its people. Those who still believe in the Revolution wonder why their lives are as hard as they are now,



"There's no problem without a solution," says the ever-philosophical Fidel, "so try to look for alternatives."

in contrast to the younger generation, who were not part of the struggle against the fascist Batista rulers and already dress in knock-off designer outfits while waiting for a better life. The question on everyone's minds seems to be: What happens after 'the bearded one' passes?

We sailed out of Cuba too soon to

quench our curiosity. But the impending arrival of a major cold front gave us the opportunity to work our way east on the north wind rather than pounding it out against the easterlies. The other departing cruisers were waiting for the cold front to pass for a nice pleasant sail east. We had way too far to go, so elected to go with the forecast 30-knot winds. A great choice as it turned out, as we made a quick 400


miles to the east before we had to turn the engine on to get us into Boca Chica in the D.R., a scant three and a half days later.

We'll have to return to Cuba one day to fully enjoy the beautiful waters and beaches of the cays of the southern coast. But that's okay. It was very enlightening to see communist Cuba before unrelenting capitalism takes over.

— greg dorland











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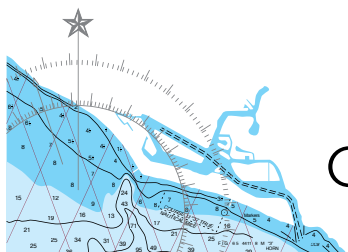
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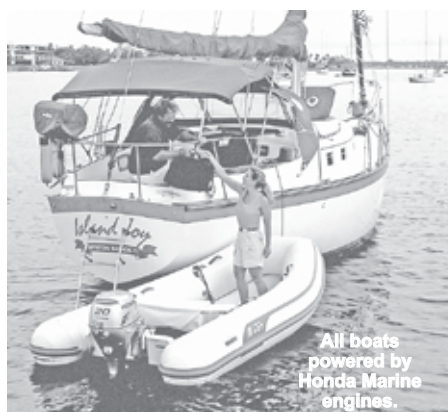
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My fancy low-stretch spinnaker sheets are about the worst possible choice for dock lines. Dock lines should be stretchy. And I really hate using boat cushions for fenders. But the boat had been stripped bare for the first big race of the season, and we were buried deep in the interior of a massive raft-up. The only motion we would be likely to feel all night would be caused by drunken sailors stumbling across our foredeck searching for their boats. It was the usual Season Opener routine, and the party had begun.

"No pupus until the sails are folded," I commanded my crew as the last of the makeshift lines and fenders were set. This was not something they took lightly. We had used almost every sail in the inventory, and it would mean an unwelcome delay to our trip to the bar.

"Fold-a-thon!" said Lee Helm as she pulled on a handful of mainsail leech, gesturing for one of the larger crew to start flaking from the luff end.

The rest of the crew jumped to it, getting the main out of the way first and then draping jibs over the boom to fold them since we had no dock to stand on for our usual sail-flaking routine. To speed things up I allowed them to fold the big jibs lengthwise first — with a vertical fold so that they were narrower than the boom — and then fold them in half on a horizontal fold line, after which they could be rolled from the fold to the corners.

"There's something about this whole sail-folding exercise that, like, reminds me of large crews hoisting square yards or heavy gaffs up their wooden rigs," complained Lee.

"You like gaff rigs?" replied my mainsail trimmer. "They look cool, but what a lot of extra work they are to set. And they never trim right, what with all that twist, and they don't work nearly as efficiently as modern rigs. You do realize they went out of style over 100 years ago? For good reason."

"That's what I mean," said Lee. "I totally get the feeling that we're on the wrong side of that same kind of transition."

"What could be easier to work with than these super-light high-tech sails?" he asked. "Unless you think we should all be racing catboats or fractional rigs with those tiny one-size-for-all-wind-speeds working jibs."

"Gaff to Bermudian was a great leap forward."



LATITUDE / JR

"Think farther outside the box," Lee prompted.

"You mean propeller boats? Like that land yacht contraption on YouTube that goes dead downwind faster than the true wind speed?"

"Not that far outside of the box," said Lee as she walked toward him with the zipper pull to close the bag on a rolled-up genoa. "What were we all staying up late to watch on TV just a couple of months ago?"

"Now I get it. The A-cup. What a disaster that was."

"No way," insisted Lee. "It was

the best America's Cup ever. Even better than the Deed of Challenge race from the giant New Zealand monohull in '88, from what I've read about it."

"Mileage varies," I said. "But Lee, are you saying that all this is going to be made obsolete by big trimarans that fly

their center hulls in six knots of wind?"

"It's the rig, Max. Wings. I mean, if we had a wing instead of soft sails, we'd be up at the bar by now. And we wouldn't have sore joints from grinding winches all day, and the cabin wouldn't be all damp and clammy from the wet sails we dragged through it. And you wouldn't be worried about using your high-tech sheets for dock lines because we wouldn't be using sheets at all."

"Get real, Lee," sighed the foredeck crew, emerging from the hatch behind a big bag containing a stuffed spinnaker that had to be pulled out and repacked. "Think how much hassle it would be to unstep a wing after each sail. Those things don't fold up, you know."

"No, think this through," she argued. "Boats that go two or three times the speed of the wind have rigs designed for really high loads. Take, for example, a wing optimized for 12 knots of true wind speed on a boat that goes twice wind speed. The apparent wind will be close to

ON A WING AND A KITE

The evolution from the gaff rig (left) to the Bermuda rig (right) meant more efficiency at the cost of less downwind sail area, requiring the addition of a spinnaker. Where will the transition to wing sails lead?



"It would take a gust of 46 knots to equal the sailing loads on the rig in just twelve knots of true wind. And the wing doesn't flog, so more wind than that isn't likely to hurt it. As long as you can hold the boat's corners down, which you can do with water ballast if there's no dock on all sides to tie it to. You could leave the wing up all summer and it would be perfectly happy. And it's so not just theoretical. Last I heard, the *Stars and Stripes* cat was owned by a hotel near Mexico City, and moored on a lake with the wing left up."

"Didn't *Oracle* leave their rig up at night?" asked the mainsail trimmer.

"Oh, sure," said the foredeck crew as he ran the spinnaker tapes. "But they had people on board for anchor watch. Although, in all fairness I'm not sure what they would have done if the wind had really come up."

"Well I, for one, expected to see some form of consumer wing sail spin-off on the market by now," added another crew. "What's taking them so long?"

"Takes time," Lee suggested. "The AC is advance warning of the next big transition in sailing. It's really a lot like the transition a hundred years ago when the

ally refers to the method of staying, not the absence of a gaff. But sure, gaff to Bermudian was a great leap forward in efficiency and a big reduction in labor."

"Interesting analogy," I said, contemplating the disappearance of soft sails except during the Master Mariners Regatta. "I hope you're wrong."

"Why? No more hoisting and lowering, no more high tension leeches to control twist, no more grinding winches. Even without powered winches, it takes a heck of a lot less power to trim a balanced wing than a soft sail. And, like, no more cabin full of damp sails after a race."

"I still want a rig that I can fold up," I said. "Or change the area to match changes in wind speed. And by the way, let's leave all these sails on deck for the night, so we have some room in the forward cabin."

"No flogging, no luffing with a wing," she reminded me. "You can feather. You can change the size of the gaps between the elements. Airliner wings change shape for a wide range of different speeds. And you can even fold it in thirds, if it's a three-element wing with enough travel in the hinges."

"Mechanical nightmare," said the foredeck crew.

"No worse than a three-speed winch," countered Lee.

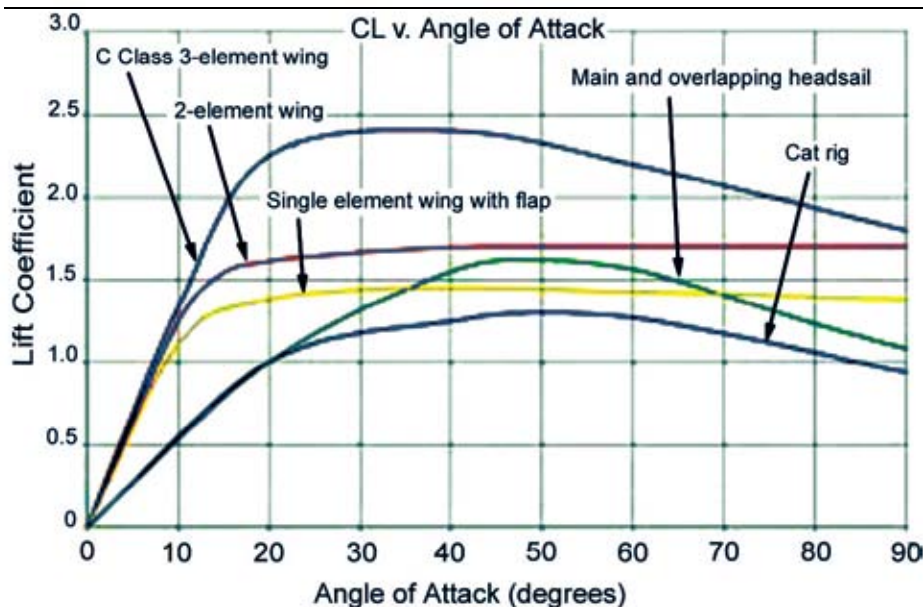
I tried to imagine a wing folded in a vertical triangular tube. Lee drew a sketch to help, but I wasn't convinced.

"I think I'd rather go unstayed and let the wing feather 360°," said the foredeck crew. "I can't think of how else to do a downwind docking, if the wing doesn't come down."

"You could trim it leech-to-windward for a downwind docking situation," suggested the trimmer. "And for mooring, it's probably more important to wrap some sort of spoiler around it, so high lift is suppressed even in strong turbulence. But Lee, that means there will still be a little work to do putting it away. Some people might even want to hoist a combination cover and spoiler over their wing at night."

We discussed the brave new world of future sailing as we re-packed another spinnaker. But I noticed that the boat next to us had a different post-race drill. They were reviewing their race on a laptop computer, evidently showing video of their tacks and jibes as captured by their backstay-mounted camera.

"Some day," Lee predicted, "we will look at old video clips of people grinding winches and wonder why we put up with



Lift coefficients for various kinds of rigs as a function of angle of attack. It's easy to see why the three-element wing is so attractive, especially where sail area is limited.

30 knots, and the lift coefficient will top out at, like, 2.4. At anchor, with a spoiler wrapped around the wing, it would be hard to get a lift coefficient more than around 1.0, so even in a gust of, uh . . ."

She paused for a second to hit some buttons on her calculator watch.

gaff rig was phased out of recreational sailing."

"You really think going from soft sails to hard wings is like going from gaff to Marconi?" I asked.

"Gaff to jib-headed or Bermudian, to be technically correct. Marconi re-

MAX EBB

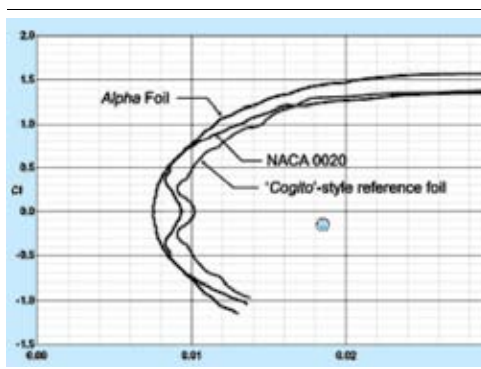
all that work for such low efficiency."

"I still don't think the wings will ever be versatile enough to cover the whole range of sailing conditions," said the foredeck crew. "Look, even the *Oracle* AC boat had to use a jib in light air. And those C-Class cats, they use wings because their class rules limit sail area. Otherwise, they'd fly soft sails in light air, too."

"You could be partly right," Lee conceded. "A boat with a conservative wing sail may need to supplement sail area in light air, especially downwind. But there's a totally better way to do that than with sails stretched between spars sticking up from the boat."

She turned to look toward the river. We couldn't see any water through all the masts and rigging, but we did see what Lee had in mind. There was a large kite circling and dipping up and down in the breeze, evidently pulling an unseen kiteboarder back and forth across the river. Doubtless, he or she was showing off for the race boats still finishing.

"So the boat of the future will fly a kite in light air?" I asked.



Lift and drag plotted together for a 3-element C-Class catamaran wing sail section. At a lift coefficient of 1.5, lift/drag ratio is 75:1. Three dimensional effects will reduce this significantly for real foils, but it's still far better than what can be achieved with soft sails.

"How else are you going to get a lot of sail area on a light monohull without pulling it over?" she asked in return. "A kite can be truly humongous without adding any heeling moment."

"Who says anyone will still be sailing a monohull?" asked the trimmer.

"Marinas have just so many end ties," noted the foredeck crew.

"So let me see if I have all this straight," I said. "The multi-purpose

racer-cruiser of the future is a long, light monohull with just enough ballast to be self-righting. It has a wing big enough to sail well in light air upwind, but can handle a summer afternoon seabreeze by simply feathering the wing a little. And for reaching and running, if the race crew is on board, they set a giant kiteboard kite?"

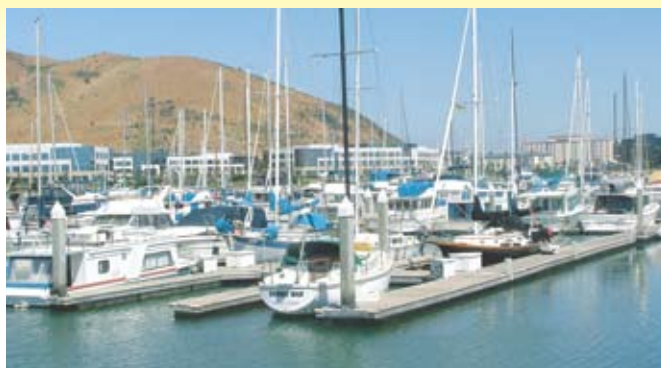
"Maps pretty well with the transition from gaff to jib-headed Bermudian with spinnakers for downwind," explained Lee. "The gaff was inefficient but big enough to go downwind pretty well. The modern rig is more efficient, easier to handle, less work to set and trim, but also smaller so it needs more area downwind, so the spinnaker became part of the inventory"

I snapped the lid over the last spinnaker bag and lowered it down the hatch.

"Now we go to wings and kites," Lee continued. "Same deal: higher efficiency, less sail area, less work, more speed. And for powering up downwind we'll still have to do something crazy."

— max ebb

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THE RACING

*It didn't matter whether you wanted to race inshore or offshore, shorthanded or fully-crewed, keelboat or dinghy, or all of the above, there were plenty of opportunities to race last month. We start our coverage with a look at a Bay Area institution, the **Bullship**, before getting a quick look at the **Cabo Race**. Next up is the **Duxship**, followed by the **Doublehanded Farallones** race. We come back inside the Bay for the SSS's **Corinthian Race**, before checking out the **Laser Midwinters**. After that there's a whole pile of **Race Notes**!*

57th Bullship Regatta

Bullship Grand Admiral John Amen had a tough call to make — start, or postpone for a week or two — as boat after boat arrived at the Sausalito YC the morning of April 10. A building south-westerly preceding a front arrived earlier

than forecasted and the Bay was capping by 6 a.m. Although he made the right call by any metric, Amen girded himself for any criticism and postponed for two weeks to allow for new the start/finish arrangements and a new Coast

Max Fraser, Bullship winner.

Guard racing permit.

Amen and the rest of the El Toro faithful were rewarded for their pragmatism when, just minutes before the 9 a.m. start on April 24, the 24 sailors in the 57th Bullship got a 6-knot breeze that carried them across the Bay from Sausalito to San Francisco Marina in a little over an hour. Aptos' Max Fraser won the race for the first time, sailing the boat he grew up in, but had since sold and borrowed back for the event.

"I started at the pin and headed straight across the Bay," Fraser said. "I took one short covering hitch that was maybe 100 feet. I found the relief first and sailed right out in front of them."

Twenty-four sailors showed up for this year's Bullship race, despite a two-week postponement.

Gordie Nash just pipped Amen — one of the class's busiest sailmakers — for second at the post, while last year's winner, Skip Shapiro, was the top 'Clydesdale' (skipper over 200 lbs). The top maiden voyager was Butch Michel, and Vickie Gilmour was the top woman. Frank Zimmerman won the trophy for the "farthest away" after traveling 456 miles for the race.

The postponement worked out great for Fraser — he wasn't able to sail on the originally scheduled weekend. For us, though, it meant missing out on something we'd been looking forward to since our maiden voyage last year! You can find complete results at www.eltoroyra.org.

Newport to Cabo

The 800-mile '10 Corona Del Mar to Cabo San Lucas race was a little-boat contest this year. Dr. Laura Schlessinger's J/125 *Warrior* won the race overall when scored on PHRF, ORR and IRC. Second overall came from the same division — Tim Fuller's J/125 *Resolute* — while Jim Gregory's Pt. Richmond-based Schumacher 50 *Morpheus* came in at third overall and first in ORR D.

Gregory's crew of Richmond YC and Fleet 12 Etchells sailors including brother Bob, North Sails' Pete McCormick, Tim Parsons, Andy Hamilton, Andrew Whittome, Bob Branstad and Chris Smith were leading the race overall, according to the penultimate sked, but the J/125s just snuck by at the end.

As the smallest boat in her division, Chip Megeath's Tiburon-based R/P 45 *Criminal Mischief* won ORR A, two spots ahead of Canadian Ashley Wolfe's Bay Area-based TP 52 *Mayhem*. The Criminals, with Quantum Sails SF's Jeff Thorpe navigating and Robin Jeffers, Joe Penrod, Campbell Rivers, Dan Malpas, Patrick Whitmarsh and Kevin Richards, won their division and their day, which they pretty much seem to do every time they sail a West Coast distance race.

As if she weren't powerful enough already, *Criminal Mischief* received a square-top main over the winter, and the



effect was pretty dramatic — the crew was fully hiked upwind in about 4.5-knots of breeze. Rivers told us that for more than 1.5 days, they sailed the boat hard, pumping on every wave in what was generally a pretty light and uneventful race. You can find complete results at www.balboaayachtclub.com.

Duxship

The OYRA's Duxship race had breeze in the 20-plus range with seas in the 10-ft range on April 24. The 25-mile Cityfront-Duxbury Reef-Lightship-home jaunt outside the Bay brought out a quality 41-boat fleet.

The elapsed-time winner, *Criminal Mischief*, finished in 4h, 5m, 28s, but fell to third in PHRO 1A behind Kevin Flanigan and Greg Nelsen's Fox 44 *Ocelot*, which itself corrected out just 22 seconds ahead of Andy Costello and Peter Krueger's J/125 *Double Trouble*. Overall honors went to the Shorthanded division winner, John Kernot's Moore 24



LATITUDE/ROB



JOHN DUKAT/RICHMOND YC



The J/120s rumble downwind in big breeze at the St. Francis YC's J/Fest April 10-11; you'll find the results in the 'Box Scores' on pages 130-131.

Banditos. PHRO 1 went to Mark Howe's Farr 36 *War Pony*. David Britt's Beneteau 10R *Split Water* won PHRO 2, while Jim Quanci's Cal 40 *Green Buffalo* went away with the honors in PHRO 3.

OYRA DUXSHIP (4/24)

PHRO 1A — 1) **Ocelot**, Fox 44, Kevin Flanigan/Greg Nelsen; 2) **Double Trouble**, J/125, Andy Costello/Peter Kreuger; 3) **Criminal Mischief**, R/P 45, Chip Megeath. (6 boats)

PHRO 1 — 1) **War Pony**, Farr 36 OD, Mark Howe; 2) **Head Rush**, Antrim 27, Charlie Watt; 3) **Bloom County**, Mancebo 31, Charles James/John Stewart. (8 boats)

PHRO 2 — 1) **Split Water**, Beneteau 10R, David Britt; 2) **TNT**, Tripp 43, Brad Copper; 3) **Rhum Boogie**, Quest 33, Wayne Lamprey. (10 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Red Sky**, Olson 34, Brian Boschma; 3) **Ay Caliente!**, Beneteau 36.7, Aaron Kennedy. (8 boats)

SHORTHANDED — 1) **Banditos**, Moore 24, John Kernot; 2) **Moonshine**, Dogpatch 26, Dy-

lan Benjamin; 3) **Zsa-Zsa**, 1D35, Stan Glaros. (9 boats)

Complete results at: www.yra.org

Doublehanded Farallones

David Hodges' history with the Bay Area Multihull Association's classic Doublehanded Farallones Race involves a lot of wins, and this year was no different. Hodges and co-skipper Scott Parker sailed the former's Farr 38 *Timber Wolf* to the overall, corrected-time monohull win in this year's edition on April 3.

The duo snuck in just five minutes ahead on corrected time, of Will Paxton and Bryan Moore on Paxton's Express 27 *Motorcycle Irene* after a little over 8 hours on the water. According to Hodges, there was one particular key to their win.

