

Latitude 38

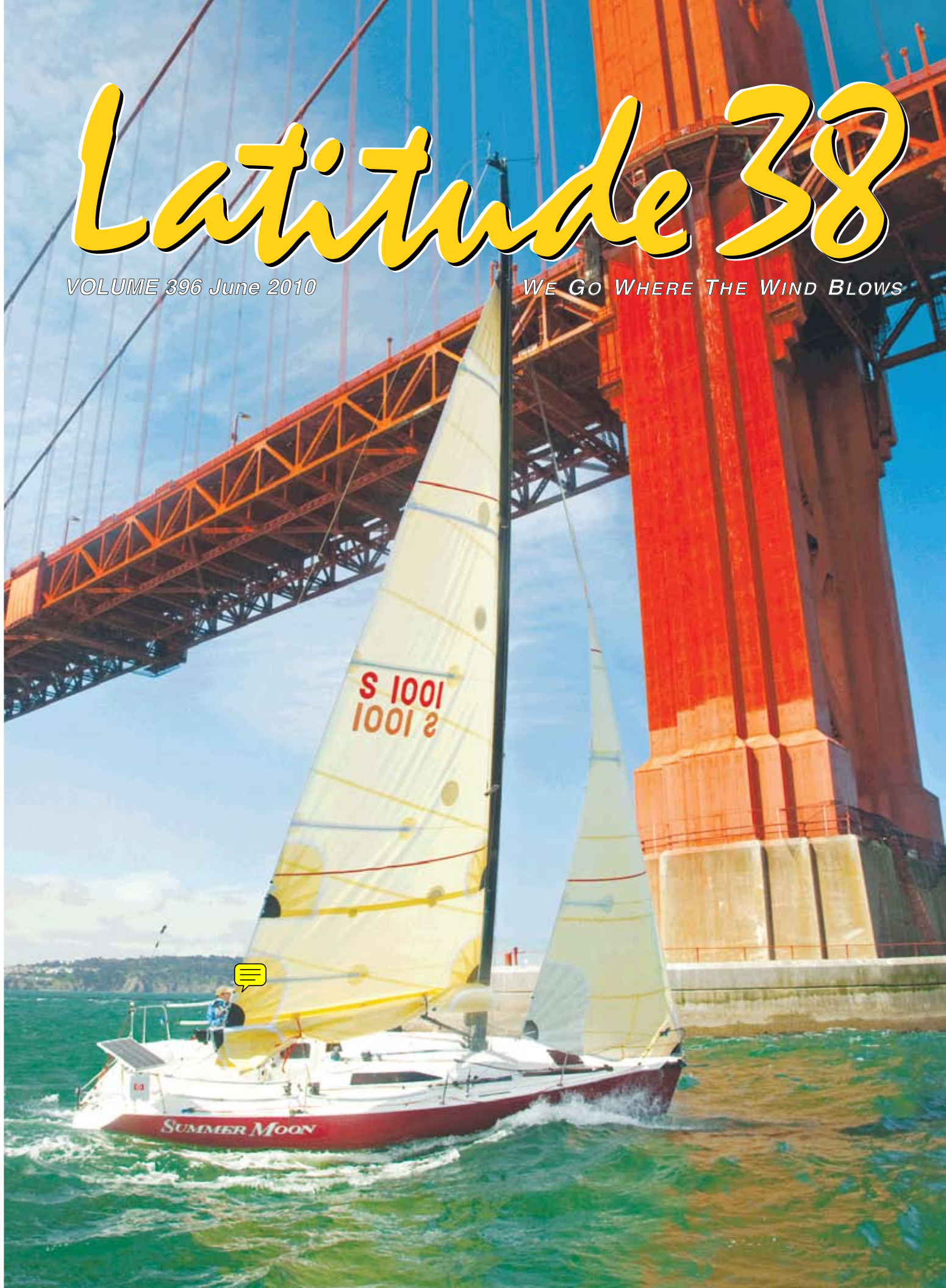
JUNE 2010

VOLUME 396

Latitude 38

VOLUME 396 June 2010

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*Django**

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Cover: Josh Grass, Synergy 1000 *Summer Moon*, tempts the South Tower demons in the OYRA's Crewed Farallones Race.