"I couldn't have done it without Scott," he said.

Once outside the Gate, the fleet of about 65 boats in nine divisions was treated to a lumpy sea state with swells in the 10- to 14-ft range but never more than 12-15 knots of breeze until they got back into the Bay.

Urs Rothacer and Pieter Versavel's F-9RX *Tatiana* was the top multihull in the four-boat division, as well as the overall winner, finishing with an elapsed time of 6h, 35m, and 40s. A favorable rating — they rated even with a Farr 36 OD — put them 35 minutes ahead of *Timber Wolf*.

Elapsed time honors went to Patrick Whitmarsh and Mo Gutenkunst aboard Andy Costello's J/125 *Double Trouble*. Costello agreed to let the boys sail the boat when he thought he'd be out of town. His plans changed, but he let them take it anyway — well most of it. You'll note that Costello took the spread photo on the following pages from his RIB, and that Whitmarsh and Gutenkunst look just a little up-range for the 2A kite they're flying.

"We definitely pushed that kite to the max," Whitmarsh said. "We set on starboard at the top of the island and then gybed, rolled *Rancho Deluxe* and hung on for the next 25 miles. We had no choice because Andy understandably wouldn't let us take his new 3A."

Paxton and Moore did a horizon job on the rest of the Express 27s — at eight boats, the largest one design class in the race. The duo finished more than a half-hour sooner than the next Express.

"We were working the kite in the waves the whole way in," Irene's Moore said. "I don't think anyone else was pushing that hard."

Attendance for this year's race was down by 30%. While there's really no way to establish a link between the Coast Guard's EPIRB or PLB requirement for an ocean race permit, we have to wonder if it had something to do with the drop in

Mark Howe's Farr 36 OD 'War Pony' lightin' it up on the way in from the Lightship during the OYRA's 25-mile Duxship race April 24.



THE RACING



ALL PHOTOS/ERIK SIMONSON/WWW.H2OSHOTS.COM EXCEPT WHERE NOTED

ANDY COSTELLO

Clockwise from spread — Pat Whitmarsh and Mo Gutenkunst blast home aboard 'Double Trouble' from the Farallones in BAMA's DH Farallones race; 'Motorcycle Irene' slides under the Gate; 'Timber Wolf' beat all other monohulls on corrected time; 'Tatiana' was the top multihull and the overall winner; The Prince of Wales qualifier at Sausalito YC drew eight teams in what's becoming the Bay's match racing boat of choice, the J/22; The skiffies got out on the Bay for the Richmond YC's Big Dinghy regatta and sailed with the multihulls, claiming the pursuit race title; it was breeze-on at the SSS' Corinthian Race and just about everyone was reefed; BONK!; Rick Wallace's cherried-out Columbia 36 'Bosporous II' rumbles along during the Corinthian Race, no reef required.

attendance.

BAMA DOUBLEHANDED FARALLONES (4/3)

OVERALL — 1) **Tatiana**, F-9RX, Urs Rothacker/Pieter Versavel; 2) **Timber Wolf**, Farr 38, David Hodges/Scott Parker; 3) **Motorcycle Irene**, Express 27, Will Paxton/Bryan Moore; 4) **Double Trouble**, J/125, Pat Whitmarsh/Mo Gutenkunst; 5) **Papillon**, F-27, Andrew Scott/Bruce Tomlinson; 6) **Humdinger**, Acapella Class mod., Larry Olsen/

Kurt Helmgren; 7) **Moonshine**, Dogpatch 26, Dylan Benjamin/Rufus Sjoberg; 8) **Uno**, Wyliecat 30, Steve Wanner/Peter Jones; 9) **Banditos**, Moore 24, John Kernot/Scott Sorensen; 10) **Jamani**, J/120, Sean Mulvihill/Jeff Mulvihill. (57 boats)

MULTIHULLS — 1) **Tatiana**; 2) **Papillon**; 3) **Humdinger**. (4 boats)

ULDB 1 (PHRF < 60) — 1) **Double Trouble**; 2) **Jamani**; 3) **Recidivist**, Schumacher 39, Ken Olcott/Larry Ho. (10 boats)

PHRF 1 (PHRF < 80) — 1) **Rancho Deluxe**, Swan 45, Michael Diepenbrock/Seadon Wijsen; 2) **Tivoli**, Beneteau Frist 42s7, Judy Bentsen/Torben Bentsen; 3) **Ohana**, Beneteau 45f5, Steve Hocking/Marika Edler. (8 boats)

ULDB 2 (PHRF ≥ 60) — 1) **Moonshine**; 2) **Dragonsong**, Olson 30, Sam McFadden/Mike Kaminskis; 3) **Daisy Cutter**, Mini Transat Zero, Sean McGinn/Joe Wells. (7 boats)

PHRF 2 (80-123) — 1) **Timber Wolf**; 2) **Tesa**,



Catalina 42, Steve Haas/Jeff Walter; 3) **Metridium**, Catalina 42, John Graves/Rick Gilmore. (6 boats)

PHRF 3 (124-148) — 1) **Uno**; 2) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 3) **Plus Sixteen**, Olson 911S, Paul Disario/Tony Porche. (6 boats)

EXPRESS 27 — 1) **Motorcycle Irene**; 2) **El Raton**, Ray Lotto/Steve Carroll; 3) **Wetsu**, Phil Krasner/Steve McCarthy. (7 boats)

MOORE 24 — 1) **Banditos**; 2) **Mooretician**, Roe Patterson/Peter Schoen; 3) **Fatuity**, Michael Schaumburg/Brian Green. (5 boats)

PHRF 4 (PHRF \geq 149) — 1) **Eyrie**, Hawkfarm, Synthia Petroka/Bruce Ladd; 2) **Bosporous II**, Columbia 36, Rick Wallace/Todd Regenold. (4 boats,

2 finishers)

Complete results at: www.sfbama.org

Corinthian Race

The same weather that caused the Bullship to be cancelled on April 10 also wrought havoc on the Singlehanded Sailing Society's Corinthian Race. About 40% of the fleet either didn't show up or didn't make it all the way around the 18-mile course. What's more impressive is that 65 boats still managed to make it around the course! It's just another

example of how popular the SSS races have become

SINGLEHANDED SAILING SOCIETY CORINTHIAN RACE (4/10)

SINGLEHANDED 2 (PHRF<104) — 1) **Gavilan**, Wylie 39, Brian Lewis; 2) **Lightspeed**, Custom Wylie 39, Rick Elkins. (2 boats)

SINGLEHANDED 3 (PHRF 104-155) — 1) **Bandicoot**, Wyliecat 30, Al Germain; 2) **Friday Harbor**, Beneteau 323, Ryle Radke; 3) **Redsky**, Olson 34, Brian Boschma. (4 boats)

SINGLEHANDED 4 (PHRF>155) — 1) **Emerald**, Yankee 30, Peter Jones; 2) **Tchoupitoulas**,

THE RACING

Santana 22, Stephen Buckingham; 3) **Tinker**, Wil-
derness 21, Matthew Beall. (3 boats)

SINGLEHANDED 5 NON-SPINNAKER — 1) **Tivoli**, Beneteau 42s7, Judy Bentsen; 2) **Libations Too**, Pearson 323, Richard Rollins; 3) **Horizon**, Is-
lander 28, Bill Whilte. (5 boats)

SINGLEHANDED SPORTBOAT — 1) **Mirage**,
Black Soo, Ben Mewes; 2) **Taz!!**, Express 27,
George Lythcott; 3) **Wetsu**, Express 27, Phil Kras-
ner. (3 boats)

DOUBLEHANDED 1 MULTIHULL — 1) **Origa-
mi**, Corsair 24, Ross Stein; 2) **Humdinger**, modi-
fied Acapella 35, Larry Olsen. (2 boats)

DOUBLEHANDED 2 (PHRF<104) — 1) **Tim-
ber Wolf**, Farr 38, David Hodges; 2) **Carmelita**,
Catalina 42, Christian Lewis; 3) **Lightwave**, J/105,
Richard Craig. (9 boats)

DOUBLEHANDED 3 (PHRF 104-155) — 1) **Para-
digm**, J/32, Luther Izmirian; 2) **Blue Pearl**,
Hunter 41, John Dahle; 3) **Harp**, Catalina 38, Mike
Mannix. (9 boats)

DOUBLEHANDED 4 (PHRF>155) — 1) **Can
O'Whoopass**, Cal 20, Richard VonEhrenkrook; 2) **Bosporus II**, Columbia 36, Rick Wallace; 3) **Top
Cat**, Nonsuch 30 Ultra, Sal Balistreri. (7 boats)

DOUBLEHANDED NON-SPINNAKER — 1) **Basic Instinct**, Elliott 1050, Jan Borjeson; 2) **Q**,
Schumacher 40, Glenn Isaacson; 3) **Robin**, C&C
35 Mk3, George Mann. (8 boats)

DOUBLEHANDED SPORTBOAT — 1) **Jet
Stream**, JS9000, Daniel Alvarez; 2) **Flight Risk**,
T650, Ben Landon; 3) **Outsider**, Azzura 310, Greg
Nelsen. (7 boats)

DOUBLEHANDED EXPRESS 27 — 1) **Des-
perado**, Mike Bruzzzone; 2) **Dianne**, Steve Katz-
man; 3) **Great White**, Rachel Fogel. (5 boats)

DOUBLEHANDED WYLIECAT — 1) **Lottat-
ude**, Johnathan Bloom. (1 boat)

Complete results at: www.sfbayyss.com

Laser Midwinters West

Getting around Richmond YC the
weekend of March 26-28 was a little
more challenging than usual, what with
the 104 Lasers — both standard rig and
radial — that descended on the club



JOHN DUKAT/RICHMOND YC

Cal Maritime senior Sean Kelley had a banner month, winning the open Laser Midwinters West at Richmond YC, and leading the Keelhaulers to a win at college sailing's St. Francis Intersectional — the latter due to his runaway A division win.

for the class's Midwinters West regatta. After seven races over the three-day regatta, Cal Maritime Keelhauler Sean Kelly took the 54-boat full-rig division after he recovered from 26th in race five — his throwout — to finish with a 1-4 for a 16-point total, four points clear of Long Beach sailor Kevin Taugher. Newport Harbor YC sailor Kieran Chung took the radial division with no score lower than a seventh, finishing one-point clear of Mitchell Kiss. The top Bay Area sailor in the Radials was Domenic Bove in fourth.

Twelve black flag penalties were 'awarded' throughout the weekend, the recipients of which received special cer-

tificates from the club. Among the other special awards that went out over the weekend included one for sailors who arrived back at the dock with the "stain of shame" high atop their rigs. It read: "The Benthic Community of San Francisco Bay has examined the masthead of (insert sailor's name here) and has found the masthead to be perfectly acceptable in all respects for continued extraordinary service in the interests of mud plowing, sampling and redistribution in accordance with the generally accepted standards appropriate for this one design. The result of the core sample found traceable amounts of bottom paint, no silver, no lead whatsoever and three Canadian nickels. Based on these core samples it has been determined by competent local authorities that this dredging was legal and it is probable that more dredging will be done."

LASER MIDWINTERS WEST (3/26-28, 7r/1t)

FULL RIG — 1) **Sean Kelly**; 2) **Kevin Taugher**; 3) **Steve Bourdow**; 4) **John Bertrand**; 5) **Alexander Heinzemann**. (54 boats)

RADIAL — 1) **Kieran Chung**; 2) **Mitchell Kiss**; 3) **Olin Paine**; 4) **Domenic Bove**; 5) **EJ O'Mara**. (50 boats)

Complete results at: www.sfbayyss.com

Race Notes

Golden Bears Shine Again — the WBRA convened for two races on their season-opening weekend hosted by Richmond YC April 24. The resurgent Bear boat division, which turned out six boats in its recent-memory-WBRA debut. The Folkboats brought out 11 teams and the Knarrs 18.

THE BOX SCORES

34, Laurence Baskin; 3) **Luna Sea**, Islander 36, Dan Knox. (4 boats)

NON-SPINNAKER (PHRF ≥130) — 1) **Carmelita**, Catalina 42, Christian Lewis; 2) **Fancy**, Cal 40, Ericson 33, Chips Conlon. (2 boats)

NON-SPINNAKER (PHRF 131+) — 1) **Star Ranger**, Ranger 26, Simon James/Tim Walsh; 2) **Synergizer**, Ericson 28, Larry Weinhoff; 3) **Ruth E**, Catalina 27, Bill Davidson. (5 boats)

CATALINA 30 — 1) **Friday's Eagle**, Mark Hecht; 2) **Huge**, Bill Woodruff/Tanya Keen/Peter Birch/Russell Houlston; 3) **Grinnin' Bear**, Roger & John Tennyson. (7 boats)

Complete results at: www.southbeachyc.com

WHEELER REGATTA BERKELEY YC (3r, 0t)

PHRF ≤ 59 — 1) **Jazzy**, 1D35 10, Bob Turnbull, 5 points; 2) **Wicked**, Farr 36 Richard Courcier, 6; 3) **Alpha Puppy**, 1D35 Alex Farrell, 9. (5 boats)

PHRF 60-96 — 1) **Tupelo Honey**, Elan 40, Gerry Sheridan, 4 points; 2) **Mintaka 4**, Farr 38 M,

Gerry Brown, 8; 3) **Jeannette**, Frers 40 1T, 11. (8 boats)

Complete results at: www.berkeleyyc.org

RESIN REGATTA SFYC (4/10, 2r, 0t)

ALERION EXPRESS 28 — 1) **Ditzzy**, Ralf Morgan/Deborah Clark, 2 points; 2) **Dream**, Kirk Smith, 5; 3) **Flying Machine**, PJ Campfield, 7. (7 boats)

ETCHELLS — 1) **Mr. Natural**, Ben Wells, 2 points; 2) **JR**, Bill Melbostad, 4; 3) **House Money**, Jeff Moseley, 7. (6 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto, 3 points; 2) **Witchy Woman**, Tom Jenkins, 5; 3) **Mag-ic**, Mike Reed, 5. (8 boats)

MELGES 24 — 1) **Bones**, Robert Harf, 4 points; 2) **Smokin'**, Kevin Clark, 4; 3) **Wilco**, Daniel Wilhelm, 4. (7 boats)

MOORE 24 — 1) **Ruby**, Steve McCarthy, 4 points; 2) **Wetspot**, John Verdoia, 8; 3) **Topper II**, Conrad Holbrook, 8. (14 boats)

Complete results at: www.sfycc.org

Beer Cans haven't quite gotten into full-swing yet, so this month's Box Scores has both weekend and Beer Can events. We don't have the time or manpower to chase down all the results, so please post them on your club's website or send them directly to the Racing Editor at rob@latitude38.com. Our format is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). We'll do our best to get that info into *Latitude 38* and *Lectronic Latitude*.

SOUTH BEACH YC FRIDAY NIGHT SERIES (PRACTICE RACE) (4/23)

SPINNAKER (PHRF ≤ 119) — 1) **pHat Jack**, Express 37, Bob Lugliani; 2) **007**, J/105, Bruce Blackie; 3) **Kuai**, Sabre 386, Daniel Thielman. (5 boats)

SPINNAKER (PHRF 120+) — 1) **Volador**, Ranger 33, Michael Finn; 2) **Sea Spirit**, Catalina

TP 52s Heat Up Southern California — Mark Jones and charterer Mick Shlens sailed Jones' Bay Area-based TP 52 *Flash* at the Newport Harbor YC's Ahmanson Cup April 17-18. It wasn't particularly breezy, as expected, so the heavier *Flash* with its larger, IRC-optimized keel had trouble hanging with the other boats and finished at the back of the five-boat fleet. Jim Madden's *Stark Raving Mad V* won the event. While the "SoCal 52s" sail under IRC, word has it that none of boats will be coming up for the Rolex Big Boat Series in September. We wonder if their handlers think they can't be competitive on the Bay. If so, it points out an inherent problem in a single-number rating system — if your horse is optimized to your home course, and your home course is different from everyone else's, then you don't stand much chance. The 52s will be at Long Beach Race Week at the end of June, and it'll be interesting to see — provided the typical 12-18 knot seabreeze shows up — if the finishing order changes.

Cal Maritime Dominates — The Cal Maritime Keelhaulers dominated the **St. Francis Intersectional** with a 14-point victory against some of the best from the PCCSC and elsewhere, on the Cityfront April 3-4. The win was in no small part thanks to a dominant 28-point performance in A Division by senior skipper Sean Kelly, who sailed with senior crew Andrew Freeman and sophomore crew Jessica Schember. The trio finished some 18 points clear of the UCSB Gauchos runner-up A Division crews. In B Division, senior Charles Davis teamed up

with senior Sebastian Laleau, sophomore Nevin Garcia, and freshman Matt Van Rensselaer to finish comfortably in fourth. Stanford was fourth overall, and the Stanford women were seventh, while Cal finished in 15th.

One Age Bracket Down — St. Francis YC hosted the **High School PCCs** April 17-18 to determine

who gets to go to the Mallory Trophy for fleet racing at the High School Nationals. Five nationals berths were up for grabs in the 21-boat fleet, with Marin's **Branson School** finishing comfortably in the money. They were in third after losing a tiebreaker with Point Loma HS. Branson's Antoine Screve and Natalie Urban were second in A division, four points out of first, while James Moody and Kate Gaumond came out ahead on a tiebreaker for fourth place in B division. Coronado HS was first, while Newport Harbor HS and Cathedral Catholic rounded out the top five.

Volvo Route Announced — The route, format and dates have all been announced for the '11-12 **Volvo Ocean Race**. The event will start with in-port racing — a feature of every stop — in the port of Alicante, Spain, on October 29, 2011, before the fleet departs for Cape Town. From Cape Town, they head



'Twist' crewmember Matt Borasi spent a brief period of time on the wrong side of the lifelines at J/Fest.

around an exclusion zone off the East Coast of the African continent up to Abu Dhabi, UAE. The fleet will then head east to Sanya, China, before making a welcome return to Auckland, New Zealand, which was left out of the race last time. From there, it's a whopper of a leg to Itajai, Brazil. Next up will be Miami, followed by Lisbon. From there they'll sail out around the Azores to Lorient before finishing in Galway, Ireland. There will be no scoring gates in this 39,270-mile long race around the globe.

Along with Franck Cammas' *Groupama* team, and Giovanni Soldini's *Italia 70* team, Ken Read will be back to try to better his second place finish in the '08-09 race, once again sponsored by Puma and now with *Berg Propulsion* on board. Abu Dhabi will be fielding a team, and Team New Zealand will be flying the *Camper*

J/FEST REGATTA (4/11)

J/105 — 1) **Arbitrage**, Bruce Stone, 11 points; 2) **Blackhawk**, Scooter Simmons, 15; 3) **Racer X**, Phillip Laby/Rich Pipkin, 17. (22 boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 6 points; 2) **Chance**, Barry Lewis, 8; 3) **Dayenu**, Donald Payan, 14. (8 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 5 points; 2) **Downtown Uproar**, Darren Cumming, 10; 3) **On Belay**, Don Taylor, 11. (7 boats)

J HANDICAP — 1) **Cheeseburger**, Peter Lane, 5 points; 2) **Ragtime**, Trig Liljestrand, 5; 3) **Trinity**, Cam Lewis, 16. (6 boats)

Complete results at: www.stfyc.org

BALLENA BAY YC FRIDAY NITE GRILLERS SERIES (4/16)

1) **Tortfeasor**, Olson 34, Jeff Rude; 2) **Legendary**, Jeanneau 41, Dave Edwards; 3) **Ke Kemu**, Colgate 26, Dave Hayward. (7 boats)

Complete results at: www.bbvc.org

TYC DON WAN REGATTA (4/10)

DIVISION 1 (PHRF≤150) — 1) **Frenzy**, Moore

24, Lon Woodrum, 2 points; 2) **US101**, Moore 24, Rudy Salazar, 4; 3) **Uhoo**, Ultimate 20, Michael Josselyn, 6. (3 boats)

DIVISION 2 (PHRF>150) — 1) **Red Hawk**, Hawkfarm, Gerry Gunn, 2 points; 2) **Siento el Viento**, C&C 29, Ian Matthew, 4; 3) **Wind Dance**, Cal 2-27, Ann Watson, 7; 3) **Shenandoah**, Catalina 27, Jerry Brooks, 7. (4 boats)

Complete results at: www.tyc.org

CORINTHIAN YC FRIDAY NIGHT SPRING SERIES (4/9)

NON-SPINNAKER 1 — 1) **Min Flicka**, Hanse 370, Julie LeVicki; 2) **Fast Friends**, Santana 35, William Smith; 3) **Perseverance**, Beneteau First 47.7, Daniel Chador. (6 boats)

NON-SPINNAKER 3 — 1) **Aquila**, Santana 22; 2) **Fjording**, Cal 20, Tina Lundh. (2 boats)

SPINNAKER 2 — 1) **Good & Plenty**, Soverel 33, Justis Fennell; 2) **Yucca**, 8-Meter, Hank Easom; 3) **Youngster**, IOD, Ron Young. (4 boats)

SPINNAKER 3 — 1) **Wuda Shuda**, Soverel 26OB, Craig Page; 2) **Vague Unrest**, Rhodes 19, Phil Simon. (2 boats)

J/105 — 1) **Yikes!**, Peter Stoneberg; 2) **Alchemy**, Walter Sanford; 3) **Donkey Jack**, Shannon Bonds. (3 boats)

Complete results at: www.cyc.org

ST. FRANCIS YC CABRINHA RACE SERIES (4/15, 3r/0t)

OVERALL — 1) **Chip Wasson**; 2) **Geoff Headington**; 3) **Stefaans Viljoen**. (18 kites)

MASTER — 1) **Chip Wasson**; 2) **Marcello Segura**; 3) **Eric Geleynse**. (8 kites)

GRAND MASTER — 1) **Frank Whitke**. (1 kite)

ST. FRANCIS YC FRIDAY NIGHT WINDSURFING SERIES (4/16, 2r, 0t)

OVERALL — 1) **Steve Bodner**; 2) **Eric Christanson**; 3) **Soheil Zahedi**. (13 boards)

Complete results at: www.stfyc.org

SVENDSEN'S THURSDAY NIGHTS (4/15 5r, 0t)

OVERALL — 1) **Matthew Sessions/Avery Patton**; 2) **Steve Kleha/na**; 3) **Adam Spiegel/Amy Guarneri**. (11 boats)

Complete results at: www.vanguard15.org

THE RACING

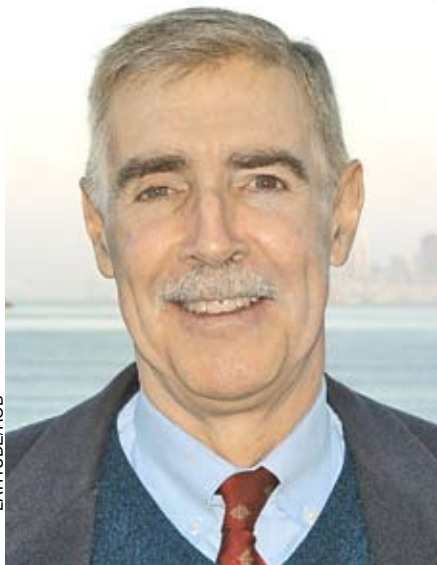
banner under skipper Chris Nicholson. More details and info are at www.volvooceanrace.com.

Mea Culpa — In our recap of the Islands Race in last month's issue, we made the mother of all errors when we gave Bay Area sailor and *Wasabi* crewmember **Garett Greenhalgh** a completely new surname. Sorry Garrett, and thanks, we have enough of your business cards. . .

Leukemia Cup — The Leukemia Cup's Robin Reynolds gave us a heads-up that the winningest America's Cup skipper of all time, **Russell Coutts**, will be the featured speaker at this year's event at San Francisco YC October 2-3.

Off the Water — Vendée Globe veteran **Rich Wilson** visited the Corinthian YC on April 8. The 59-year-old resident of Marblehead put on a well-paced multimedia presentation that visibly moved not only himself — he became choked up when relating tales of the support he received from the rest of the fleet and the French public — but also the enrapt 70-person audience, which honored him with a standing ovation. Hit-

LATITUDE/ROB



Rich Wilson ably told his Vendée Globe tale.

ting topics like his educational program sitesALIVE!, a rib-breaking, cross-cabin fall on Day 2 of his 121-day tour around the world, and the support of both the French public and his fellow sailors, Wil-

son's engaging, humorous talk painted a vivid picture of what it was like to prepare for the Vendée Globe.

What was perhaps most interesting after hearing about the trials and tribulations of a trip that saw him finish ninth out of the 11 boats that finished the 30-boat race, was the fact that he said he'd do it again! There were contingencies though, namely that the effort would be worthwhile only if it could support asthma awareness — he's a severe asthmatic who has to take multiple medications daily just to survive and twice ran the Boston marathon in spite of it — as well as encourage seniors to lead active lives and further his educational programs. To that end, he said it would take the support of a pharmaceutical company and/or an organization like the AARP. He pointed out that a campaign like the one he envisions — spanning three years and with a newer boat than his '08-'09 ride *Great American III*, but not a brand new boat — on a shoestring, would cost about what a utility infielder gets in annual pay. If you get the chance to see



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Here I am with my dear friend Albert. He loves all kinds of boats, has owned quite a few, and we've worked on the rigs of all of them. The list includes a sweet little Albin Vega, a gaff-rigged Pinky schooner, a classic double-ended cutter, a fairly tweeky, 42' French-built multi-spreader aluminum ocean cruiser, and — maybe finally — his current boat, a new 34' fractional rig racer/cruiser.

I mention Albert because (if you add large square-riggers) his boats just about describe the arc of our expertise. So no matter what kind of boat you have, give us a call when you are in need of some proper rigging. Any kind of rigging.

Fair leads, Brion Toss

Wilson in action, make sure you take it — it's a worthwhile 90 minutes.

Westpoint Marina Regatta Redux — West Point Harbor and Sequoia Yacht Club are hosting the second annual **Westpoint Marina Regatta** on June 12.

Like last year, the predominantly downwind race will start off the north-east corner of Treasure Island, round Alcatraz to port, and then finish at the Redwood Creek entry buoys for a total distance of 25 miles.

The South Bay has a number of very shallow shoals, so check your updated charts and make sure your depthsounder works well. There will be free berthing at the new Westpoint Marina, whereonce you're tied up, you'll find free transportation to Sequoia Yacht Club for a tri-tip steak dinner at \$20 a head. The club will provide breakfast the following morning also. To enter the race, please fill out the skipper's entry form on the Sequoia YC's website at www.sequoiayc.org.

It's Settled — The Bay Area Multi-hull Association has finalized the **BAMA Racetrack**. It's been pared down to a

scenic 10-mile Central Bay course that's open to all Bay Area boats, and to our minds is probably one of the freshest racing/performance sailing ideas to be put into action in awhile. Race Chairman Ross Stein elaborates:

"You can do it any time you want, as many times as you want," he said. "Just turn on your GPS receiver, choose any buoy but Alcatraz to start and finish, and take a lap — or several. Upload your GPX file to BAMA, and you will be scored. You can replay your race against others or yourself, if you do it more than once in GPS Active Replay. The Racetrack is



JOHN DUKAT/RICHMOND YC

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open through Oct 30, and only your best lap will count for the season barn door and corrected honors.

"If you started at the leeward pin, in typical southwesterlies, the course would be a beat, a close reach, a beat, a run, and a beam reach from R4 to port,

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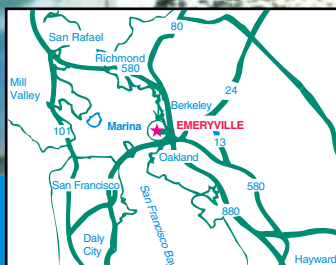
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THE RACING

Alcatraz to starboard, Big Harding to port, Blackaller to port, Blossom Rock to port, and back to R4. We are looking forward to the fast cats — *Shadow*, *Tuki*, *Adrenaline*, and *Beowulf* — establishing, and then eating away at the course record.

"The goal of the Racetrack is two-fold," he added. "First, we want to encourage people who haven't raced, or do so rarely, to give racing a try. There is no start-line crush of boats to worry about and you don't need to be a rules maven, so you can focus on boat handling, sail trim and mark roundings. If you blow a tack or a spinnaker drop, just sail to the closest mark and 'restart;' there are no consequences. And everyone enjoys sailing past the islands, grazing the Gate and along the City Front. If you want a mellow ride, do it in the morning or mid-day. After building some confidence, try an afternoon lap in more breeze. Second, we want to give experienced racers an exciting course to hone their skills and train crew. There will be singlehanded, doublehanded, and crewed 'divisions.' The real challenge will be to choose the



ERIK SIMONSON/WWW.H2OSHOTS.COM

The Cal Maritime Keelhaulers won the St. Francis Intersectional going away last month.

winds and currents that maximize the speed for your vessel, and that will take some thought and planning."

There will be no entry fee in '10. To download the notice of race/sailing in-

structions/race chart, visit: www.sfbama.org/racetrack.

South of the Border — Dick Compton, Jim Yabsley and Tom Parker's Santa Barbara-based R/P 68 *Taxi Dancer* won overall honors and \$6,500 Lamborghini watch (we hope it's not always fast) in the Newport Ocean Sailing Association's 125-mile **Newport to Ensenada** Race April 23.

The bright-yellow sled was the second monohull to finish in the 226-boat fleet, correcting out over Lorenzo Berho's Kernan 68 *Peligroso* by 70 minutes. Tim Murison's Pt. Richmond-based Island Clipper 44 *Bolero* won PHRF-F and was overall runner-up with a local crew that included Kim Desenberg, Jerry Keefe and Kers Clausen. Full results are available at www.nosa.org.

Aloha — The two even-year Hawaii Races are shaping up well. The **Single-handed TransPac** has a solid fleet of 21 entries for the 2,150-mile run to Hanalei Bay, Kauai. The **Pacific Cup** has 70 entries — in a down, if not depressed, economy — which is pretty amazing.

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Although the final entry deadlines happened after we went to press, we're pretty sure the final number should be close to that. We'll have previews on both races in upcoming editions of *Latitude 38*; in the meantime, you can look up the races at www.sfbaysss.org, and www.pacific-cup.org, respectively.

Out of Mothballs — Speedboat. Alex Jackson's Juan K-designed 100-footer has been brought back on-line and will be sailing the Bermuda Race and making a Trans-Atlantic record attempt this summer, navigated by the Bay Area's Stan Honey.

Making the Rounds — Drawing a standing-room-only crowd, a 1.5-hour-long presentation by our hometown America's Cup team touched on some interesting topics at a special showing of the Cup at Strictly Sail Pacific on April 15. Emceed by Tom Ehman and featuring design coordinator Ian Burns, tactician John Kostecki and bowman Brad Webb — the rap session had some interesting tidbits for those who'd like to see **BMW Oracle Racing** and Mascalzone

Latino bring the match for the 34th Cup to the Bay. If, like us, you're in that camp, you'll be heartened to hear that Burns is now a Dogpatch resident, while Webb and wife Karen — a Bay Area native and executive producer for the team's victory tour presentations — are San Jose residents. Another plus was that this is the only boat show the team will do. Yet another was that Ehman reiterated that the Bay is team owner Larry Ellison's first choice. We hope all of these are signs that the event will be coming here. As for a timeframe on when that'll be decided, Eh-



LATITUDE/JOHN ARNDT

Bowman Brad Webb has the floor while John Kostecki and Ian Burns look on. For those who want to see the Cup come to the Bay, their appearance at SSP produced some very encouraging tidbits.

man said that the team hopes to have everything — venue, boat, format and date — figured out before the end of the year.

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WORLD

With reports this month on **Summer Charter Options and Strategies for Making Them Affordable**, a former Californian's explanation of why he loves **Exploring Panama Under Sail**, and thoughts on the 'Schmutzwasser' Conundrum.

Is A Summer Sailing Vacation In the Cards For You?

Although it feels as though we're just beginning to dry out from that exceptionally wet winter, we're happy to remind you that summertime is just around the corner. And that means it's time to get serious about making summer travel plans — which we hope will include a sailing vacation.

We'd bet that nearly everyone reading this would love to do a charter cruise this summer, but we suspect that many of you are holding off on making a commitment due to the uncertain state of the economy. So let's discuss money matters a bit, and strategies for making that dream trip happen.

Even though most financial pundits tell us that the !@#\$%^& recession is finally ending, most consumers are just beginning to loosen the white-knuckled grip they have on their hard-earned greenbacks. Rather than following that 'herd-like' thinking, consider this: With fewer people allowing themselves to spend money on vacations these days, prime travel destinations everywhere — including prime *sailing* venues — will be much less crowded this summer than in future years, when we'll (hopefully) be

Down in the sunny Caribbean, the trade winds are blowing, the beers are cold and the turquoise water's delightful.

back in a boom cycle again.

Whether we're talking about sailing grounds in the Med, the South Pacific, the Caribbean or North America, hotels, restaurants, shops and yes, anchorages, won't be nearly as busy now as they were a few years ago, or will be a year or two from now. And with fewer potential customers around, we'd bet you'll find that shopkeepers, restaurateurs, and service staff will give you better and more cheerful service everywhere you go.

If you've tried to book a boat in the past with only a few months lead time before your travel date, you probably found a limited selection of boats. But these days, you're likely to have a wider range of boats to choose from, even on relatively short notice.

You say you just don't have the cash this year? Well before you completely give up on the idea, allow us to share a little creative thinking. If you've splurged in the past and rented a boat on your own — say, just you and your spouse, lover or kids — you may not realize how affordable chartering can be when you split the cost of a four-cabin bareboat between four couples. If money is tight, remember also that monohulls are generally much cheaper than multihulls, yet the accommodations are almost as nice. Many longtime sailors would agree that the thrill of sailing is actually much

greater aboard a monohull — you know, responsiveness of the wheel, the adrenal thrill of burying the rail, and the ability to charge upwind on a tight beat.

If you and your boatmates agree to cook most meals aboard, you're total outlay will obviously be substantially less — and hey, you spend money to eat at home anyway, right?

While we're on



MAINE WINDJAMMER ASSOC. / JEFF GREENBERG



LATITUDE / ANDY

the subject of frugal chartering, we should mention our good buddy's 'coffin bag' approach to provisioning. Back when our kids were young and we were even more broke than we are today, we and some similarly budget-conscious parents were dying to get away to the warm Caribbean sun. So we took a deep breath and rented a big boat. Because our budget was very tight, we made trips to Costco and Trader Joe's a few days before flying out and loaded the 'coffin bag' to the max — it got that name because this huge nylon duffle bag was literally as big as a coffin. Inside it we stuffed all sorts of non-perishable staples, plus the kids' favorite snacks and cereals. Although we ended up with some broken crackers and squashed cookies, that unwieldy cargo conveyance served us well, and probably saved us a couple hundred dollars in on-site provisions.

Besides luxury crewed chartering and bareboating, there are other means of chartering you may not have considered before that can be quite affordable. For example, in popular sailing destinations

OF CHARTERING



MAINE WINDJAMMER ASSOC. / FRED LeBLANC

Looking for something different this summer — that won't break the bank — consider a coastal cruise aboard a Maine windjammer.

like Greece, Turkey and the British Virgin Islands, many charter operators offer scheduled 'flotilla' charters, where a group of boats travels on more or less the same route and schedule. If you like to make new friends — especially those from other nations — flotillas can be great fun. Europeans seem to love them, so you'll probably find yourself in the company of Scandinavians, Germans, Brits and/or Frenchmen. There is always a lead boat with a group leader aboard who's intimately familiar with the area. The lead boat (and sometimes others also) is generally booked by the berth.

A related alternative is to book a cabin or berth aboard an instructional cruise. Most Bay Area sailing schools (or 'clubs') offer a variety of instructional flotilla trips throughout the year, as do schools in the Caribbean, San Juan Islands, Florida and elsewhere.

There are also all sorts of booked-by-the-berth options aboard tall ships

and traditional schooners. For example, during the summer months, the Maine coast is a veritable celebration of sail, as a picturesque fleet of both replicas and restored historic schooners ply the protected waters of the Penobscot Bay region. All aboard are encouraged to

pitch in with the sailing chores, such as hauling lines, trimming sails and taking a turn at the helm. And every cruise includes a traditional New England lobster bake which, in itself, is worth making the trek across the country. To our way of thinking the best of these cruises are timed with one of a wide variety of schooner races and festivals that take place throughout the summer, where dozens of schooners rendezvous. As you can imagine, such gatherings are a snapshotter's dream.

Okay, so you can economize on provisions, and you can share boat expenses or find by-the-berth sailing options, but how do you find affordable airfares? That issue, we realize, can be a deal-breaker, especially for families on a tight budget. These days there seems to be more variation with flight pricing than with any other commodity we can think of — on any given flight similar seats will have sold for wildly different amounts.

Generally, booking way in advance will get you the best deal, but not always. If you're super-flexible you can sometimes pick up a last-minute midweek fare for a song. That said, it may have a horrendous schedule with multiple stops, but it will get you there. Combine that with a last-minute boat or berth reservation and you're in!

Frequent flyer miles are best used far in advance also, but here again, you can sometimes get lucky late in the game on mid-week flight with wacky itineraries. For this sort of bargain-hunting, though, we strongly advise you to enlist the help of a real live reservation agent, even if

Tahiti is certainly not what you'd call a bargain destination. But bareboat prices and provisioning are similar to many other venues.



LATITUDE / ANDY

WORLD

doing so costs you a small service fee. A life agent can often find creative itineraries that a simple computer search might miss.

If you don't have a heap of frequent flyer miles yourself, be aware that lots of people do — especially business travelers. With most airlines travel awards (free air tickets) can be given away without a fee. So why not ask your globe-trotting friends if you can buy an award from them for, say, half the value of a normal ticket to the same destination.

It's in the interest of bareboat marketers to keep tabs on special offers from airlines that service their charter destinations. So check their websites often for limited-time deals. Just last month both Air Tahiti Nui and American Airlines were offering attractive discounts, but for fixed time periods only.

Even if your budget is tight this year, we suggest you do your travel homework diligently and think creatively so those summer charter dreams can become reality. Because where there's a will, there's a way!

— latitude/andy



ALL PHOTOS FRANK NITTE

The skyscrapers of downtown Panama City stand in stark contrast to surrounding jungles and a wealth of nearby islands.

Chartering in Panama:

The Next Place?

Until we visited Panama recently, we hadn't heard much about the charter

possibilities in this tiny Central American country, although we knew from many cruisers that there are enticing places to explore on both the Caribbean and Pacific coasts of Panama.

But in March, while spending time with former San Diegans Frank Nitte and Shirley Duffield, we got quite an education. After years of cruising aboard their Islander Freeport 36 Windsong, they fell in love with Panama and now call it home. And since Frank is one of the very few local sailors offering overnight charters, we invited him to tell us about the cruising grounds and the charters he offers aboard Windsong. It all sounds so enticing, we might join him on a cruise ourselves next year.

— Ed.

Very few people think of Panama as a chartering destination. It's just not on most people's radar, unless they've visited on their own sailboat, or been a passenger on a cruise ship through the Canal. In fact, Panama chartering is pretty much in its infancy. There are



Tortola BVI
Belize
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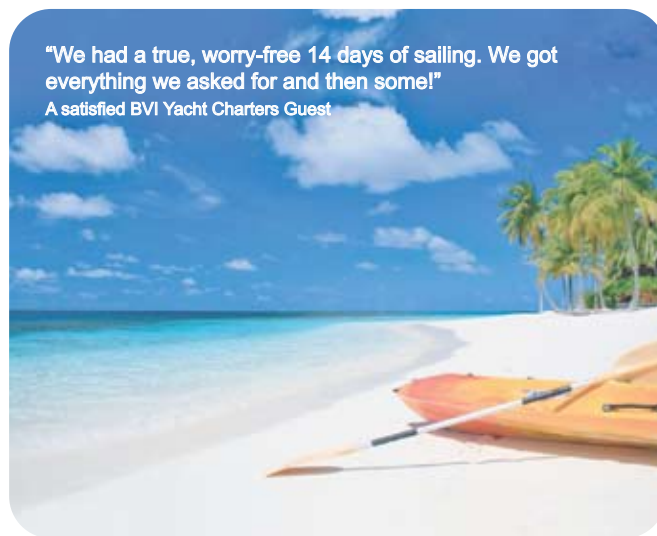
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OF CHARTERING

no bareboat fleets here, but there are many worthwhile attractions you can visit aboard a crewed yacht. Before I introduce them to you, though, let me give you a bit of background.

Panama is a Spanish-speaking tropical paradise in Central America, located between Costa Rica and Colombia. The country sits between latitudes 7° and 9° degrees N, which translates to hot and humid weather year round. Temperatures are normally in the 90's during the day, and in the 70's at night.

The Panama Canal bisects the country from north to south (not east to west, as you might think). The country has 477 miles of Caribbean coastline and 767 miles on the Pacific. Offshore, there are hundreds and hundreds of islands, most of which are uninhabited.

The currency is the U.S. dollar, which the Panamanians call the Balboa.

Since Panama is below the hurricane belt, it is an all-year-round vacation destination. There are two distinct seasons: the dry season, or summer, is from December through April. The wet season,

or winter, is from May through November. The rainiest months are May, October and November, when the Inter-tropical Convergence Zone (ITCZ) moves over Panama. During the wet season, there may be rain showers, but most of each day is typically sunny.