Photo: Peter Lyons/www.lyonsimaging.com

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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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41' Tartan 4100	1996		229,000
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40' Island Packet	1998		225,000
39' Beneteau 393	2003		137,900
38' Tartan 3800	1994		135,000
38' Island Packet 380	1999	reduced	239,000
40' C&C 37+	1989		99,000
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36' Island Packet 350	1999		169,000
35' Fantasia	1979		74,900
35' J/109	2003	pending	173,900
34' Beneteau 343	2007		128,500
34' Express	1987	SOLD	59,900
33' Beneteau 331	2002	SOLD	85,900
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Latitude 38

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Publisher/Exec. Editor Richard Spindler richard@latitude38.com ext. 111
Associate Publisher John Arndt john@latitude38.com ext. 108
Managing Editor Andy Turpin andy@latitude38.com ext. 112
Editor LaDonna Bubak ladonna@latitude38.com ext. 109
Racing Editor Rob Grant rob@latitude38.com ext. 105
Contributing Editors John Riise, Paul Kamen
Advertising Sales John Arndt john@latitude38.com ext. 108
Advertising Sales Shawn Grassman shawn@latitude38.com ext. 107
General Manager Colleen Levine colleen@latitude38.com ext. 102
Production/Web Christine Weaver chris@latitude38.com ext. 103
Production/Photos Annie Bates-Winship annie@latitude38.com ext. 106
Bookkeeping Jessie Mowry jessie@latitude38.com ext. 101

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Catalina 350	2004	\$149,000
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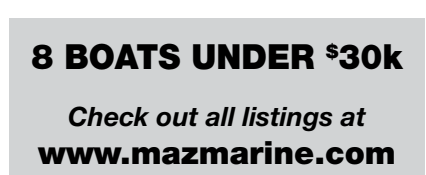
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CALENDAR

Non-Race

May 29 — Meet the Around the Americas crew, tour *Ocean Watch* and learn more about their mission at Pier 39 J Dock, 11 a.m.-3 p.m. Free. Info, www.aroundtheamericas.com.

May 31 — Take a cruise on Memorial Day.

June 1 — Around the Americas expedition slideshow and lecture by Mark Schrader & David Thoreson at the California Academy of Sciences, 12:30-1:30 p.m. Free w/museum admission. Info, www.aroundtheamericas.com.

June 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

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

June 3 — Around the Americas dinner presentation by Mark Schrader & David Thoreson at Corinthian YC, \$12.50 in advance, \$15 at door. Boat tours at 5 p.m., dinner at 6 p.m., presentation at 7 p.m. Info, www.aroundtheamericas.com.

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 5, 11, 19 — 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. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

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

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

June 8 — World Ocean Day, created at the 1992 Earth Summit to celebrate the stuff that makes up 70% of our planet. Info, www.worldoceanday.com.

June 10 — 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.

June 10, July 8 — Fishing Seminar Series at San Carlos West Marine, 6-7 p.m. Free. Details, (650) 593-2070.

June 12 — National Marina Day. Brisbane Marina is among 10 marinas chosen across the country to host events designed to get people into boats. Find out more at www.NationalMarinaDay.org.

June 13 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

June 13 — Safety at Sea seminar at Encinal YC in Alameda. This all-day seminar meets requirements for Coastal Cup and Pacific Cup. \$150. Info, www.encinal.org.

June 14 — Singlehanded TransPac Weather & Tactics seminar at Oakland YC, 7:30-10 p.m. Socializing starts at 7 p.m. Everyone welcome! Info, www.sfbaysss.org.

June 17 — Forecasting Marine Weather by NOAA meteorologists at San Carlos West Marine, 6-8 p.m. Free. Info, (650) 593-2070.

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 — 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

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CALENDAR

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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 20 — Spend Sunday sailing with Dad.

June 21 — Extend the sailing weekend by playing hooky on the summer solstice.

June 24 — US Power Squadron's Sail Trim & Rig Tuning seminar at San Carlos West Marine, 6-7:30 p.m. \$35. Info, (650) 593-2070.

June 24 — Vacuum Bagging demonstration at Fiberglass Supply in Burlington, WA, 6-8 p.m. Info, (877) 493-5333.

June 26 — Howl at the full moon on a Saturday night.

June 26 — Outboard Motor Shop open house in Oakland, 10 a.m.-5 p.m. Seminars, prizes, munchies and big discounts. Lifteraft seminar and demo by Sal's Inflatables. Info, www.outboardmotorshop.com.