It's easy to get to Panama from anywhere in the USA, since three U.S. airlines fly there: American Airlines through DFW and Miami, Delta through Atlanta, and Continental through Newark and Houston. Mexicana Airlines also flies to Panama through Mexico City; and Copa Airlines, the Panamanian national airline, flies in from Los Angeles, Washington Dulles, Orlando and Miami.



Having thoroughly explore Panamanian waters as a cruiser, Cap'n Frank loves sharing his expertise with visiting sailors.

There are four distinct cruising areas in Panama that are possibilities for charter vacations: Bocas del Toro and the San Blas Islands on the Caribbean side, and the Las Perlas Islands and the islands of Western Panama on the Pacific side.

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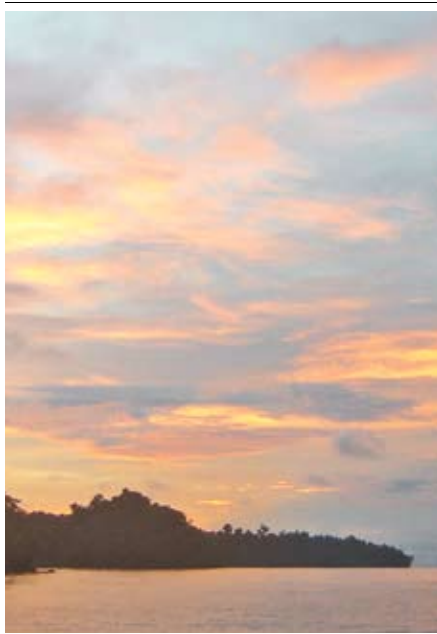
CYOA
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WORLD

City, there are more than 100 islands clustered together in the Bay of Panama. You will usually spend seven days in this island group, called the Las Perlas (The Pearls). Some of the main isles here are Isla del Rey, Contadora, Mogo Mogo, Chapera, and Isla San Jose.

On the first day of a typical charter, you will marvel at the skyline of Panama City, as you sail through the fleet of anchored ships waiting to cross the Panama Canal. Upon arrival in the islands, you will have ample time to snorkel before a happy-hour toddy while watching the sunset. All of the islands are within sight — reminiscent of the BVI, but without the crowds.

Contadora Island is famous. Back in the 1500's, this island was used by the Spanish kings' accountant. There, he 'counted' all the loot stolen from Peru. Afterwards, the loot was brought to Panama City, then hauled via mules across the isthmus to the Caribbean side, and placed on galleons for Spain. Nowadays, the island is populated with small hotels, houses, an airstrip with flights to the mainland, and has beautiful reefs



ALL PHOTOS FRANK NITTE

Anchorage are both uncrowded and tranquil in Las Perlas, and in these tropical latitudes both sunrises and sunsets are often dramatic.

offshore. This is the most populated of the Las Perlas Islands.

Mogo Mogo Island is also famous as the site of the *Survivor* – Pearl Islands

TV show. The sets are still there, but the island is totally deserted, so you can spend the day playing *Survivor* to your heart's content.

Most of the islands are deserted, so you can while away your day getting a tan, collecting shells on the beaches, kayaking, swimming, or just lazing away, pouring through that book you've been wanting to read.

If you can extend your visit to 14 days, other islands within the Bay of Panama, such as Isla Taborcillo and Taboga, can be added to the Las Perlas itinerary.

Called the Island of Flowers, Taboga, is only 7 miles from Panama City. The small village on the island has been in existence since the 1500's. You can walk the same streets where conquistador Francisco Pizarro walked before sailing off to conquer Peru. The French painter Paul Gauguin convalesced from yellow fever on Taboga before heading across the Pacific to Tahiti. You can swim in the ocean, lie on the beach, or hike up to the top of the island to take in the panoramic view.

Isla Taborcillo, or John Wayne Island

Starboard!



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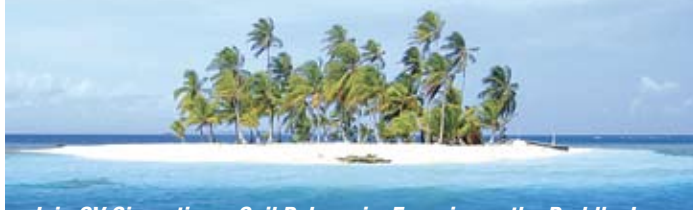
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OF CHARTERING

— the actor once owned it — has a complete old Wild West town built on it.

Aboard *Windsong*, 7- and 14-day adventures in the Bay of Panama are great for those who have little or no sailing experience, or who would like to build on their sailing experience. Trips can be tailored to specific needs. For those wanting to gain experience in overnight sailing and navigation, both can be accommodated during a charter.

And if you want more adventure, an alternate 14-day itinerary can take you to the less-traveled regions of Western Panama. This 200-mile one way journey will require overnight passages and interaction with large shipping from the Panama Canal. You will travel around Punta Mala (Bad Point) in both directions, and visit remote islands and bays.

Cebaco Island and Bahia Honda are two of the many places to be visited. There is spectacular snorkeling at Coiba Island, Panama's largest island, which is also a National Park. Pelagic and reef fish team around the island, and you are bound to see sharks and other large

species of aquatic life.

People who have some sailing experience who are up for the challenge, will love this unusual adventure. With the experience you'll have gained by the end of your charter, you'll feel confident in taking the next step: cruising such waters aboard your own yacht.

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WORLD OF CHARTERING

Canal, in Panama City.

— frank nitte

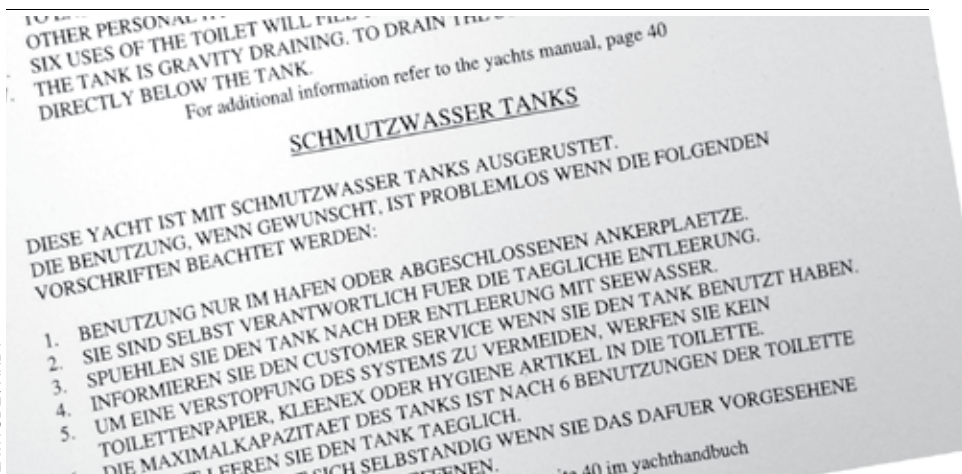
Readers — Frank holds a USCG 100-ton Master's License, and we can verify that he's both knowledgeable and a genuinely nice guy! For more info, see: www.sailwindsong.com; email sailwindsong36@aol.com or call his toll-free Skype number, 1-858-348-4554, from anywhere in the USA or Canada.

So Many Sailboats, So Much Schmutz

Before you read on, we warn you that we're about to broach a, well, shitty subject.

While bareboating in the Caribbean recently, we found ourselves in an awkward conversation with some first-time charterers. They were practically giddy about the stunning beauty of both the islands and their surrounding waters. But at the same time they were completely shocked to learn that every day hundreds of Caribbean charter boats either pump their heads directly overboard in the anchorages, or pump their holding

LATITUDE / ANDY



"Diese yacht is mit schmutzwasser tanks ausgerüstet." This yacht is equipped with a holding tank — so use it!

tanks out in near-shore channels.

It is a little tough to believe, but throughout the seemingly pristine Eastern Caribbean, you could probably count the total number of pumpout stations on one hand. But don't blame the charter companies. While they could, and probably will eventually add more, the fact is that waste from city sewer systems and shoreside treatment plants in the

Eastern Caribbean are all pumped into surrounding waters also. The good news, however, is that the constant flushing of anchorages apparently minimizes any impact on the marine environment. But the whole issue is still a bit unsettling, so to speak.

For now, the best thing you can do to be an environmentally conscious boater in such places is use your boat's holding tank — or "schmutzwasser" tank, as the German's would say — and pump it out as far offshore as is practical.

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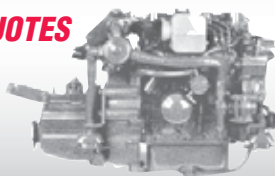
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CHANGES

*With reports this month from **Curare** on the cruising good life in El Salvador; from **Fleetwood** on starting a cruise penniless and now having money in the bank; from **Swell** on nearing the end of the nearly interminable battle with a leaky shaft log; from **Latitude** on the attractions of San Blas, Mexico; from **Sea Bear** on Puerto Rico and the DR, and a generous helping of **Cruise Notes**.*

**Curare — Bowman 36
Geoff and Linda Goodall
Barillas Marina, El Salvador
(Vancouver, B.C.)**

While marvelling at the efforts of Marina Manager Heriberto Pineda and the staff at Barillas Marina in El Salvador to get us a rental car at the lowest price,



Geoff and the couple's dog Jessie at the entrance to Barillas Marina.

we noticed a stack of crisp new *Latitudes* on the office desk. So while they dialed, we leafed through the February and March *Latitudes*. Reading the articles by other cruisers prompted us to write about the exceptional reception and services we've enjoyed here at Barillas Marina. We've been treated royally from the moment we received their reply to our email. After a great five-day crossing of the Gulf of Tehuantepec — half of it under spinnaker — we hailed the marina on VHF, and they arranged for the pilot to guide us across the bar. He met us at the designated spot at exactly the designated time. With a two-metre swell running, we were glad to follow the pilot in even though we had accurate waypoints. Seeing whitewater churning on all sides of us was a little disconcerting, but we crossed the bar into the shelter of Jiquilisco Bay without incident.

When we arrived at the mooring field 12 miles up the estuary, Heriberto had the Customs and Immigration officials

After a five-day crossing of the Gulf of Tehuantepec, Linda naturally enjoyed the luxury of a freshwater swim at Barillas Marina.



on hand and ready to welcome us into El Salvador. After the formalities were over, Heriberto offered us a free drink at the *palapa* restaurant bar. After three enjoyable years in Mexico, we've been surprised to discover that the cruising life can get even better!

We think the costs at Barillas are reasonable. We paid \$45 for our first night on a mooring ball, but that included the pilot's coming eight miles down the estuary to guide us in, bringing the officials from Customs, the Port Captain's office, and Immigration out to our boat, and help checking in. It also includes the guide boat's helping us out across the bar when we leave. The next 13 days are charged at \$16.95 a night, after which the rate drops to \$11.30 per day. Included in that fee is full use of the facilities — meaning the three pools, *palapas*, quite good wi-fi, even out the mooring field when you use an antenna; the dinghy dock; and the freedom to walk around the secure compound, which is an old cocoa plantation.

The menu at the marina restaurant is somewhat limited and probably 20% more expensive than at a restaurant in town, but the food is good. *Papas* are three for \$3, and that's all you need. A hamburger is \$5, and beers are \$2 each. A few cruisers on bigger budgets said the steaks are delicious. We would typically get our boat chores done by midday, then head to the *palapa* by the pool for the remainder of the day to enjoy lunch, do research on the internet, and lounge in a hammock. A tough life!

Twice a week there is a shuttle van that takes crews into the local town of Usulután, 45 minutes away. There is excellent provisioning there from either the local market or at two American-style supermarkets. The marina also has an airstrip if you need to fly out. Our car rental came to \$337 for 5 days, plus a \$50 delivery fee — standard Budget Rental Car pricing. We shared the car with the crew of another boat, which was a lot of fun and halved the cost. We had a great trip inland, and got a much better appreciation for the country and the turmoil its citizens have been through recently.

Why did we choose Barillas over Bahía del Sol, the other popular

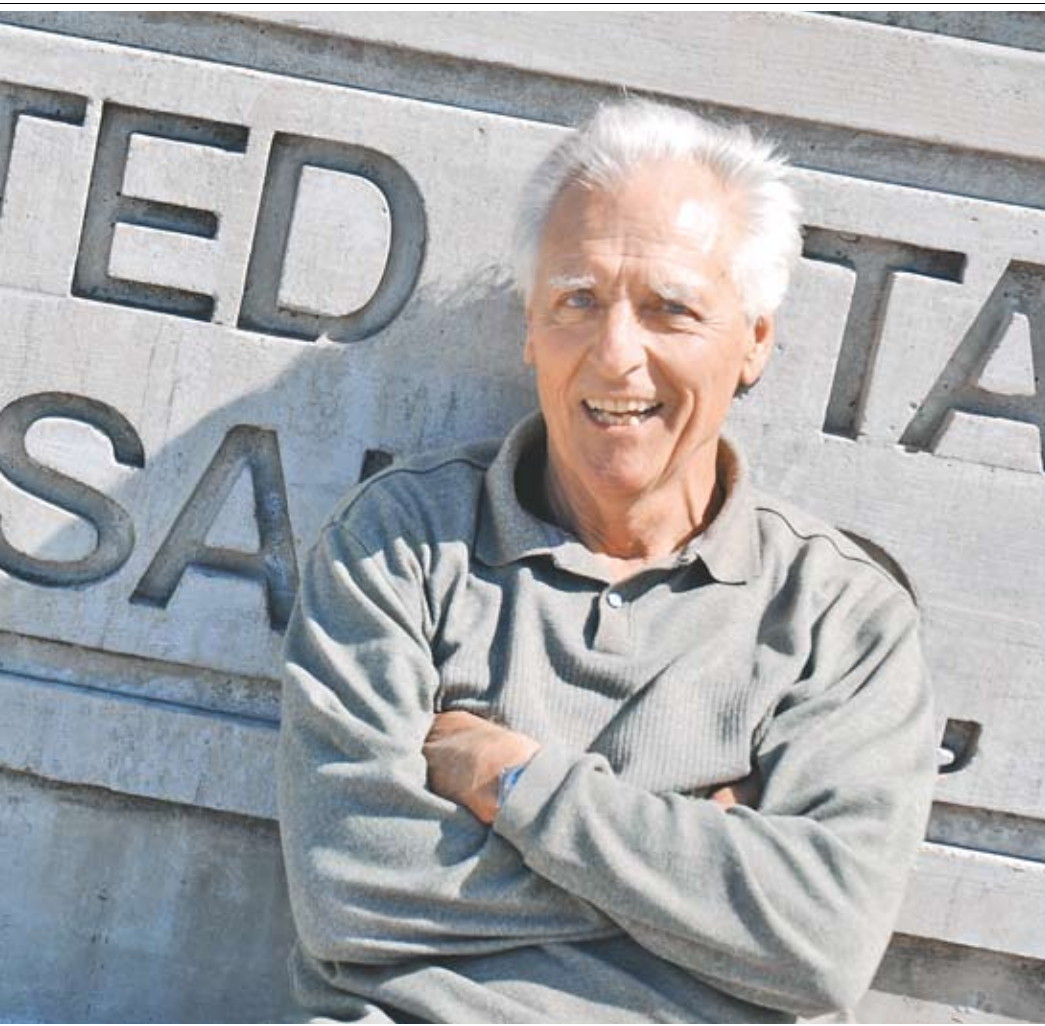


stop in El Salvador? It was basically the result of a coin toss. But thanks to the first class staff and facilities at Barillas, we've been very happy with our decision. We are fairly low budget cruisers, and our full keel, sloop-rigged Bowman 36 is very comfortable, although a little slow in light wind. We're currently in Nicaragua, and we're putting together information on the mooring options here for publication in the next *Latitude*.

— geoff and linda 03/16/10

**Fleetwood — Naja 30
Jack van Ommen
You Don't Know Jack!
(Gig Harbor, Wash. / The World)**

We've all heard the joke about how you make a small fortune. You start with a big fortune, then you buy a boat. But Jack van Ommen has enjoyed an entirely different experience. When he took off cruising in March '05 aboard *Fleetwood*, he'd spent his last pennies on food for his long passage across the Pacific to the Marquesas. Although he's been cruising



LATITUDE/RICHARD

Jack van Ommen, in front of the Sausalito Post Office, on his way from Vietnam back to his boat in Amsterdam. Since all of Jack's trip photos were on his crashed hard drive, we've illustrated this interview with other photos from Vietnam, a country for which he feels tremendous affection.

ever since, and hasn't worked, he now has money in the bank and is able to afford things like flying from Amsterdam to Vietnam — first class for several of the segments — for a three-month vacation from cruising. How has he done it? Read on. (Although you'll have to wait for Part II in the June issue to get the full story.)

Having published a number of van Ommen's *Changes* since '05, we were eager to meet the vet of the '82 Single-handed TransPac and a half decade of cruising a small boat most of the way around the world. So when he was passing through on his way from Vietnam to Amsterdam, we were thrilled that he took the ferry from San Francisco to meet us for lunch in Sausalito. Slim, calm and soft-spoken, van Ommen appeared to be the picture of health and vitality. What follows is the first of our two-part interview with him.

38: You're looking lean and relaxed. Do you mind if we ask your age?

Jack: I'm 73. But you know what they say, you get a year younger for every year you spend at sea. When I asked for the senior discount on the ferry, they didn't card me, but they thought I was under 65. (Laughter.)

38: Give us a rough idea of where you have cruised so far.

Jack: I've done 35,000 miles and visited 30 countries — but I should probably begin with my inauspicious start. After trailering my boat from Gig Harbor to Alameda in March of '05, I set sail for Santa Barbara, but got hit by a really big southerly halfway down the Central California coast. I was driven back to Big Sur by big, angry waves on the nose. My Navik wind-vane broke, then I had power problems. After many hours,

I became so exhausted that I called the Coast Guard in Monterey. They came out with a 47-footer to tow me in. The waves were so big that they had a difficult time finding me, and it was so rough that 11 of their 13 crew got seasick.

38: Were those first days of your cruise the worst conditions you've seen in your 35,000 miles?

Jack: I'd seen bigger seas in '82 when sailing home from the Single-handed TransPac. As tall as they were, those were gentle rollers from a distant hurricane. The ones off the Central California coast weren't as big, but they were much worse. It had me wondering if I should be making such a trip at all.

38: How many times have you seen more than 40 knots at sea?

Jack: Hardly ever. The worst was just outside of Cape Town, South Africa, when I misunderstood the weather guy. He told me to hide somewhere along the coast, but I thought he told me to continue on. It blew about 40 knots for 36 hours, and was really bad. I was scared. I set the windvane to heave the boat to, closed the boat up the best I could, and went below. The worst part was the noise, with all the wind and vibration in the rigging.

38: Let's put it this way: how many times have you been really scared in 35,000 miles?

Jack: Only three or four times. But I've had a few unpleasant passages. My

Pho, pho, pho! A typical restaurant on a sidewalk — and into the street — in Hanoi. The food is healthy, inexpensive and delicious.



A Vietnamese woman about to start a long day in the paddies.

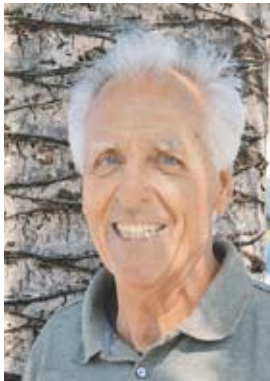
LATITUDE/LAUREN



LATITUDE/LAUREN

CHANGES

sail from Virginia to Bermuda last summer was pretty bad, as was the passage I did against the trades a year ago January from Florida to the Virgin Islands. I can also remember getting hit by 25 to 30 knots on the nose on my way to Bali. The problem then was that I couldn't stop my



At age 73, Jack figures he still has lots of sailing to do.

boat from falling off waves, which resulted in the hull's continually slamming. But the majority of the time it's wonderful out there. There are many different kinds of cruisers, of course. Sailing between islands and harbor-hopping are both fun, but I really prefer the long passages. After a couple of days, you and your body get into a routine, and you just do your thing. When I'm sailing offshore, I hardly ever have time to read because there is much to do. Even though the vane is doing the steering, I'm still busy listening to the SSB, writing emails on my laptop, navigating, fixing little things, and so forth. In addition to my 28-day passage to the Marquesas, I had 20-day passages from South Africa to St. Helena and St. Helena to Brazil. Last year's crossing from Bermuda to the Azores took 18 days.

38: Sailing upwind in anything much over 15 knots and three-foot seas isn't that pleasant for more than an afternoon. What percentage of the time have you been able to sail with the wind aft of the beam?

Jack: At least 80% of the time.

38: Has your 30-ft boat been big enough for sailing around the world?

Jack: It would be nicer if I had a 33

Who can explain the mysteries of the East? A Vietnamese woman burns copies of U.S. \$100 bills for her ancestors — a common practice.



LATITUDE/RICHARD

-or 34-footer. Maybe even a 36-footer. I'd also prefer a ketch rig, because when I'm in the middle of the ocean I always wonder what I'd do if I got dismasted. With a ketch rig, I'd be able to jury rig something. And with a ketch rig, you can always just drop the main to quickly reduce sail when the wind comes up.

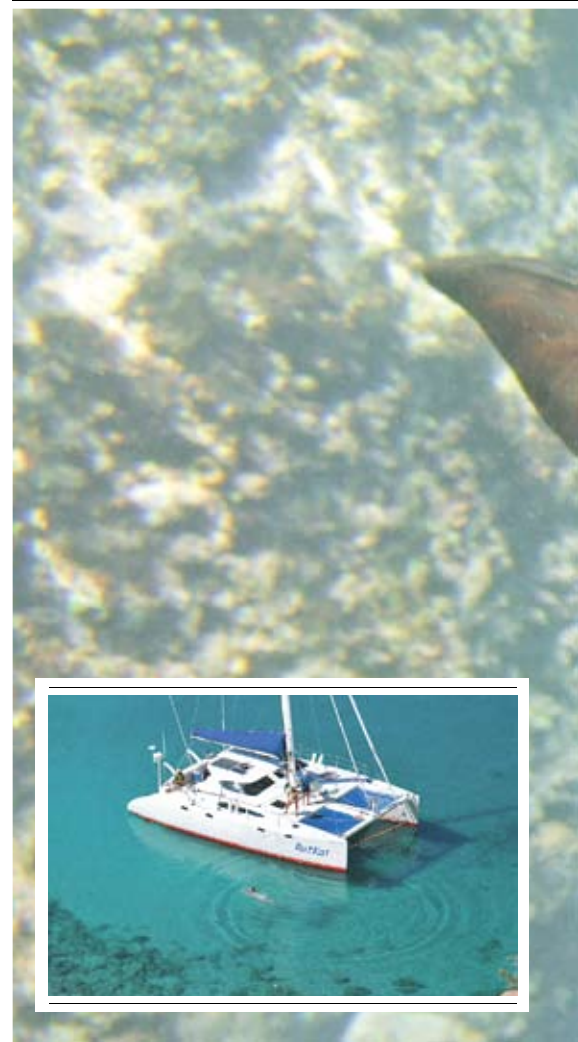
38: We sure got you off course, so to speak. Take us back to your start from California.

Jack: I decided I needed a more robust windvane, so Hans of Scanmar in Richmond, a really nice guy, set me up with a Monitor. It's been great. Once I got that mounted, I set out again and didn't have any more problems with steering. I eventually made it down to Santa Barbara, spent my last few dollars on food, then set off on the long passage to the Marquesas. Of all the all the places I've been, the Marquesas remains my favorite. I used to think it might have been because it was my first real landfall, but now I know I just love it for the beauty and wonderful people. They are so kind and joyful, there is no poverty, and there are no giant houses hanging off the cliffs. There is great sailing in the Marquesas, too. I'd love to return sometime.

From the Marquesas, I continued across the Pacific, making all kinds of stops. I then broke away from the 'Milk Run' and headed to Vietnam, where I'd been stationed in the early '60s. I love Vietnam, and while I know there are problems with the bureaucracy and corruption, I believe it might open up as a great cruising ground in as little as five years. Friends of friends know a man who is about to start a marina near the mouth of the Mekong River, so I really believe there is reason for optimism.

Anyway, I sailed around Southeast Asia, then across the Indian Ocean, up to Brazil and French and Dutch Guiana, then to Trinidad. From Trinidad I sailed straight to the Chesapeake Bay. I thought I was going to sail to the Caribbean in the winter of '07-'08, then across the Atlantic to Europe that summer. But I fell behind schedule, so I came back to the Chesapeake in the summer of '08, sailed back to the Caribbean in the winter of '08-'09, and last summer sailed from North Carolina to Northern Europe via Bermuda, the Azores and France.

38: When you were in Trinidad, you weren't that far from completing a



circumnavigation.

Jack: Well, I want to sail around Europe. Besides, I'm never going back to the Pacific Northwest because it rains too much. What's more, I don't like the idea of the Panama Canal, as I heard it would cost me about \$1,700 to do a transit.

38: No, no, it would be way less than \$1,700.

Jack: Maybe you're right, as I've heard conflicting reports.

38: Correct us if we're wrong, but didn't you once tell us that you only use about 15 gallons of fuel per year?

Jack: I probably use a little more than that, but not too much more. My boat only has a 20-gallon fuel tank, and I hardly ever fill it. Normally, I just top it off with five gallons from a jerry jug. But I'm frugal with fuel. For example, lots of cruisers motor across the doldrums. Not me. I can't afford to spend that kind of money on fuel. Besides, I've never had much trouble sailing across the doldrums. The only time I've used a



SPREAD: ARJAN BOK. INSET: LATITUDE/RICHARD

Kiss me! Spread; In Letters, you read about swimming with whale sharks outside of La Paz. Arjan Bok of the San Francisco-based Lidgard 43 'RotKat' (inset), and other members of last month's Sea of Cortez Sailing Week also went swimming with 300-lb sea lions at Los Islotes, north of La Paz.

lot of fuel was motoring along the East Coast's Intracoastal Waterway.

38: What kind of an engine does Fleetwood have?

Jack: She's got her original 16-hp Renault diesel. It's one of the few left, so parts are hard to come by. One day I'm going to have to replace her. But I never power unless I have to. The engine is so noisy that I can't hear the radio, and it's stinky and it costs money. So I don't motor unless I'm sailing less than about 2.5 knots. Besides, I'm in no hurry, and I really enjoy being out on the ocean.

38: What do you have for a dinghy?

Jack: I started out with a Metzler, which had an unusual design that featured air tubes on the bottom. It rowed really well, which was good, because I didn't have an outboard, and because I always anchor out. But after two years the Metzler was toast. I bought a used

inflatable as a replacement when I was in Virginia, but I don't even know what kind it is.

38: Let's talk about safety and electronic gear. Do you have a liferaft, EPIRB, SSB and satphone?

Jack: I have all of those except for a satphone. I use my SSB and Sailmail to talk to people, send emails and get weather.

38: Are you in contact with someone every day when you make a long passage?

Jack: Oh yes. It's very seldom that there isn't somebody I talk to like Herb Hilgenberg of *Southbound* in Toronto, who provides weather for the Atlantic and Caribbean. He's fantastic. When I left Bermuda for the Azores, I

stopped at the fuel dock for a little fuel, and had a very mild run-in with a guy on a big ketch who wanted fuel first. He fueled up and left, and once he got his big gennaker up in the windy conditions, really left me behind. I figured I'd never see him again. But it turned out that I tied up at the Customs Dock in the Azores almost 12 hours ahead of him. He was impressed. We talked, and I was surprised to hear that he'd had a couple of days of no wind, and because their engine was down, they'd only made about 30 miles each of those

days. It turns out that the guy in Florida he paid for weather routing hadn't given him as good advice as I'd gotten for free from Herb. Before I went across, I told Herb I was planning on crossing at 32°N or even a little higher based on Jimmy Cornell's book. Herb told me I'd been reading the wrong stuff, and kept me at about 31°N. He did a great job for me.

[To be continued next month.]

— latitude/rs 04/10/10

Swell — Cal 40

Liz Clark

The Shaft Tube, My White Whale (Santa Barbara)

So there I was, near the end of February, having labored for months in the boatyard and having spent tons of money getting *Swell* ready for more adventures. But my dreams had been thwarted by a

Having been stuck in the boatyard for so long with so many frustrations, Liz might have lost it were it not for the surfing outlet.



LATITUDE/LAUREN



LATITUDE/RICHARD

CHANGES

leaking prop shaft tube that had to be removed from the boat. Fellow Cal 40 owner Fin Bevin of Southern California had told me that it was not uncommon for shaft tubes on Cal 40s to eventually develop holes and leak water into the bilge. But, he said, with the help of Doug Grant, another Californian, I could get the shaft log out using something called a 'slide hammer'. In my case, it was explained to me, it would be a custom tool made of a six-foot length of stain-

less rod threaded on both ends. The rod would be inserted into the old tube, and a cap just smaller than the outside diameter of the shaft tube would be screwed onto the inside end. Then, on the back end of the tube on the outside of the boat, a heavy 'slide' would be put on the stainless rod, followed by another cap put on the aft end of the rod. By hammering the slide against the aft cap, it would — in theory — indirectly 'hammer' on the cap on the inboard end of the shaft tube, and the tube would come right out.

Since my helper Laurent wouldn't be around for awhile, I decided to make the slide hammer myself. I began by making precise measurements and drawing a diagram. But where was I going to find six-foot stainless rod threaded on both ends? When in doubt around here at the yard in Raiatea, you ask Cesar. I found him leaning against a shaded post, talking with Benois, the metal worker. "Do you know where I can find a six-foot steel rod or pipe threaded at both ends?" Cesar told me that the plumbing store sold 18-ft lengths of 1/4-inch steel pipe threaded at both ends. Great. I asked Ben if he could make me a steel washer of the dimensions I needed.

"What are you making?" Cesar and Benois asked at once, looking at the diagram.

"A slide hammer," I replied, "Or as you French would say, an extract-euuuuuuuur. I'm going to use it to get my shaft log out." They nodded as if it made sense to them.

It took a few days to gather all the pieces, but soon enough Jacques had cut down my 18-ft pipe to six feet, and had welded a plate, rather than a cap, on what would be the outside end where I would hit it with the sliding 'hammer'. Benois made a washer to my dimensions, but out of aluminum instead of steel. I figured I had better give it a try before I complained.

I got the awkward device set up, borrowed a massive sledge hammer from the yard, and went for it. I was shocked at how hard the head of the hammer slammed into the plate at the end of the rod. But after 30 hits, I'd broken through the weld on the plate and the tube still hadn't budged. So I went inside my boat to see what was happening, and found that the aluminum — not steel — washer had bent completely out of shape.

I had to carry all the broken parts of my slide hammer back across the yard in order to return to the drawing board. Everyone gave me a curious look — like they'd never seen a young woman carrying anything like across a boatyard before. "Extracteuuuuuuur!!!!!!!!!" I yelled in frustration. They just wrinkled their foreheads and went back to whatever they were doing.

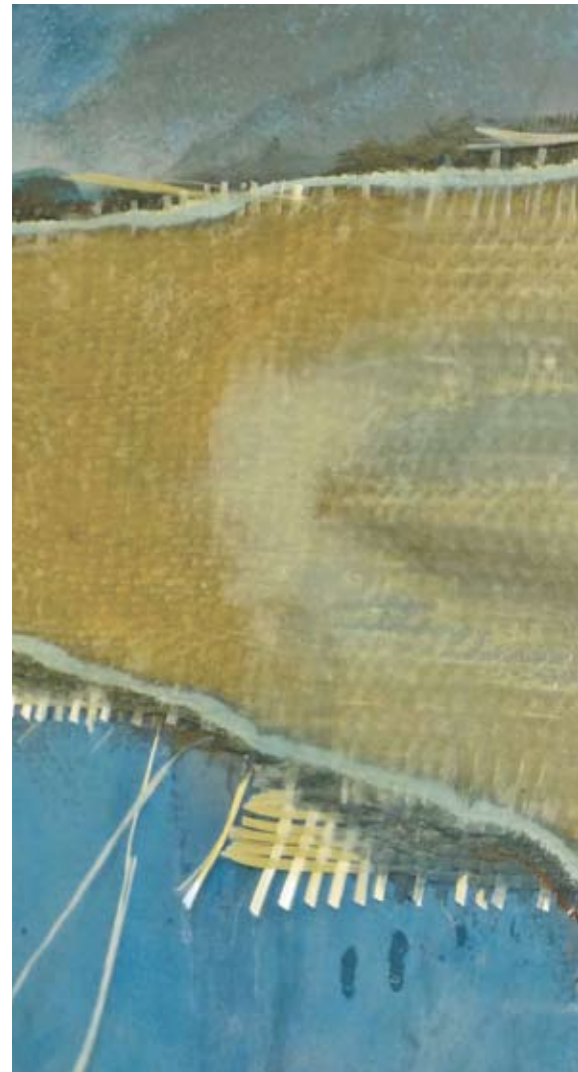
It took two days to get a new washer made out of thick piece of steel and to get the end plate reinforced, but I was ready to try the hammer again.

"It's not going to work," taunted Thierry the mechanic in French.

"Extracteuuuuuuur!" I yelled back at him.

After getting it set up, Taputu came over to help me. I held the new steel washer perfectly in the middle of the shaft log from inside *Swell*, while he slammed on the newly welded piece. Every time he hit the welded plate, the washer got sucked down into the tube — because the tube hadn't been cut at an exact right angle. So my slide hammer failed again.

That got me to thinking about the epoxy job we'd recently done on the shaft tube from the outside, hoping it would stop the leak. Surely that had firmly bonded the shaft to the hull so that no amount of pounding was going to break the adhesion. So while the oth-



ers in the yard spent Friday afternoon drinking beer and toasting the weekend, I borrowed Taputu's grinder. After all, my leaky shaft log was still stuck in the hull, and poor little Poe, the baby tern I had rescued, was so sick he couldn't eat or stand up straight. What did I have to celebrate?

Poe got so sick that weekend that I put her in my bike basket and pedaled off in search of a vet. When I found one, the gentle man took Poe in his hands and said the obvious, that she was very weak and skinny. I bought Poe some nutrient supplements meant for cats. An hour after giving it to her, she could hardly lift her head. She took her last breath from this world as I held her cupped in my hands. To witness the fragility of life — one moment there, the moment gone — hit me very hard. I cried and stroked her still-warm feathers.

For a week after Poe died, it was strange returning to *Swell*. There was no chirping, no more fishy stink, and no

COURTESY SWELL



The 'slide hammer' turned out to be neither pretty nor effective.

IN LATITUDES



COURTESY SWELL

The shaft log on 'Swell' doesn't look like a mammal, but it's been Liz's 'white whale'. Glassing over the tube failed to stop the leaking.

more fuzzy head popping up. Instead, I found only piles of progress-less projects staring at me. Despite grinding off the recent epoxy job on the shaft log, and making an even more precisely-fitting steel washer, my slide hammer still failed to get the shaft log out. In fact, a mighty swing by my friend Josh Humbert broke my slide hammer for the third and final time, slicing it in half at the upper threads, and sending it flying across the yard!

So the shaft tube remained stuck in the hull, and the behavior of Laurent, the yard glasser who was supposed to help me, was troubling. He'd walk past me stone-faced and cold, dead-set on ignoring me. It was obviously time to seek out other help, but who? Rain poured down and I wandered in circles around the yard in a cloud of despair. It seemed useless to try any more. I was defeated,

broken, sinking on land, doomed to boatyard purgatory.

But then Mike, whose boat *Apple* was hauled out in the yard, yelled down at me from his boat. "Hey Liz! We got my rudder shaft out today using a hydraulic jack."

"Fantastic," I replied, struggling to sound happy for him.

"You don't understand, the jack could be the answer to your problem!" he shouted. "Take it over to *Swell* and see if it might work by pushing instead of hammering against the shaft log."

You've never seen a girl sprint faster with a 15-lb hydraulic jack in hand. I hauled it up the ladder, eager to see if it would fit. "It does!" I cheered, doing a little shuffle-step-wiggle. Sure, I'd have to remove the v-drive and make some wood and steel supports,

and I'd need some more hydraulic fluid, but at least there was new hope. Plus, Mike said he'd give me two hours of his time the next day.

I didn't sleep much that night, but it wasn't because of shaft log anxieties. No, at 3 a.m. there was a pounding on *Swell's* hull. I wondered. I peered over the side and saw Taputu standing below with a flashlight. "Sorry to wake you," he said in French, "but there is a tsunami coming. It's supposed to arrive at 6 a.m." "Tsunami," he repeated. "Go to Simona's house and ride up the mountain with her."



COURTESY SWELL

Fifty years after it was put in, the prop shaft on 'Swell' was almost out.

I couldn't believe it, but it was true, a severe tsunami warning had been issued for the entire Pacific. For the second time in less than two months, I had to pack up my survival bag with my passport and a few precious items, secure *Swell* as best I could, then head down the road to Simona's house. By 8 a.m., the local radio station declared that the wave had passed through the Marquesas at less than 30 centimeters.

Tsunami warning or not, an hour later Mike, the successful Hollywood director, began directing what I hoped would be his greatest hit — the removal of *Swell's* shaft tube. I spent two hours running around the yard in the glaring sun, looking for pieces of wood and steel to wedge things in. I thought I was going to puke. By the time the clock struck

The boatyard cover-up, an unfortunate necessity when working in the yard, is not the best look for Liz.



COURTESY SWELL

CHANGES

noon, we'd only just finished fitting out the mishmash of metal and wood scraps to support the jack against the fiberglass bulkhead behind the v-drive. But just as Mike left, his two hours up, a cheery 6'2" Canadian named Adrian appeared on the scene. He was low on cash, but full of spirit.

Sleep-deprived, we decided to go at it the next morning. At that time I had another weapon. Kyber, my buddy on *Natty M*, had run me through a quick certification in the use of his pyromaniac's delight — a hefty, flame-spitting, butane torch. The idea was to repeatedly heat and cool the bronze tube from outside —

hopefully without setting *Swell* on fire — with the goal of breaking the tube's bonds with the surrounding fiberglass. Adrian stood by with a bucket of water in the event that I lost control of the torch. The tube turned rainbow colors under the heat, and boiled the water that was soaked in the surrounding fiberglass. Fantastic! When we both agreed that any more heating might cause *Swell* to spontaneously combust, Adrian threw on some water to induce quick contraction of the metal.

It was time for the final showdown. Inside the cabin, a few pumps on the hydraulic jack put 20 tons of pressure against that stubborn shaft tube. At first it didn't budge at all. I couldn't bear to watch, for if this failed, I would have to concede to 'open-fiberglass surgical tube removal'. Being rather nervous around pressurized jacks after my accident last year, I decided it was better for me to go down and survey what was happening on the other end.

"Hit it with the sledgehammer!!"

By the time Adrian got all the wedging set up, the sole of 'Swell' was in disarray. But it was worth it, as the jack did the job.

Adrian called from above.

"Okay!!" I hollered back, slinging the beastly tool over my shoulder, and unloading on the exposed part of the tube.

"It moved!!" He yelled.

"It moooooooooooooooooooooooved!" I shrieked back in delight. The tube had officially been broken from the fiberglass, and had moved 1 mm in the right direction. We carried on in a similar fashion for the better part of the day — Adrian loading up pressure with the jack from the top, while I occasionally hammered from below. When the jack reached its maximum length, we'd pull it out and shove some other piece of steel inside, re-assemble the support, and continue to push. Millimeter by sweeeeeet millimeter, we pushed that tube out of the hull. That afternoon the final six inches of the tube slid out to expose a series of corroded holes, meaning it was certain that the corroded tube had been the source of all the leaking into the bilge.

I felt as though I finally had gotten my white whale!

With the tube removed, it might seem as though the problem was all but solved. But no. I needed to get some glass work done, and since Laurent wouldn't talk to me, and the only other fiberglass guy worked at a competing boatyard next door, and the two yards don't like each other, it was going to be a nightmare. Then there was the issue of getting the right tube and cutlass bearing. But that same day I got an email from Fin:

"My friend, Doug Grant of Marine Products Engineering Co, sells the exact tube you need with a cutlass bearing to go with it. I already spoke with him, and he said he would sell it to you for half price. Send me your address and I'll get it in the mail by Monday — and cover the shipping."

After a month of agonizing, everything had suddenly turned around! Shiny beams of hope were making the world twinkle again! Fin and Doug, neither of whom I had ever met, were like angels who had descended to carry me out of boatyard purgatory. God bless them both, and everyone else who has helped me.

— liz 4/1/10

San Blas, Mexico

History And a New Marina

We hadn't had a chance to see how the Singlar Marina had turned out in San Blas, the northernmost town along the 100-mile long Nayarit Rivi-



era that starts just north of the Puerto Vallarta Airport, so in late March we hopped aboard our trusty Honda 250 dual sport bike for the 2.5-hour drive up from Punta Mita. While the first 45 minutes to Las Verras was on dangerous Highway 1, the last 1 hour and 45 minutes featured a spectacular ride through the Mexican countryside — think of a tropical Sonoma County — then miles of sparsely-populated jungle-lined beaches. As for the lightly travelled two-lane road, it was better than much of what passes for pavement in California these days. If you love rides through the jungle and along tropical beaches, it might even be worth renting a car for a Sunday drive from Puerto Vallarta or La Cruz, particularly if there's a swell running and you have a couple of surf sticks.