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

June 30, 1942 — Navy minesweeper USS *Hornbill* sank 30 minutes after a collision with the lumber schooner *Esther Johnson* on San Francisco Bay.

June, 1980 — It Was Thirty Years Ago from the article 'Play for More, Part II' by Dotty Haynes (picking up where we left off in the May issue):

The black moonless night races past as we surf with the swells, growing in intensity. The knotmeter pegs out at 10 knots and we feel, rather than see, the seas rising higher every fifteen minutes or so, the higher swells coming in twos and threes. We surf and plane, sensing *Whither Thou's* needs through the tiller. We can't let the compass deviate even for an instant or water sprays into the cockpit.

At 0300 hours, the wave hit. Plunging down the far side, we heard a roar gaining momentum behind us. Gene's arm tightened around me like a vise grip and we were swamped. Gallons of cold water surging over our heads, around, under. I fought to hold my breath. Then suddenly my head was clear of water. I clawed for the compass. "Ninety degrees! Get her back to 150 — we're broadside!"

Gene had been thrown into the companionway where he was trapped. He bellowed and flexed his shoulders until the hatch broke, the pieces flying into the night. Once free, he grabbed the tiller and in less than 30 seconds, *Whither Thou* was shaking off the water and was back on course.

At dawn we took stock of the damage. The boat had a bent boom, a wide-open companionway, and the batteries had been swamped, but she was otherwise as sound as ever. Gene had assorted bumps and bruises, but nothing he couldn't live with. I'd slammed my left knee into the bulkhead and I couldn't walk without a lot of wobble and a whole lot of hurt. We didn't have an inkling then of the extent of my hurt. We wouldn't find out for two more days.

Once below, I surveyed the holocaust. Nothing had escaped the torrential force of the water pouring through the hatch. Bilge covers floated free and water sloshed a foot above the sole. Our log and charts were gone, so much confetti. The bedding sloshed and blocked the opening to the bilge pump. Every piece of clothing was sodden. I wept for our beloved home. "Will *Whither Thou* ever forgive us?"

Gene grinned. "She already has. Look at her go! We're alive, we're okay, that's all that counts. The three of us came through it together. And you're one helluva first mate!"

He was right. Nothing was wrong that we couldn't fix or dry out, eventually. I finally grinned back, blew him a kiss

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CALENDAR

and grabbed a bucket. This 'helluva first mate' had her work cut out for her *this* day. Bail, baby, bail!

We headed east and the Humbolt Bay Coast Guard rendezvoused with us. They boarded the boat to check out the patient, bringing an air cast and — bless them! — warm blankets. Once in Eureka, I was whisked off to the hospital for x-rays. The orthopedic doctor diagnosed a compression fracture — stay off the leg.

Back at *Whither Thou*, we did what we could to start drying out. The next day I felt absolutely lousy, so weak and dizzy. "You want a cup of coffee, babe?" Gene asked. Then, "Breathe — breathe — breathe." What IS this? Gene was pressing on my chest, his face drawn and white. I'd passed out, had actually stopped breathing.

When I came out of those ambulance doors, the emergency staff came out of the woodwork, dozens strong. The staff doctor took mere seconds to translate my nearly non-existent blood pressure into massive internal bleeding. "We go in NOW for an exploratory or we lose her," he told Gene. "Go, man, GO!" As he turned the reins over to the competent hands of the surgeon, Gene broke. I heard his sobs and ached to soothe him. "I'm not going to die, honey," I wanted to say. "It'll be okay."

And it was. But not without the help of dedicated and stubborn young military men. Not without the fast action of paramedics and a superb and equally dedicated hospital staff, led by a surgeon who knew what he had to do and did it fast. Not without four blood transfusions, or every tube invented by man stuck in every orifice in the human body God ever created. Not without a nursing staff whose skills and care surpassed all expectations. It took all that and a whole lot more, but it *was* okay.

A ruptured spleen that for 48 hours had bled into my abdominal cavity, a total loss of two-thirds body content of blood. The surgeon was blunt: "Two more hours, that's all you had left, Dotty. It's a damn good thing you didn't decide to keep going." Two hours. Close, much too close.

July 1 — Linehandling seminar by Jim Hancock at San Carlos West Marine, 6-7:30 p.m. Info, (650) 593-2070.