San Blas, a municipality of 37,000 that includes the infamous prison colony at Isla Marias, has four claims to fame. First, this being the base for Spanish naval operations in the Pacific from as early as 1531, it was from Las Islitas Beach at



The flame of a borrowed butane torch became an important tool.



COURTESY SWELL

LIZ CLARK

IN LATITUDES

LATITUDE/RICHARD

and Sharon Drechsler's Catalina 470 *Last Resort* into a big broach after being overtaken by a breaking wave at the bar to the San Blas Estuary.

Despite some tourism, San Blas remains an authentic Mexican town that has changed very slowly over the last few decades. It's not yet gone upscale nor does it have any of the glitz that can be found at some of the other towns on the Nayarit Riviera. That will come soon enough. Nonetheless, the San Blas Estuary, as no-see-um infested as it can be, was chosen as the site for one of the cookie-cutter Singlar Marinas.

Built based on a 'if we build a marina and boatyard, the boats will come' business plan, it hasn't exactly panned out yet. When we visited the boatyard and marina, it was quiet despite its being the high season, with about a quarter of the 30 or so well-built marina slips occupied, and the beautifully built and spacious boatyard and facilities having only four boats on the hard. The swimming pool and hot tub were empty, and the big outdoor bar and the meeting room facilities looked as though they hadn't been used in a long time. In other words, market forces didn't demand that this marina be built. But the basic facility seems to have been well designed and constructed, so who knows? If the yard and marina are properly run, they might eventually make economic sense.

As for the town of San Blas, the plaza, about a half mile from the marina, is still the center of activity day and night. There's always something to watch, and that something is usually the people. The San Blas Social Club, across the street

Cruisers who visit San Blas have the choice of taking a slip in the Singlar Marina or anchoring in the estuary. Both can be buggy at dusk.



The steeple on the old church in the plaza.

LATITUDE/RICHARD



Clockwise from above; Matanchen Bay, with a tiny example of the peeling waves. The empty pool at the Singlar Marina in San Blas. One of the boats in the marina's well-built slips. The new Travelift. Three boats on the hard at Singlar. Inset; A catamaran on the hook in the San Blas Estuary.

nearby Mantanchen Bay that Junipero Serra boarded the locally built barque *Purísima Concepción* in 1768 for the trip to California to found the string of missions. As such, San Blas has some great history and ruins. Second, the same Las Islitas Beach is internationally famous for being home to some of the longest rideable waves in the world of surfing. Indeed, at one time the Guinness folks claimed you could ride the same wave for a mile, although changes in the jetty mean that's no longer possible. Third, San Blas — but particularly Mantanchen Bay — is internationally notorious for no-see-ums at dawn and dusk. Pour some pepper on your hand and you'll get an idea what it will look like about sundown. Lastly, San Blas has been famous for decades of clashes between former Brooklyn resident Norm Goldie and some cruisers who, thank you very much, don't want his help. At Goldie's

age and with his heart condition, you might expect he'd be less garrulous, but apparently that's not the case.

There was an air of anticipation as we pulled into Mantanchen Bay, for it was only a couple of days until Semana Santa, when the beaches would be invaded by countless thousands of families on holiday. All the basic *palapa* restaurants on the beach were being spruced up, toilets were being dug, and festive ribbons were being strung. And looking out to the popular Matanchen Bay anchorage, we watched four northbound cruising boats pull in, on their way from Punta Mita to Mazatlán. Alas, there was no surf or surfers, but there had been great waves just a few days before. In fact, the waves were big enough to send Richard



LATITUDE/RICHARD

CHANGES

from one corner of the plaza, seems to be a *gringo* center of sorts, though when we were there in the mid afternoon, it was dominated by some noisy, chain-smoking RV wackadoos from the Southwest. For those short of cash, two ATMs were working in San Blas the day we were there.

For some reason, a lot of cruisers seem to skip a visit to the fort, overlooking the town, that was built in 1770 to defend the town's extensive sea trade with the Philippines, of all places, which wanted the hardwoods from the San Blas area. On the hill behind the fort are the ruins of the Church of Our Lady of the Rosary, built in 1769. The ruins once contained the bronze bells that are said to have inspired Henry Wadsworth Longfellow's poem, *The Bells of San Blas*. At the very least, it's worth a short visit.

About 30% of the way between Punta Mita and Mazatlan, San Blas makes a good intermediate stop. But it or Mantanchen Bay are also worth visiting on their own — particularly if there's a surfing swell out of the southwest. Check it out.

— latitude 03/25/10

Sea Bear — Whittholz 37 Peter and Marina Passano Puerto Rico and the DR (Ex-Marin / Woolwich, Maine)

In late January, we left *Sea Bear* on the east coast of Puerto Rico and travelled to San Juan to pick up Bob and Jean Dale, Marina's parents. The Dales are used to roughing it, so they arrived with only a couple of small backpacks,

When you talk about marinas in the Caribbean, none is bigger than Puerto Rico's Puerto del Rey Marina, home to 1,000 boats.

and enjoyed sleeping under the stars in the cockpit. Once they were aboard, we sailed 20 miles east, against the trades, to the beautiful Spanish Virgin Island of Culebra. While the Dales were with us, we enjoyed great weather.

After they flew home, Marina and I spent a couple of nights at the Puerto Del Rey Marina. It has 1,000 slips, making it the largest in the Caribbean. It's also very well managed — primarily by women. Perhaps we should consider having women run more things — such as our government.

We then set off west, behind schedule again. The problem is that Marina and I have so much fun seeing new places and meeting so many nice people, that it's hard to keep up. Our next stop was Salinas. We arrived after dark, and carefully entered through the reef at Rat Cay. Once inside, we decided to anchor and wait for daylight before working our way up the shallow channel into the main anchorage. As we slowly motored into shoal water, a boat appeared ahead of us with no lights. Although apprehensive, we carried on. It turned out to be a police boat. Fortunately, one of the crew spoke English, and they gave their blessing to our anchoring where we were for the rest of the night.

From Salinas, we sailed to Isla Caja de Muertos (Coffin Island) off Ponce, and from there we sailed across the Mona Passage to the Dominican Republic. The crossing was unusually pleasant, with clear skies and moderate fair winds. One container ship passed within a quarter of a mile, but we were confident that he saw us. Our destination was Boca Chica, which we had been advised not to enter at night. Since we weren't going to make it before dark, we decided to divert to Isla Catalina, which was 30 miles closer and near the industrial town of La Romana. We didn't want to anchor at La Romana, because a gang of thugs had robbed a German boat there a few weeks before.

We sailed around to the lee side of Isla Catalina and, lo and behold, found a beautiful sandy beach in front of quite a large resort. There were a number of day-charter catamarans there, and lots of tourists and music. At 3:30 p.m., everyone packed up and left, leaving the anchorage all to us. There wasn't even a light on the island that night.

The wind was light the

LATITUDE/RICHARD



Bikes, beaches and palms line Mantanchen Bay.



next day, so we set our largest headsail and motorsailed the last 30 miles to Boca Chica. The Zar Par Marina, a modern and well-managed facility, was completed there three years ago by American entrepreneur Frank Virgintino in partnership with a Dominican. Born on Long Island and educated in the U.S., Virgintino came to the DR 20 years ago and fell in love with the country. He and his wife have had homes in the DR and New York ever since. Virgintino recently wrote a cruising guide to the Dominican Republic that is available on line. It's the only such guide I know of, and it's very useful.

Boca Chica was originally settled by Italians, and it still has a high percentage of residents of Italian heritage. It's also a very popular winter holiday destination for Italians. As such, it has a wonderful delicatessen where every conceivable Italian delicacy and wine can be purchased. As you might expect, there's also an Italian restaurant serving delicious food.

The DR supplies an inordinately

SFRDERICK PRINCE



IN LATITUDES



ALL PHOTO LATITUDE/RICHARD



Sea of Cortez Sailing Week, clockwise from top: The ridge route at Isla San Francisco. The lovely anchorage at Isla San Francisco. Upwind to Caleta Partida. Downwind to La Paz. The sunset cruise on 'Profligate'. Real sea salt. Denis and Holly of 'Tango', about to head to the South Pacific.

high percentage of baseball players to the United States, and the people are true baseball 'nuts', so I wanted to see a baseball game. Unfortunately, we arrived just after the winter season had ended. However, Virgintino told me that Pedro Martinez, the famous pitcher for the Red Sox and later the Mets, keeps a boat next to *Raffles Light*. Martinez apparently loves to come down to the marina and sit on the float in a lawn chair next to his boat. We were told that he's generally accompanied by at least two beautiful lady friends. The first night we stayed at the marina, Virgintino invited Marina and me, and a nice Canadian couple, aboard *Raffles Light* for drinks. Sure enough, when we arrived, Martinez was next door enjoying the evening air with his friends. He was quite approachable, and I got the thrill of shaking the hand of the baseball great.

James and Chantel, the Canadian couple, had just arrived on their hand-

some aluminum sloop from Bonaire. They were very interesting and charming. James is a very knowledgeable techie, so their boat has every conceivable, state-of-the-art marine electronic installed. Their boat makes *Sea Bear* seem like something out of the Dark Ages.

While in the DR, we've been keeping our eye out for other boats that might be heading for Cuba. So far we've come across a couple of possibilities. One is an English/Irish couple aboard the Freya 39 *Foxglove* that Roy and Tee Jennings of Tomales Bay once sailed around the world.

As I write this, our plan is to stop at one or more of the five nice stops between here and the Haitian border. We've also been told Ile de Vache is a beautiful and safe island off the south coast of Haiti. Although the island has no electricity or cars — they get around by horseback — there are 10,000 residents. Yet

there is no official presence there, so we won't have to check in. It's our understanding that the island wasn't directly affected by the terrible earthquake, but there is still horrible poverty. As such, Marina is preparing a token CARE package. After that, we'll be off to never-never land.

— peter 03/01/10



BABE RUTH

Peter was delighted to get to shake the hand of Pedro.

Readers — For those who may have forgotten, in '07 Passano was awarded the Cruising Club of America's Bluewater Medal for his extensive cruising achievements, thereby joining the ranks of Bernard Moitessier, Sir Francis Chichester and Eric Tabarly.

Cruise Notes:

Gotta have your **internet off Caleta Partida** in the Sea of Cortez? While doing the recent Sea of Cortez Sailing Week, we had some participants tell us where they got internet access closest to the popular Caleta Partida anchorage. Allan and Rina Alexopoulos of the Redwood City-based Hunter 466 **Follow You Follow Me** — who had just had their boat shipped from New Zealand to Ensenada at a cost of \$1,000/ft — reported they got Edge connectivity at 24°31'7"N - 110°24'2"W, although it was very slow. They got their first GSM connectivity at 24°29'8"N - 110°25'1"W, which was all right, but still not very fast. They finally got swift and solid GSM connectivity at 24°29'5"N - 110°25'3"W. Bill Lily of the Newport Beach-based Lagoon 470 **Moontide** reports that he had 236 kbs Edge service at 24°30.99'N - 110°25.111'W and much better 3.6 mbs

Desperate people do desperate things. Bob Smith, Patsy Verhoeven and Bill Lily feed their internet addiction outside Caleta Partida.



LATITUDE/RICHARD

CHANGES

service at 24°32.448'N - 110°24.568'W and 24°32.582'N - 119°24.970'W "When I was getting a good signal, Arjan Bok was also getting good service on his San Francisco-based Lidgard 43 **Rotkat** to the north of me," writes Lily. "I kind of figured out that our two boats were creating a range that went between Isla Ballena and Isla Partida and the area by Pichilingue. I had better signals when closer to the entrance to Partida than farther out, which is consistent with a couple of years ago when I could get cell phone service in my dinghy right outside the entrance." On **Profligate**, we had 3G speed at 24°31'65"N - 110°25'07"W, and even faster speed at 24°26'00"N - 110°24'00"W. While coming up from Puerto Vallarta to La Paz, we had our Telcel modem connected sometimes as far as 15 miles offshore, but it was often pretty slow. However, close to La Paz and in the marinas, we had sizzling connectivity — much faster than what we get at the *Latitude* office in Mill Valley on our ISDN connection.

"On July 11, there will be a four-minute-plus **total eclipse of the sun**



LATITUDE/RICHARD

When former Bay Area resident Josh Humbert isn't chasing solar eclipses, he takes photos of surfers near his home at Teahupo'o.

at 8:30 a.m. at Kikueru Atoll in the Tuamotus," reports Josh Humbert. The photographer and pearl farmer got to know *Latitude* when he went to school in the Bay Area, but for the last 18 years has

lived at Teahupo'o in French Polynesia, one of the most famous — and feared — surf spots in the world. "A group of us are planning to travel to Kikueru Atoll for the eclipse, then stay for a couple of more days at a nearby atoll that usually has good surf in July."

And now for some bad news. **Katty-wompus**, the Port Townsend, Washington-based Golden Wave 42 owned by Brad Nelson and Linda Attaway, sank almost instantly in early April after she struck a reef off the North Island of New Zealand. The boat was entering Doubtless Bay, across from the town of Mangonui, when she hit. "The water poured in so fast that they didn't even have time to grab their ditch bag," reports Bob Bechler of the Seattle-based Gulfstar 44 **Sisiutl**, "but they were able to deploy their liferaft. Apparently, local observers helped the couple ashore just as a rescue helicopter arrived in response to their having set off their EPIRB. My understanding is that the couple made it to shore with almost nothing, but the Kiwi locals have been doing a good job



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of looking after them." Our condolences to both Brad and Linda.

Randy Repass, founder of West Marine, and his wife, Sally-Christine Rogers, have entered their Wylie 65 **Convergence** in the Sail Indonesia's Darwin to Kupang or Darwin to Banda/Ambon Rally, which starts on July 24. Randy and Sally-Christine's boat is just one of 15 U.S. boats in the 88-boat fleet as of April 20, many of them being vets of the Ha-Ha and/or the Pacific Puddle Jump. The other U.S. boats are Bill Wickman's Wauquiez 42 **Airstream**, Chris Zingler's Brewer 44 **Amulet**, David Pryde's Slocum 43 **Baraka**, Jim Wallace's S&S 47 **Contrails**, Don Myers Amerl Super Maramu 53 **Harmonie**, Roger Hayward's Catalina/Morgan 440 **La Palapa**, Steve Maggart's Bounty II **Linda**, Walter Page's Mason 62 **Marnie**, Kathy McGraw's Peterson 44 **Po'oino Roa**, Tom Foley's Taswell 49 **Priscilla**, Tom Alexander's Nordic 44 **Rasa Manis**, John Prentice's Peterson 43 **Scarlett O'Hara**, Bill Heumann's C&C Landfall 48 **Second Wind**, and the above-mentioned Bob Bechler's

Gulfstar 44 **Sisiutl**. We apologize for not being able to provide hailing ports for the boats. We're tickled by the fact Steve Maggart will be doing the rally aboard his Bounty II, which was built in '57. *Latitude* was started aboard the sistership **Flying Scud**.

Sail Indonesia is an annual yacht rally that leaves Darwin in July of each year and is followed by a three-month program of linked events across Indonesia. Uniquely, participants — there were about 130 last year — sail from Darwin to either Kupang or Ambon, then follow a series of events on one of two paths all the way west to Nongsa, Indonesia, which is just across from Singapore. The entry fee is a very reasonable \$500 Australian, and



Bali, an almost entirely Hindu island in Muslim Indonesia, is one of the stops on one of the two Sail Indonesia routes.

includes the cost of a Indonesian Cruising Permit. Happy sailing to all!

Almost as much fun as watching a bunch of **Spring Break girls in wet t-shirts!** On March 11, a group of seven College of Charleston students and one alum were checking out the channel at Alice Town, Bimini, for a midnight depar-

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CHANGES

ture back to Coconut Grove, Florida, at the end of a Spring Break cruise aboard the sailboat **Tardis**. As they were getting GPS coordinates, they saw a Jeanneau 50, name unknown, slam into a coral reef and go badly aground on the windward side of the island. The skipper of the big boat, who was aboard with his parents, wife and small dog, issued maydays without giving a position. The college kids asked what they could do to help. But before they could do much of anything, the skipper and his group got into the liferaft. Being not far from the marina, they were quickly rescued. The college kids, being young, smart and adventurous, decided to bust their butts — and risk injury — trying to save the boat. After four hours of hard work, they, with the help of a couple of boats, managed to get the big Jeanneau off the coral reef and into a marina slip. Given the situation the boat had been in, it was a remarkable recovery.

According to Charleston's *LiveNews*, *Tardis* skipper Conor Smith, 20, said the skipper of the grounded boat broke a cardinal rule. "You're supposed to stay with the vessel until she's under-



LATITUDE/RICHARD

Contrary to popular belief, boats such as this, even if they have been abandoned, are not free to be ransacked and/or claimed.

water and sinking." John Chapelle, one of the *Tardis* crew, added, "If someone has already declared *mayday*, they've already abandoned ship to basically let the elements take the ship and do

whatever they want with it. If another party comes and saves the boat, technically, it's their boat." We're hoping that the kids were misquoted, because if they weren't, they — like a lot of people — don't know anything about salvage law. In order for a salvage claim to be valid, three requirements must be met: The boat must be in peril, the rescue service must be rendered voluntarily, and the salvage must be successful. In this case, we think all the requirements were met. Further, there are both high-order and low-order salvages. Since the salvors exposed themselves to considerable danger, we think it might be deemed a high-order risk. But before anybody expects a huge payday, they should know that the courts generally only award salvors 10 to 25% of what was actually salvaged.

"When we did the Ha-Ha in '08, the Grand Poobah said it was optional getting a Temporary Import Permit for our boat if we were going to stay in Mexico for less than six months," write Trevor, Karissa and Kiera MacLachlan of the Seattle-based Taswell 43 **Lea Scotia**. "Since we're poor cruisers, we opted not

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to spend \$50 for the permit. But now that we're at Isla Mujeres on the Caribbean side of Mexico, we're hearing that every boat arriving in Mexico must get a TIP — even folks such as ourselves who will only be in Mexico for a week. Any thoughts on the subject? In other news, it appears as though our nearly two-year long adventure is coming to a close. It's been great."

Our thoughts on the subject are that different **officials in Mexico** interpret the rules and regulations differently. To our knowledge, almost nobody has been forced to get a TIP unless they stay in Mexico for six months. However, we've heard one or two secondhand reports that some port captains and marinas have required it. We say you should try to check out without getting a TIP, because what do you have to lose? And as they always say in Mexico, it's much easier to ask forgiveness than for permission. But we'd like to hear what kind of TIP experiences others have had.

"We have officially checked out of French Polynesia, though we will be here for the rest of the month and into

mid-May visiting the islands of Moorea, Huahine, Raiatea-Tahaa, Bora Bora, and hopefully Maupiti and Mopellia Atolls, en route to our first stop in the Cook Islands," report Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 cat **Beach House**. So what are the couple doing with all these shots of moai on their website? As best we can figure, they took a vacation from cruising and flew to Easter Island.

"I threw off the docklines in San Francisco in March of '08, and since then I have enjoyed the cruising lifestyle more than one can imagine," writes Dennis Gade of the San Francisco-based Islander Freeport 36 **Dolce Vita**. "I've met many wonderful cruisers along the way, and the locals have always been friendly,



BEACH HOUSE

Easter Island, more correctly known as Rapa Nui, is remote — as well as home to 887 moai, the largest of which weighs 80 tons.

helpful, and grateful for my business. Having cruised Mexico, I'm now sailing south with plans to transit the Canal and spend some time in the Caribbean. I'm currently in at Bahia del Sol in El Salvador, where the service has been wonderful, and where everybody seems to go out of their way to make sure you

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CHANGES

enjoy yourself. I want to encourage other cruisers not to miss Bahia del Sol."

Greg and Debbie Dorland of the Lake Tahoe-based Catana 52 **Escapade** have made it all the way to the Eastern Caribbean since doing last fall's Ha-Ha. In fact, they not only made it to St. Barth, they did so in time for the island's big new event, **Les Voiles de St. Barth**. "We completely dominated our class," writes Greg, "thereby winning a beautiful trophy, a magnum of Taittinger, a bottle of Mount Gay — and a week in a villa in St. Barth! It was somewhat embarrassing, however, as we were the only boat in our class. The regatta was windy as hell, with 25 knots of wind and nearly 10-foot seas. In addition, the courses were long and had lots of roundings. We were short-handed, so we only put the kite up once. I'd love to do the event again next year — but on somebody's race boat. The one thing we did learn is that owners of cruising cats who think their boats can point as high as monohulls are clueless. The Voiles race committee and event organizers pulled out all the stops, and spent some big money on the production.



This photo by famed photographer Tim Wright proves that it really did blow like stink during the four race of Les Voiles de St. Barth.

I wish the emphasis had been a little bit more on fun — like the Banderas Bay Blast and Sea of Cortez Sailing Weeks — rather than an homage to money, but everyone was very friendly and I got to

meet Luc Poupon. Le Select Bar is still a great place, although I don't think the cheeseburgers are as good as they used to be. As for the Bar de O'ubli across the street from Le Select, we paid 12 euros for two ice creams. Wow! In late May we'll head down to Trinidad, where we'll leave our cat for hurricane season."

With the cost of Alaska Airlines flights between Mexico and California spiking from time to time, lots of cruisers are opting to fly **Volaris**, the Mexican discount airline. While the airline does fly into Oakland and Los Angeles, it doesn't do so from coastal cities. So many cruisers are using flights from La Paz, Cabo, Mazatlan and Puerto Vallarta to Tijuana, then crossing the border and continuing on with Southwest. They're doing so because they've been getting P.V. to Tijuana tickets for as low as \$39. John and Gilly Foy of the Alameda- and Punta Mita-based Catalina 42 **Destiny** flew Volaris from La Paz to Guadalajara. "Our plane was a new-looking Airbus 319 staffed by a very attractive and professional cabin crew, and our flight departed and

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arrived on time. It was a much better flying experience than we've had in the States recently. And since the fare was lower than for an overnight ferry from La Paz to Mazatlan, it was a no-brainer. After being a delivery crew on a Bash, I'll be flying Volaris from Tijuana back to Puerto Vallarta."

A lot of Americans who haven't been to Mexico assume that all the facilities and services south of the border are inferior. That's as big a load of poop as the U.S. government's idiotic warning against traveling to Mexico. The truth is that the United States has fallen behind a number of Third World countries when it comes to all kinds of things, from flex fuel vehicles to reasonably-priced medical care. Speaking of the latter, a friend of ours recently had an emergency appendectomy in Puerto Vallarta. The total cost at an excellent facility with excellent care was \$5,000 U.S. Want to take a stab at what it would have cost in the States?

That's not to suggest that everything is perfect in Mexico. While dinghy thefts

south of the border are usually rare, Harry Hazard of the San Diego-based Beneteau Idylle 51 **Distant Drum** reports that that wasn't the case at Barra de Navidad on Mexico's Gold Coast this season. "Barra has always been known as a cruiser-friendly town, with a low-key atmosphere, a vast array of pubs, great restaurants, numerous little shops, and natural beauty. However, all of these good qualities were tarnished by the theft of nine outboards over the course of the season. Most of the dinghies stolen had been unlocked in the water behind boats. A quick search of the lagoon usually resulted in the dinghy being recovered but the valuable outboard gone. The thefts continued despite warnings being broadcast daily on the local cruisers' net. The good news



An unlocked dinghy is an unnecessary temptation. Lock 'em or you won't be laughing the next time you want to visit neighboring boats.

is that after the influential owner of a hotel learned about it, a meeting was called that included the participation of the police, army, navy, hotel association, restaurant owners and others. They say that measures will be taken so there won't be similar thefts next season."

What do you call a cruiser who, despite being repeatedly warned about

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dinghy thefts in an given area, continues to leave his/her unlocked dinghy and outboard in the water overnight? "Foolish," is a word that comes to mind.

Singlehander Jim Brown was slated to do this year's Pacific Puddle Jump, but that trip will have to be delayed, as in early April his 35-ft wooden Chris Craft motorsailer **Little Fawn** was badly holed and on the bottom at the beach at Agua Verde in the Sea of Cortez. We're not sure how she ended up like that, but Mark and Vicki Reed of the Portland-based Ericson 38 **Southern Cross**, who arrived after Brown had been sleeping on the beach for a few days, report that he got lots of help from the cruising community. Thanks to the likes of Terry Kennedy of the Horstmann 45 trimaran **Manta**, Bill and Les of **Optical Illusion**, Jean-Guy of **Gosling**, and Martin and Robin Hardy of the San Pedro-based 52-ft trawler **Cat's Meow**, a combination of Splash Zone underwater epoxy and plywood sealed up the big hole so *Little Fawn* could be towed to Puerto Escondido, where she was hauled out. The repairs needed will be substantial, as her sampson post was



SOUTHERN CROSS

Nothing is for certain in cruising. Jim Brown hoped to take 'Little Fawn' to the South Pacific, but she ended up on a beach in the Sea.

ripped out and her mast pulled over by the first attempt to pull her off the beach. If Brown needs inspiration, he need look no farther than *Cat's Meow*, which towed his boat to Puerto Escondido. After a

navigation error put the wooden trawler on the beach and she was declared beyond repair, owners Martin and Robin Hardy had her back together in just five months. It wasn't easy, but they did it.

We first cruised the **Sea of Cortez** in the late '70s, and have returned countless times. In fact, we've sailed there so many times we became jaded. But for whatever reason, it was as though we saw the Sea with new eyes this year. It made us realize once again what a unique and beautiful place it is — and one that can't be appreciated without a boat. One of the best things about it is that islands like Espiritu Santo, Partida, San Francisco, and all the rest haven't changed in thousands of years — to say nothing of the last 30+ years.

As for **La Paz**, like most of coastal Mexico, it's looking more tidy and more upscale than ever — while still being friendly and funky. We met a guy who plans — when the real estate market comes back — to build a 200- to 400-boat marina in the lagoon to the northeast of Pichilingue. It won't be long before that many berths will be needed.

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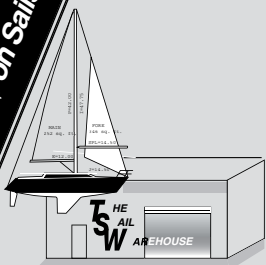


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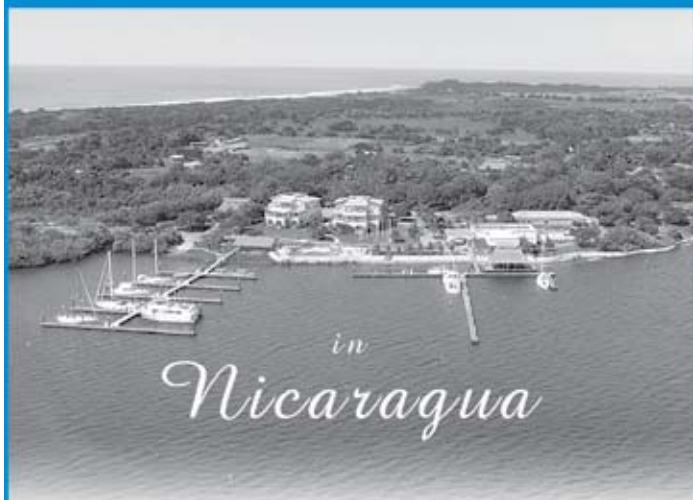


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24-FT FLICKA, 1976. Ventura, CA. \$15,000. Built by Nor-Star Marine 1976. *Motu* has Tohatsu 6.0hp extra long shaft, GPS, C.A.R.D, Horizon Intrepid VHF, Pro-Furl furling, gimbaled 2-burner stove. Jib furling w/130 jib in perfect condition. (805) 216-0350 or emelinn@yahoo.com.

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25 TO 28 FEET

27-FT CATALINA, 1971. Pt. Richmond. \$3,000. *Puff* dinette version, mid-ship galley, engine well has Evinrude 9.9 double extra-long shaft, newish mainsail recut by Quantum, solid pre oil-embargo epoxy hull, 2 gel batteries, see SF Bay Area Craigslist for info. <http://sfbay.craigslist.org/nby>. (510) 685-7571 or califboy2010@yahoo.com.

28-FT ISLANDER, 1977. San Rafael. \$9,800. Comfortable Bay cruiser/racer. One year old bottom and Ullman main. Five jibs (including self-tending), spinnaker. Volvo diesel, wheel steering, lines aft, teak and holly sole. Pictures available. Good condition. (707) 478-7296 or (707) 829-7744 or brili07@comcast.net.



27-FT O'DAY, 1978. San Rafael, CA. \$14,900. Turn key. Race well or cruise in comfort with large V-berth, newer interior cushions, Yanmar, Dual AGM's, 1 start battery, rigging, Martec folder, PSS shaft seal, ProFurl, AP with remote. No disappointments. (415) 269-3140 or windride27@gmail.com.

26-FT ERICSON, 1985. Marina Bay. \$14,000. Excellent condition, loved and used. Bottom painted spring 2009, sails good, Yanmar diesel runs great, wheel steering, depth, speed and trip instruments, new maststep. Set your standards high and check this one out. (530) 401-4091 or mailloj@netzero.net.

26-FT IRWIN, 1971. Oyster Point South, SF. \$2,000. Priced to sell, I'm moving. Solid boat, great liveaboard. Many extras, outstanding Honda 8hp motor. Ready to go. See craigslist ad for complete info/pics. Mention *Latitude 38* for discount. (707) 832-2152 or takeahike@email.com.



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28-FT PEARSON, 1976. Berkeley Marina. \$15,950. Great Bay boat. Complete refit since 2007. New items: jib and furling system, fresh water head, standing and running rigging, lifelines, refrigeration, plus... 2005 mainsail. Bottom job 2009. Pictures online. www.firstamnapa.com/IBEX. (415) 205-0687 or (707) 363-3196.

27-FT CAPITAL/NEWPORT SAILBOAT. 1971. Union Point Marina, Oakland. \$3,500. An excellent boat for San Francisco Bay and coastal areas. Runs and sails beautifully. Very well equipped. Call for details. Selling due to health problems. (209) 887-3469 or (209) 986-6004 or sivellfarms@msn.com.



25-FT CORONADO, 1969. Berkeley Marina. \$2,500/obo. Good condition-hauled out and painted 2 years ago, 2 mains, jib and spinnaker, new Harken winches, life jackets, some new rigging. (925) 212-9210 or (925) 283-6335 or carneys@comcast.net.

27-FT HUNTER, 1984. South Lake Tahoe. \$7,000. Sail Tahoe, this boat has 5 sails and a Westerbeke 10 2B 10hp Wheel steering and custom Harken traveler and Lewmar 30 two speeds. Lots of teak and a built-in head, no Porta-Potti. (775) 721-5920 or windsong27@gmail.com.

27-FT CATALINA, 1981. Coyote Point, San Mateo. \$5,100. Greatly reduced. Sails (main with reef points, 90% jib 140% genoa), Atomic 4 engine (30hp), Aft Traveler. New dual batteries, fuel pump, starter, bilge, oil pressure switch. www.sailboatlistings.com/view/14583. (650) 269-1583 or tannerphoto@hotmail.com.

28-FT ISLANDER, 1984. Homewood, Lake Tahoe. \$12,000. Fresh water boat since new. Professionally maintained. Yanmar diesel. New standing rigging. New roller furling and headsail. Raytheon auto tiller. Autohelm depth and knot meters. Regency Polaris Ship to Shore radio. Prestige glass compass. GPS Magma bbque. Sleeps 5. Safe, sensible and reasonable alternative to owning a Tahoe cabin. Great boat for Emerald Bay weekends. Nada Guides April 2010 average retail \$17,000. Priced to sell \$12,000. (415) 336-2168.



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27-FT CATALINA, 1978. Coyote Point Marina. \$9,500. Traditional layout, Atomic 4, extensive restoration: topside paint, new standing/running rigging, new full batten main, 110% and 150% headsails, new Harken furler, self tailing winches, electric anchor windlass with bow roller, new DC electrical system, battery combiner, remote controlled 1200 watt inverter, pressure water, butane stove, BBQ, crank stereo, Tiller Pilot, Garmin GPS interconnected with DSC VHF via NMEA with output for laptop navigation. Lots more! (650) 678-0402 or (650) 558-1549 or rjgreenawald@hotmail.com.

29 TO 31 FEET

30-FT ISLANDER, 1971. Moss Landing Harbor District. \$9,780. Mk II. 4-cyl gas inboard (Palmer P60). Fiberglass hull w/teak trim. 3-burner alcohol stove/oven, BBQ. Depth/fishfinder, CB and VHF radio. Recent work: Sept '09 hauled out, tuned up, oil change, new head, replaced through hulls and zincs. Sails include spinnaker, 2 storm jibs, 100% & 130% genoa. Mahogany interior. 5 lifejackets, lots of extras. Sleeps 4 comfortably. Good solid boat. Ready to sail. Take over slip. (831) 915-6783 or (831) 659-1921 or drbradcase@sbcglobal.net.



30-FT CATALINA, 1976. Fortman Marina, Alameda, CA. \$14,100. Universal 25 diesel, pressurized water, stove w/oven, refrig, new batts, dripless cutlass bearing, 2 AC/DC panels, cust stern seats, adj backstay, roller furling/jib, cust capt seat, 2 solar vents, asymmetrical spinnaker, xtra jib, offshore running lts, dodger w/stainless, 20 amp charger, 50ft shore cord, AM/FM/VHF. Teak holly flooring avail for install. (408) 219-4920 or susoz@hoganlaw.com.

30-FT CAPE DORY CUTTER, 1984. Alameda. \$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). (510) 910-2099 or mbritt@eyedocs.com.

30-FT CATALINA, 1981. South Beach, San Francisco. \$19,500. 27hp 3GM30F Yanmar diesel with new transmission; new main, good 110 jib, wheel, recent beige leather interior, fresh bottom paint. TV/VCR, VHF. Exceptional condition, roomy day sailer. (415) 731-4956 or law-cbrose@sbcglobal.net.



30-FT PEARSON, 1976. Brisbane Marina. \$15,000. In great condition. Atomic 4 engine (gas). Autopilot, VHF, gennaker, boat covers, depth meter. Contact Michael or Lili to set up an appointment for viewing. (650) 396-7181 or (650) 520-5230 or mizoll@aol.com.

30-FT CATALINA, 1978. Oxnard, CA. \$21,900. Tall mast. Universal diesel 30hp. Only 100 hrs! Very clean & totally upgraded throughout, incl mast, boom & rigging. Exceptional condition! Impressive recent survey. Currently insured. Call or email for pics or info. (805) 200-0689 or train69@hotmail.com.

29-FT ERICSON, 1973. Alameda, CA. \$9,000. Good condition. New North mainsail and cover. Radio, BBQ and microwave new. Good interior. Sleeps 4 comfortably. (925) 449-8584 or anjcos@sbcglobal.net.

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30-FT CAPO. Schumacher Design/Westerly built, 1984. San Diego. \$34,000. Rare find. BIG 30 footer. Well maintained. Full sail inventory, new main, full headroom, full electronics - 5 displays, Yanmar diesel. Great race record. Email for more photos/info. (650) 450-3496 or david_vieregg@intuit.com.



30-FT CATALINA, 1978. Marina Village, Alameda. \$14,500/obo. Very clean dry boat. Roller furling jib, dodger, wheel steering, Harken traveler, Anderson winches, Atomic 4, GPS, interior cushions, runs great. Must see to appreciate. (925) 838-4375 or jdamele@comcast.net.

30-FT SEIDELMANN 299, 1979. Pelican Harbor, Sausalito. \$9,500/obo. Great cruising sloop. Speed, full keel, comfortable accommodations. Yanmar diesel, radio, depthfinder, knotmeter, extra jib, well maintained. Motivated seller. Sausalito slip available to qualified buyer. (707) 972-1524 or (707) 462-1851 or mike@pacific.net.



30-FT RAWSON PILOTHOUSE, 1977. Berkeley. \$15,000/obo. Price reduced. Hull number 2 of 36. This William Garden design is a rare classic and ready to be somebody's dream cruiser or liveaboard. Many upgrades. <http://groups.yahoo.com/group/rawsonownersnet>. Contact Jason at jason@thefinerpoints.net or (510) 206-5456.



30-FT FISHER/NORTHEASTER, 1976. San Diego, CA. \$79,500. The aft cabin version of the famous British Motorsailer Fisher yachts. New Yanmar, new North sails. She is absolutely Bristol inside and out. For photos and complete information see website. www.will-shelton.com. (619) 616-9209 or csdales@yahoo.com.

30-FT NEWPORT, 1974. Sausalito. Price negotiable. By Capital Yacht. Good Atomic 4 and transmission. Very nice varnish and exterior. Roomy interior. Possible liveaboard (with permission). Needs some TLC. Sacrifice to first semi-reasonable offer. Some trades may be considered. rogercperry@gmail.com or (415) 999-5626.



29-FT WINGA 862, 1984. Long Beach. \$14,000. Quality Swedish sailboat. Excellent condition. 2nd owner. Functional aft cabin. Volvo single cylinder diesel, sail drive, folding prop. Selden spars, Furlex, several good sails, spinnaker gear, refrigeration. Great performer. PHRF 186. (909) 792-1108 or steffen7@Verizon.net.



31-FT HUNTER, 1984. Ballena Isle Marina, Alameda, CA \$22,000. Very good condition. Full dodger, roller furler, Quest 150 custom genoa, spinnaker pole, Raymarine radar/chartplotter and autopilot, cockpit table, Yanmar diesel, VHF radio, CD with 6 speakers, low wattage inverters, (2) new batteries, 2009 bottom paint, H/C pressurized water, (2) burner stove with oven, BBQ, inflatable mini-dinghy, self climbing Top Climber. All Coast Guard required safety equipment, charts and books, (2) anchors and rode, buoy hook. Too much more to list. pcscarli@aol.com or (775) 626-2679 or (775) 722-1600.

29-FT COLUMBIA, 1966. East Bay. \$5,000. Atomic 4, new mainsail, jib, stay-sail, full headroom, perfect liveaboard for one, light, airy, good storage, large galley, digital TV and VCR, refrigerator. Slip; \$330 month. Liveaboard; \$5,000 (includes all items). Sailing; \$4,500 (less TV, VCR). Available June 15. (510) 233-2574.



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32 TO 35 FEET

35-FT ERICSON, 1974. Downtown Sausalito. \$37,500. Upwind slip with view of Angel Island from the cockpit, forest green canvas, dodger, roller furling, Gennaker, D.S., K.M., VHF, GPS, Avon inflatable, Yanmar diesel-950 hrs. A very pretty boat. (707) 357-1309.

33-FT RANGER, 1977. Brisbane. \$28,500. Race or cruise, clean and well maintained. New: diesel, prop, shaft, fuel tank, lifelines, forestay, lower shrouds. Autopilot, 8 head sails, storm jib, spinnaker, Garhauer vang, solar, awning. Lines led aft for single handling. (650) 740-7175 or captbly5@astound.net.

33-FT HUNTER, 1991. Emery Cove Yacht Harbor. \$48,500. Full batten main, 3 reefs, roller furling jib, radar, GPS chart plotter, dodger, 2 anchors with rode, 27hp Yanmar, refrigeration, diesel heater, very clean, great for cruising, 8.5 dinghy and 8hp outboard. kennyhsf@yahoo.com.



35-FT J/105, 2002. San Rafael. \$112,000. Excellent condition. Lightly used. Factory Comfort Group package. Nexus instruments, wind, speed, depth, and under deck hydraulic autopilot. Garmin GPS Map 182C Chartplotter. Mast mounted Tacktick Racemaster. Stereo/CD with Bose cockpit speakers. Standard Horizon VHF with RAM mic on binnacle. Zantrex battery charger, extra battery. Two sets sails. Beautiful boat. (415) 850-3372.

33-FT TARTAN 10, 1979. South Beach Harbor, San Francisco. \$4,900. Needs to be repowered, otherwise in good/fair shape. Great boat to sail in the Bay. A rare find for the right sailor. (650) 307-2927 or (650) 697-4450 ext:4. VanGiersbergen@msn.com.

34-FT HUNTER 33.5T, 1991. Point Richmond, CA. \$38,000. For sale by original owners; impeccably maintained. Full-battened main w/Dutchman flaking system, roller furling jib, autopilot, 27hp Yanmar, inflatable dinghy with outboard included. Photos and additional information at website. <http://ssmay2.blogspot.com>. Email ssmay@mindspring.com.

35-FT WAUQUIEZ PRETORIEN, 1985. San Francisco Bay \$best offer. A proven performance passage-maker for sale by original owner. Rare direct shaft drive version - no sail drive to worry about! Loaded with gear and ready to go! www.pretorien35.info. (510) 278-9320 or MarkELowry@gmail.com.

33-FT HOBIE, RENO, NV. \$20,000. Retractable keel, good trailer, full set of sails. Lake Tahoe boat, currently on trailer in Reno. Contact Ted Stoeve. (775) 787-7167 or tstoeve@earthlink.net.

34-FT CATALINA, 1986. Puerto Escondido, Baja Sur, MX. \$49,500. Turn-key. Live aboard a super equipped Catalina 34 in beautiful Puerto Escondido, Mexico for \$1/day. Fly for less than your local mooring fees. Boat, mooring, two dinghies and more. (541) 948-0066 or stdevil@att.net.