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

July 31-Aug. 6 — *Latitude 38's* Delta Doo Dah Deux, a laid-back rally to the balmy Delta waters. Follow the event at www.deltadoodah.com.

Aug. 7 — Ballena Bay YC's Island Party featuring Eric Stone. Dinner \$35, music only \$10. Info, (510) 523-2292.

Aug. 7-8 — 30th Anniversary Flea Market & Maritime Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or www.galileeharbor.org.

Racing

May 28 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC adn MPYC, (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.stfyc.com.

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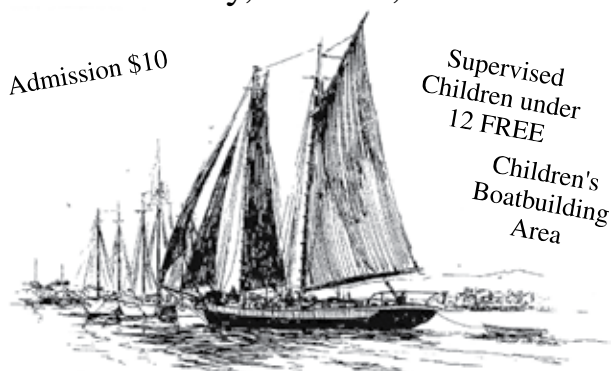
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Proceeds of the Wooden Boat Show go to MMBA's 501 (c)3 Foundation to provide financial assistance to those engaged in the preservation of traditional boat maintenance, restoration and construction, the training in the skills of traditional seamanship, and the preservation and continuity of SF Bay Area maritime history.



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CALENDAR

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. For wooden boats of classic designs. Info, www.woodenboat.org.

June 8, 1787 — HMS *Bethia* was renamed *Bounty*.

June 11-12 — West Marine Challenged America Regatta in San Diego. A fundraiser for CA's adaptive sailing program. Dr. Laura Schlessinger to give the keynote speech, with racing on both days. Info, www.wmcaregatta.com.

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 — Catalina 25 and 250 & Capri 25 Regionals on Clear Lake. Konocti Bay SC, www.catalina-capri-25s.com.

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

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

June 12-13 — El Toro Nationals on Clear Lake. Info, www.eltoroyra.org.

June 13 — Spring Series #3 (Lidos) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

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

June 18-20 — Opti Heavy Weather Regatta. StFYC, www.stfyf.com.

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

June 19 — YRA Spring #2/Summer Sailstice. SBYC, www.yra.org.

June 19-20 — Easom Founders & Melges 24 Regatta. SFYC, www.sfyf.org.

June 23 — Ladies Day Regatta. MPYC, www.mpyc.org.

June 25-27 — South Tower Race, Stockton to YRA #16 and back. SSC, www.stocktonsc.org.

June 25-27 — Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, www.lbrw.org.

June 26 — YRA-OYRA Half Moon Bay race. HMBYC, www.yra.org.

June 26 — YRA-WBRA in mid-Bay. BYC, www.yra.org.

June 26 — SBYRA Summer #3. Info, (650) 558-1549.

June 26 — Moonlight Marathon from the South Bay to Angel Island. SeqYC, www.sequoiayc.org.

June 26 — Finn NorCal #2. SFYC, www.sfyf.org.

June 26 — Small Boat Series #3. EYC, www.encinal.org.

June 26-27 — BAYS #2 at Richmond YC for all BAYS classes. Info, www.bayarea-youthsailing.com.

June 26-27 — Sperry Top-Sider NOOD Regatta. StFYC, www.stfyf.com.

June 26-July 4 — Highland Spring Hiho Windsurfing Regatta in the BVIs. Info, www.go-hiho.com.

June 27 — Summer Series #1 (FJs) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

July 3 — 62nd Annual Boreas Race, Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, www.elkhornyc.com.

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Catalina 36, 2002
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Ericson 35 MkIII, 1987
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Hans Christian 33T, 1984
Coronado Center Cockpit 32, 1973
C&C 31 racer, 1975
Cal 31 sloop, 1979
Baba 30, 1979
Alberg 30 fiberglass ketch, 1967
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July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun for the whole family. TYC, www.tyc.org.

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

July 9-11 — TransTahoe/Melges Regatta, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

July 10 — YRA Spring 3. YRA, www.yra.org.

July 10 — Silver Eagle Long Distance In-The-Bay Race, with a shorter course for boats rating 150 or above. IYC, contact John New at racing@iyc.org or www.iyc.org.