33-FT PEARSON 10 METER, 1976. D-26 Marina Bay, Richmond, CA. \$16,500 firm. Very clean, autopilot, Yanmar diesel - 270 hrs, new shaft and prop, new knot meter, new VHF, good main and jib, like-new cruising spinnaker. (831) 334-1161.



32-FT HUNTER 326, 2002. Oyster Cove Marina. \$65,000. Second owner of a great coastal cruiser. Comes complete and ready for an adventure on the Bay or exploring the coast. <http://mamasdiadmonds.blogspot.com>. (480) 650-3162 or (480) 632-0189 or kevin737320@msn.com.

33-FT BRISTOL PLASTIC CLASSIC. 1969. Brisbane. \$12,000. Halsey Herreshoff design. Great Bay sailer, live-aboard. Electric auxiliary power, 48-volt system, no fossil fuel required. Berthed in Brisbane. Email for details: cwbyslr@comcast.net.

J/32, 1997. \$99,000. Great racer/cruiser. Fast, fun, comfortable, easy to singlehand. Many working and racing sails. 2 mains, 4 jibs, 3 spinnakers with pole. Yanmar diesel. New bottom paint. www.pbirt.com/j32. (415) 497-0795 or hollander242000@yahoo.com.



32-FT KETTENBURG, 1978. Sausalito. \$28,000. Fiberglass hull - Kettenburg quality. New Betamarine diesel 25hp w/40 hours, new prop, shaft, gauges. Fresh Hood sails. Harken furler, traveller, new rigging '08, lifelines '09. Raymarine 600 GPS, depth, speedo. Manual windlass. Bottom '09. (707) 337-8031.

32-FT PEARSON, 1964. Ventura. \$12,000. Pearson Vanguard. GPS, radar, wind generator, solar panel, depth, autopilot, propane range, refrigeration, strong diesel. Good sails, dodger, and ground tackle. Rigging in good condition. Needs painting but completely sailable; used every weekend. (805) 570-9883 or svdaedalus2005@yahoo.com.

36 TO 39 FEET



38-FT X-YACHT 382 SLOOP, 2002. Croatia. \$159,000/offers. Dry stored near Dubrovnik, Croatia. Being sold by original owner. Recent health issue forces sale of this beautiful 38-ft sailboat. 2 cabins, head, galley, etc. An absolutely turnkey boat in pristine condition loaded with extras including Spectra watermaker, etc. Ready to sail Croatia this summer or take you anywhere in Med, Europe, or across the ocean. Lowest priced late model X-Yacht 382 available anywhere in world. (415) 850-8110 or ivansausalito@sbcglobal.net.



38-FT CATALINA 380, 1998. Alameda. \$109,000. Exceptionally clean inside and out. Well equipped. Professionally maintained. New bottom 01/10. Priced for quick sale. Call: (209) 612-8128.

39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$35,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8-ft dinghy. (805) 200-6089 or traim69@hotmail.com.

36-FT CATALINA, 1983. Alameda. \$49,950. New dodger, main, wheel, canvas, furler, fuel tank, shaft, radar, GPS, jib, interior cushions, head, and more. Inverter, bimini, Autohelm, 4 batteries, VHF, cockpit cushions, shower, 12V-120V refrigerator, sleeps 7, diesel 2670hrs, all lines led to cockpit, pressurized water, excellent condition. (510) 731-4259 or jandersonwj@sbcglobal.net.

CHEOY LEE CLIPPER 36, 1978. Coyote Point. \$60,000. A well-outfitted cruiser in excellent condition. Great sail inventory, dodger, 25hp diesel, radar, GPS, SSB, EPIRB, Navico wheel/pilot 5000, Sailomat steering system, 1200 Maxwell power windlass. www.zen-in.com/dragonlady. (650) 996-5087 or clipper@zen-in.com.

36-FT SABRE 362, 1998. Berkeley. \$135,000. Shallow draft keel. Blue hull painted 2010. Topsides painted 12/06. Standing rigging replaced 2/07. New Autopilot 5/07. New mainsail 7/08. Furling jib and lightly used asymmetrical spinnaker. dan@deltaexcavating.net or (925) 766-2205.

38-FT HUGHES, 1970. \$21,000/obo. Canadian built S&S design. Sound hull, low hours on nearly new diesel engine. Sails nicely, needs newer/upgraded equipment. (831) 915-4984 or coffina@sbcglobal.net.

36-FT HUNTER 356, 2003. Alameda. \$92,900. Great boat with a very spacious interior. Priced to sell quickly. See all the details and photos at my web site. <http://web.mac.com/laynegalloway>. (801) 419-4100.



36-FT NEW YORK, 1982. Morro Bay. \$27,500. *Pegasus*. Great condition, professionally maintained. New radar/GPS/chartplotter, new self steer, new standing rigging incl chainplates, new inverter, fresh diesel, 10+ sails. Incl new 8-ft dink and new 2hp motor. (559) 960-2444 or (559) 237-4715 or steve@fruitfillings.com.

36-FT TRISBAL, 1981. Sausalito Yacht Harbor. \$64,900. *Ta Mana* (aluminum hull, built in France) is a proven, comfortable world cruiser, loaded and in excellent condition with a recent haulout and bottom paint. A turn key Pacific Cup boat ready to go 2010. AIS, SSB, weatherfax, navigation computer, solar panel, windvane, Raymarine electronics, dodger, Yanmar 3GM30F, 3 blade folding prop. Sails in good to excellent condition. For details and pictures please check the website. www.getawayonthebay.com. skipper@getawayonthebay.com or (415) 272-5789.

37-FT CREALOCK, 1980. Monterey. \$55,000. Cutter. Ballenger tabernacled mast. New Yanmar w/saildrive, radar, GPS, easy access to all systems, 70gal diesel, 3 watertight bulkheads. Not in yacht condition, needs finish work. Great sailing little ship. Price firm. ddatpbio@gmail.com.



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38-FT HUNTER 380, 2000. Alameda Marina #350. \$89,500. Priced to SELL. Radar, autopilot, Yanmar, chart plotter, electric winch, inverter, good shape. Email for pic's and spec sheet. (916) 817-0081 or pbpm@hotmail.com.

36-FT UNION - CUTTER RIGGED, 1986. Oregon. \$110,000. Beautiful documented sailboat w/large salon and separate shower. New Isuzu diesel engine ('03 - 200 hrs). Full cockpit enclosure. Great liveaboard. Consider partial trade for West Coast property/condo. www.ablboats.com/details.php?id=81027. Contact suzieandpete@msn.com.

37-FT CATALINA SLOOP, 1987. Sausalito. Asking \$54,000 now. Bristol condition. Full canvas, dodger, self-tending jib, air conditioner, forced air heating, autopilot, wheel, radios. Beautiful interior. Hot-cold water, shower, sleeps 6 or more. Paid 62K, 3 years ago. Let's deal! Tom (415) 472-7527 or (415) 609-7527 (cell).



36-FT ISLANDER, 1975. Clipper - Sausalito. \$34,500. Great partnership boat for cruising or racing! Fully race equipped including 2 spinnakers, extra winches and halyards, hydraulic backstay and boomvang. Roller furling jib and recent mast re-build for \$11K. Recently rebuilt Atomic 4 gas engine. Start having fun on the Bay! Contact Bob. (415) 986-5000 or Shoosh@aol.com.

(36-FT LOA) 28-FT LYLE HESS-DSN. Bristol Channel Cutter, San Rafael, CA. \$43,000. Built at Sam B. Morse Yard, Costa Mesa, CA. Never launched. GRP. Custom hardwood deck and house, bronze ports, new Saab diesel. Fully found, mast needs to be stepped. With or w/o hwy trailer. (562) 899-0774.

37-FT HUNTER, 1982. Hidden Harbor, Rio Vista. \$34,900. Cutter rigged, Cherubini designed, Yanmar diesel, dodger, autopilot, lines aft, cruise vet, Achilles dinghy with dinghy tow system, 18hp Johnson. Hauled 5/09, new rigging 6/09. www.mysailboatforsale.com. (775) 721-5221 or wh2ojake@yahoo.com.

37-FT O'DAY, 1979. Brisbane, CA. \$30,000. Center cockpit, 30 hp Yanmar, autopilot, radar-chart plotter, windlass, new sails, 150 gal. fuel, 150 gal. water. Ideal for Mexico. Also has roller furling and dodger. Dinghy and offshore raft, loads of extra gear. (650) 464-1979 or amtyndall@aol.com.



36-FT ISLANDER, 1977. Oakland Yacht Club, Alameda, CA. \$47,500. S/V *Courageous*. A well-found, professionally maintained yacht: a seasoned voyager. Refurbished Perkins 4-108 (List Marine). Furuno 60 mile radar. Garmin combo GPS/chart plotter/depth sounder w/tracking. 4-person canister liferaft. Racing boom vang, adjustable backstay, heavy-duty main sheet traveler, 7 cockpit winches. Race- and cruise-ready. (925) 202-9092 or Schoonerbk@gmail.com.

36-FT BENETEAU 361, 2002. SF Marina West Basin. \$118,000. Bristol, loaded, custom, all electronics, recent haul-out and bottom paint + coveted SF Marina berth. Will consider lease or non-equity partnership. Bob@TandlerSF.com or (415) 771-0741.



38-FT KETTENBURG, 1956. 3 Available. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: www.sailk38.com. (916) 847-9064 or steve@paradigmpilgrim.com.

40 TO 50 FEET



50-FT HOLLMAN CUTTER, 1989. Marina Bay YH, Richmond, CA. \$189,900. Major refit '03 from keel to masthead, LPU, barrier, rigging all redone. All sails furled from cockpit for safety, easily single- or doublehanded. SSB, autopilot, VHF, GPS, elec windlass w/300' chain, lrg chart table, lrg galley, reefer w/sep freezer, two state-rooms, two heads. 280 water, 85 diesel. Strong, fast, cruising cutter w/NO TEAK. Call or email for more info. (520) 906-4351 or franke2u@aol.com.

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42-FT WESTSAIL, 1980. San Pedro. \$105,000. Center cockpit cutter rig with teak decks. Extensive sail inventory and reliable Ford Lehman diesel engine (1050 hours). 350 gallons water, 100 gallons diesel, 60 gallons holding. Virgil radar, Benmar autopilot, Heart inverter. Maxwell electric windlass w/ two plow anchors and 325' high-test chain. Dickenson diesel stove/oven and coldplate Technotics refrigeration. Boat is in great condition and ready to go anywhere. (310) 991-1119 or elpescador47@gmail.com.



44-FT KELLY PETERSON, 1977. Kemer Turkiz Marina, Turkey. \$110,000. Fully loaded for cruising Kelly Peterson 44, Grace. 85hp Perkins engine/rebuilt 2009, rigging new 2007, tools, many parts, all equipment including watermaker, solar panels, wind generator, diving equipment, new water tank, new diesel tank 2010. Start your cruising life on the beautiful southern coast of Turkey. Check out Kemer Marina, Grace's home, online. www.grace44.com. (702) 838-2902 or (702) 767-8322 or jking38701@aol.com.



45-FT LOA LAURIE DAVIDSON. Price reduced \$5,000. Now \$85,500. *Infrared*. Cross-over racer/cruiser. Now a roomy Swan-like cabin "furniture boat". New refrigeration, microwave, new extra batteries, with perfect sine wave inverter for internet-computer navigation station. 3000 Autohelm, walk-up sugar scoop transom. Like-new fully battened Dacron with dbl reef (self tacker) with Harken roller furler 100% jib. Compares well with any boat in performance and accommodation. Contact Ray Lopez. (209) 772-9695.

40-FT CALIBER LRC, 1998. Mazatlan. \$209,975. Well cared for and fully equipped with electrical and electronic gear. Rare on the West Coast. This is a great cruising boat. Will be in Mexico through the summer. Email for details. (916) 806-6181 or mmcn@jps.net.



41-FT HUNTER A.C., 2002. Bay Area. \$154,500. 2 GPS chartplotters, radar, wind/speed/depth/auto, generator, flat screen plus much more. Cruiser ready and low hours. Fresh bottom job, August '09. (530) 242-1064 or (530) 941-0738 or amylesliehomes@yahoo.com.

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>. stanstrebig@gmail.com or (520) 825-7551.



45-FT SPARKMAN & STEPHENS. Seafarer Yawl, 1962. San Francisco. \$85,000. Yacht *Soltura*. Built in Holland in 1962 of hand-laid fiberglass. Seven Seafarer 45's were built, and their high quality of construction is evident. Great size for the Bay, Delta and Pacific. Sea-kindly and easily handled by two people. Contact Jerry. gsrumsy@yahoo.com or (415) 435-3513.

44-FT KETCH, 1984. Ala Wai, Honolulu. \$Best Offer. Steel ketch, solid, no electronics. carlisle_jimmy@yahoo.com.

42-FT TAYANA, 1988. Sausalito. \$159,500. A real beauty in excellent condition. Aft cockpit, cutter rigged, 44hp Yanmar w/1800 hrs. 120 gal. fuel, 150 gal. water, 35 gal holding. Amenities too numerous to list, include: B&G instruments & autopilot, radar, GPS, Lofrans windlass in foredeck locker w/washdown, 45#CQR w/chain, 33#Bruce, dinghy davits, Profurl jib & staysail, SS winches. New canvas, battery charger, interior upholstery, water heater. Possible prime Sausalito slip. Full details and pictures available. (530) 848-0285 or donandmandy@hotmail.com.



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48-FT SAILBOAT (FACTORY FERRO). Cutter, 1988. Redwood City. \$49,000/obo. Beautiful liveaboard, craftsman wood interior, full galley, 2 staterooms, fireplace, hot water; davit/dinghy. Aft to bowsprit 54' LOA, roller jib, 45hrs on Volvo MD3B. Needs paint & exterior TLC. Pictures. (559) 284-8574 or bohemaluna@yahoo.com.

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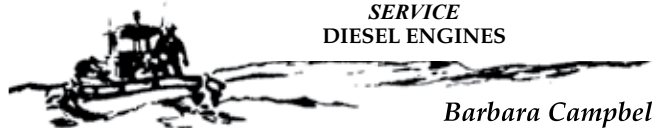
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ADVERTISERS' INDEX

247Sailing.net/SV Simpatica	140	Boat Yard at Grand Marina, The	13	Doyle Sails	47	Helmut's Marine Service	164	List Marine Enterprises	103
AB Marine	52	Bottom Siders	170	e Marine Systems	168	Heritage Marine Insurance	66	Loch Lomond Marina	102
Afterguard Sailing Assoc.	140	Brion Toss Yacht Riggers	132	Easom Rigging	112	Hidden Harbor Marina	125	Lowrie Yacht Harbor	79
Almar Marinas	97	Brisbane Marina	75	Emery Cove Yacht Harbor	65	Hogin Sails	38	Lunasea Lighting	71
Alpenglow Marine Lights	175	BVI Yacht Charters	138	Emeryville Marina	133	Hood Sails	33	Mack Sails	66
Aqua Marine	143	Charter Catamaran Turkey	140	Equipment Parts Sales	168	Hotel Coral & Marina	58	Makela Boatworks	174
Bacon Sails & Marine Supplies	72	City Yachts	11	Essex Credit Corp.	48	Hotwire Enterprises	166	Marina Bay Yacht Harbor	49
Bair Island Marina	121	Clipper Yacht Harbor	175	Farallone Yacht Sales	7	Hunter Marine	27	Marina de la Paz	168
Bay Area Boat Works	30	Club Nautique	73,119	Farallones Marine Sanctuary Association	25	Hydrovane	77	Marina El Cid	160
Bay Island Yachts	6	Coast Marine	125	Flying Cloud Yachts	176	Interlux Yacht Finishes	31	Marina Mazatlan	57
Bay Marine Boatworks	39,59	Conch Charters	139	Forespar	106,107	Islander 36 Fleet	64	Marina Puesta Del Sol	161
Bay Marine Diesel	170	Corinthian Yacht Club	62	Fortman Marina	56	Jessie et Laurent	67	Marina Riviera Nayarit	53
Bellhaven Yacht Sales & Charters	141	Cover Craft	113	Garhauer Marine	37	Johnson-Hicks	72	Marina Village	23
Berkeley Marina	55	Coyote Point Marina	29	Gentry's Kona Marina	164	Just4Boats.com	32	Marine Boat Solutions	168
Berkeley Marine Center	35	Cruising Yachts	9	Gianola Canvas Products	160	Kissinger Canvas	70	Marine Engine Company	142
Beta Marine Engines	76	CYOA Yacht Charters	139	Golden State Diesel Marine	172	KKMI - Brokerage	177	Marine Lube	174
Blue Pelican	170	Defender Industries	64	Grand Marina	2	KKMI - Full Service Boatyard	180	Marine Outboard Co.	158
Blue Water Yacht Insurance	16	Dept. of Boating & Waterways	41	Hansen Rigging	77	Landing School, The	63	Mariner's General Insurance	54
Bluewater Network	175	DeWitt Studio	173	Harbor Island West Marina	157	Larry R. Mayne Yacht & Ship Broker	61	Maritime Institute	174
Boat US	69	Diesel Fuel Filtering	172	Harken	34	Lee Sails	164	Marotta Yachts	178
Boat US Insurance	156	Dockwise Yacht Transport	117	Helms Yacht & Ship Brokers/ West Coast Multihulls	175	Lewmar Marine	10	Martyr Anodes	74
		Downwind Marine	159			Lifeline Batteries	120	Mason Yachts	175
								Master Mariners Benevolent Association	65



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— cont'd

Mathiesen Marine171	Outboard Motor Shop71	Ryan's Marine158	Spinnaker Yacht Club142	Ullman Sails.....58
Mazatlan Marine Center/ La Paz Yachts.....19	Owl Harbor.....118	Sail California14,15	Starbuck Canvas60	Vallejo Marina.....134
McDermot Costa Insurance63	Oyster Cove Marina124	Sail NW141	Summer Sailstice - Treasure Island.....42	Variprop USA79
McGinnis Insurance.....78	Oyster Point Marina154	Sail the Bay140	Svendsen's Boat Works125	Ventura Harbor Boatyard....143
Mettec, Inc.75	Pacific Crest Canvas69	Sail Warehouse, The.....161	Svendsen's Rig Shop.....21	Vessel Electric.....171
Milltech Marine Inc.....50	Pacific Yacht Imports.....63	Sailrite Kits.....8	Swedish Marine.....60	Voyager Marine.....142
Minney's Yacht Surplus.....78	Pantaenius America, Inc.171	Sal's Inflatable Services77	Tacktick.....67	weatherguy.com.....172
Modern Sailing School & Club.....103	Pasha Hawaii96	San Francisco Boat Works.....79	Tahoe Yacht Club132	Wedlock, Ramsay & Whiting Marine Surveyors164
Napa Valley Marina20	Passage Yachts5	San Juan Sailing.....141	The Dinghy Doctor121	West Marine.....22,24,26,28
New Found Metals62	Peninsula Yacht Club166	Scanmar International.....65	TMM/Tortola Marine Management.....138	West Marine - Rigging103
Norpac Yachts179	Peter Crane Yacht Sales.....176	Schaefer Marine.....73	Tradewinds Sailing121	Westpoint Harbor.....40
Norstar Boats/Norstar 4071	Pettit Paint.....51	Schooners North:: Spike Africa.....143	Trident Funding4	Westwind Precision Details ...45
North Beach Marine Canvas45	Pier 39 Marina36	Schoonmaker Pt. Marina135	Twin Rivers Marine Insurance46	Whale Point Marine Supply...12
North Direct Sails74	Pineapple Sails.....3	Sea Frost.....68	UK-Halsey Sails134	White, Chris Designs166
North Sails.....170	Punta Mita Beachfront Condos174	Seashine.....76		Wichard, Inc.....18
North Sails - San Francisco.113	Quantum Pacific.....17	Seatech.....172		Yachtfinders/Windseekers....19
Oceanic Yacht Sales176	Quickline68	Seaworthy Goods.....166		
Opequimar Marine Center161	R-Parts158	Shadetree Fabric Shelter70		
Orange Coast College43	Raiatea Carenage Services.....155	Society of Accredited Marine Surveyors/SAMS154		
	Richardson Bay Marina113	South Beach Harbor44		
	Rodgers & Assoc.....158	South Beach Riggers.....45		
	Rooster Sails75	Southeast Marine Services..171		

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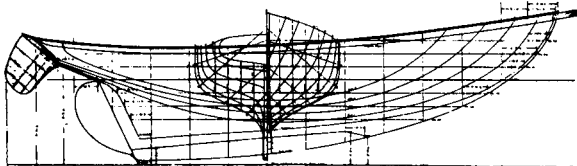


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