July 10 — Jack & Jill Race. SSC, www.stocktonssc.org.

July 10 — H.O. Lind #5 & 6. TYC, www.tyc.org.

July 10-11 — BAYS #3/Svendsen's Summer Splash (which also acts as the Area G Bemis/Smythe qualifier) at EYC. Info, www.bayarea-youthsailing.com.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 6/11, 6/25, 7/9, 7/23, 8/6, 8/20, 9/3. Info, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Spring: 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@jfcba.com.

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

CORINTHIAN YC — Every Friday night through 9/3. 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: 6/4, 6/18. Victor Early, (510) 708-0675 or rearcommodore@encinal.org.

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

GOLDEN GATE YC — Friday nights: 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: 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 through 8/26. Roy Pitts, (530) 908-7160 or rpitts@ucdavis.edu.

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

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

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

RICHMOND YC — Wednesday nights: 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.

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CALENDAR

& 8/4-8/25. Thursday Night Kiting Series: 6/10, 6/24, 7/15, 7/29, 8/12, 8/26, 9/6, 9/23. Friday Night Windsurfing Series: 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: 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@toothvet.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: 6/4, 6/18, 6/25, 7/16, 7/23, 7/30, 8/6, 8/20, 8/27. Info, rearcommodore@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. Monday Night Laser Series: 5/31-8/30. Darren Kramer, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night through 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.

June Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
6/05Sat	0106/2.0	0621/3.6	1217/1.2	1920/5.1
6/06Sun	0202/1.5	0747/3.4	1305/1.7	1955/5.3
6/12Sat	0611/-1.5	1337/4.5	1746/2.9	2355/6.6
6/13Sun	0654/-1.6	1420/4.7	1837/2.8	
6/19Sat	0010/1.4	0558/4.1	1142/0.8	1848/6.0
6/20Sun	0121/0.8	0730/3.8	1238/1.4	1935/6.2
6/26Sat	0618/-1.1	1342/4.7	1801/2.9	2359/6.1
6/27Sun	0655/-1.0	1419/4.7	1846/2.9	

June Weekend Currents

date/day	slack	max	slack	max
6/05Sat	0313	0542/1.4F	0829	1107/2.2E
	1454	1757/2.2F	2108	2355/2.7E
6/06Sun	0411	0654/1.8F	0944	1207/2.0E
	1545	1845/2.2F	2147	
6/12Sat	0104	0434/5.5E	0830	1134/4.2F
	1504	1711/2.3E	2007	2305/2.9F
6/13Sun	0147	0519/5.7E	0913	1217/4.3F
	1548	1757/2.4E	2053	2351/2.9F
6/19Sat	0218	0458/2.3F	0756	1035/2.8E
	1409	1714/3.0F	2024	2323/3.7E
6/20Sun	0329	0621/2.6F	0919	1143/2.3E
	1510	1813/2.8F	2113	
6/26Sat	0111	0435/5.1E	0835	1145/4.0F
	1500	1715/2.1E	2020	2308/2.7F
6/27Sun	0153	0513/5.0E	0914	1221/3.9F
	1538	1750/2.1E	2100	2347/2.6F



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- 1st 2009 Kiels Week
- 1st 2009 Lippincott Memorial
- 2nd 2009 Tulip Time
- 1st 2009 Annapolis Spring
- 2nd 2009 Bacardi Cup
- 2nd 2009 Levin Memorial
- 1st 2008 Schoonmaker Cup
- 1st 2008 Fall Wind Up
- 1st 2008 Tulip Time
- 7th 2008 Star Worlds

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LETTERS

↑↓ **DISAPPOINTED WITH THE PRESCOTTS' SENTENCE**

By now you've probably heard that Clay and Teresa Prescott, who owned and operated ABC Yachts in Sausalito and San Rafael, were both sentenced to serve eight months in county jail and to pay restitution as a result of Clay's pleading guilty to two counts of embezzlement and Teresa's copping to grand theft. In reality, they will likely be out of jail in as little as four months.

As a major victim of their admitted crimes, I'm extremely disappointed at what I consider to be a light sentence. Frankly, most people I know would be willing to spend four months in jail in return for \$300,000. I've heard rumblings around the marine industry of other brokers embezzling funds from their trust accounts. Now that they realize they may only be looking at four months in jail, I expect to see a lot more of it.

I have to give a lot of credit to the Sausalito Police Department and to the Marin County District Attorney who prosecuted the case. After all their diligent work, I think it's a shame that the judge didn't give the perpetrators longer sentences.

As for my family and me, the matter is now over. Someday we hope to be able to purchase another boat. But when we do, we'll certainly be more cautious about who has control of our funds.

Jeff Drake
Southern California

Readers — For those who don't know, ABC Yachts brokered the sale of the Drake family's Sceptre 41 to a Canadian buyer last March. The Canadian buyer paid roughly \$160,000 to the ABC Yachts trust account. Rather than ABC deducting their commission and forwarding the remainder — roughly \$144,000 — to the Drakes, ABC kept all but about \$5,000 of the money. As a result of the tremendous financial hit, Jeff, his wife, and his two young daughters had to sell their home. Would you

be pissed off if someone who defrauded you out of that much money was sentenced to only a few months in jail?

As a member of the marine industry for over three decades, we're as disappointed as the Drakes are with what we believe is a mere slap on the



LATITUDE / LADONNA

ABC Yachts' former office in Sausalito is now home to another business.

wrist for the Prescotts. If the sentence sends any message at all, it would seem to be that ripping off individuals to the tune of more than \$100,000 each has only minor consequences. We suppose everybody has their own views on crime and punishment, but four to eight months in the slammer certainly doesn't correspond with ours.

As for the part of the sentence that says the Prescotts must pay restitution through the court, it's Drake's understanding that he and his family are unlikely to see anything. "If the Prescotts were to work for cash or out of state, we wouldn't see any of the money." As for what happened to the approximately \$300,000 that ABC defrauded from its customers, Drake says nobody seems to know. We suppose that means it's possible

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that the money could be sitting in a safe deposit box in the Cayman Islands.

All things considered, the affair reminds us of the quotes that express the sentiment that it's not only easier, but also much more lucrative, to steal with a pen than it is with a gun.

How can you protect yourself from a broker or a lawyer going out of trust when selling something you own? Require that a special trust be established at a bank or other institution for just that transaction. It's not that expensive, and you can think of it as 'transaction insurance'.

↑↓ **BUT THEN, I DETEST THIEVES AND LIARS**

Well, gee whiz now, I guess eight months in the county hoosegow is pretty fair punishment — as least according to the attorney for Clay and Teresa Prescott of ABC Yachts for having stolen something like \$300,000 from their clients. What bothers me is that they not only took money from these people, they betrayed their trust. I feel that a seven-year sentence in the state pen, plus restitution, would have been more fitting. Of course, I personally detest thieves and liars.

John Smith
Manhattan, Kansas

John — What strikes us as particularly odious about the Prescotts' crime is that their victims weren't some giant lender — as has often been the case with yacht brokers who have gone out of trust — but individuals for whom \$150,000 was a significant part of their assets. It might be just us, but we think it's incumbent upon both perpetrators to work day and night to make full restitution to their victims as quickly as possible.

↑↓ **SIGN ME UP**

I've owned Nokomis, my DownEast 38, since '75. How do I sign up for the 'Over 30 Club' for people who have owned the same boat for more than three decades.

Quincy Brown
Nokomis, DownEast 38
Santa Cruz

Quincy — You just did. But normally, we'd like to get just a little bit on the history of your ownership of your boat. Take the following letter as a good example.

↑↓ **THE STORY OF CARAVELLA**

I would like to join your 'Over 30 Club'. When I was a 21-year-old pup living in Hawaii, I bought a Southerly 23, which is a New Zealand-made sloop built by Compass Yachts. Although she was a small sailboat, I was impressed with her lines and construction, and knew enough about boats to know she was a gem. From '75 to '92, I sailed that boat inter-island more than 20 times. I would also spend up to a month at a time cruising between the islands. It was sort of like camping in a pup tent. I sailed in up to 30 knots of breeze — not atypical for the trades in Hawaii — and never had a problem. But I was wet a lot of the time.

I bought a trailer for my little 23 in '92, and shipped the boat and trailer to the Pacific Northwest where I had relocated for work on a barge. I then drove it down I-5 from Seattle to Portland, where I proceeded to strip everything off the boat. When I was done, there wasn't a screw that hadn't been removed. I repaired the blisters on the bottom, put on a barrier coat, made a new rudder, and added a bridge deck and traveler to the cockpit. Since I had gone that far, I decided to have a new stemhead fitting with an anchor roller made — and even dropped the 1,450-lb keel and replaced the keel bolts! All of

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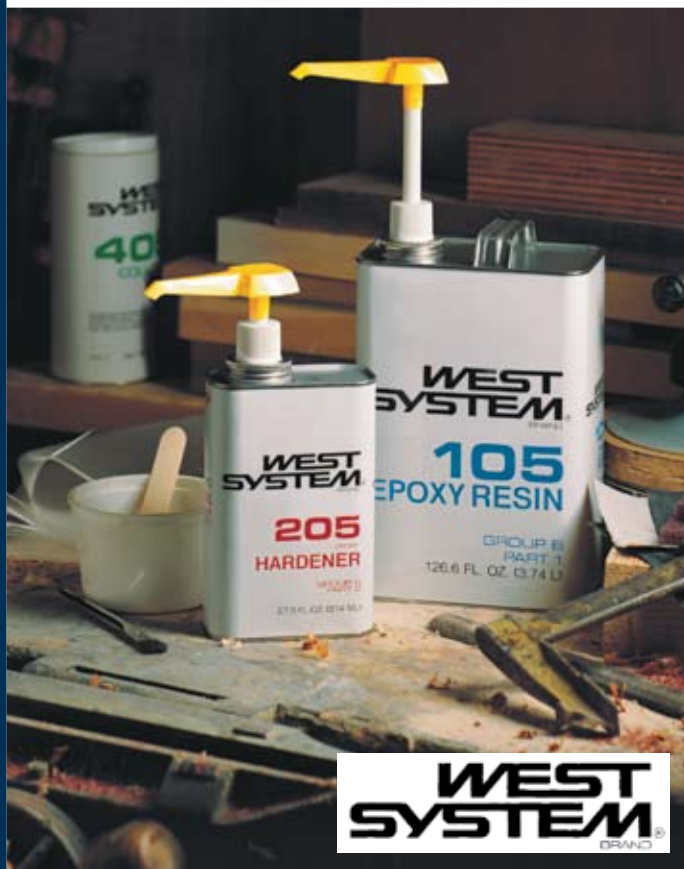
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that was followed by a new Awlgrip paint job, new teak toerails and handrails, and a new main and working jib from Doyle in New Zealand, who had made the original sails in 1971.

When all the work was done, I had a brand new 23-year-old boat. I towed her back to Puget Sound, and have cruised her from Olympia to the San Juans. And while it's not like sailing in the trades of Hawaii, I've enjoyed every minute of it.

Even though I've since moved up to a Tartan 30, and now a Pretorien 35, I still own the Southerly, and have to admit that on the rare days it's blowing 20 knots on the Sound, I think about my little sloop, and how much more fun it would be to be sailing on her rather than my larger boat. What can I say? At 55, I'm older, wiser, and like more comfort, but the rush will always come from my little *Caravella*. At this point she's a 39-year-old lady who's like your first girlfriend — you never forget her.

P.S. Thank you for the years of reading — *Latitude* is by far the best sailing magazine out there.

Gary Souza
Caravella, Southerly 23
Puget Sound

Gary — If *Latitude* is any good, it's because of contributions from readers such as yourself. We really enjoyed your 'love story'.

↑↑ ANOTHER MEMBER OF THE 'OVER 30 CLUB'

Ramon Carlin of Mexico City should be included in *Latitude*'s 'Over 30 Club', which is for sailors who have owned the same boat for over 30 years. Carlin still has *Sayula II*, Swan 65 hull #3, which he purchased in '73. In fact, he still enjoys cruising her off the coast of Mexico and beyond. Years ago



WEBB BROWZER

Instead of going cruising, Carlin sailed 'Sayula II' to victory in the first Whitbread Race.

he stated that he would never trade his beloved *Sayula II* for another boat.

Carlin's original *Sayula* was a Cal 40. After doing the TransPac, he stepped up to the Swan 65 for what he planned to be a family cruise around the world.

As it turned out, he got wind that the first ('73-'74) Whitbread (now Volvo) Round the World Race was about to begin, so he went for that instead. He wound up winning the race.

Carlin's next win was line honors in class when he represented Mexico in the Tall Ships Bermuda to Newport race for the '76 Bicentennial celebration.

Ray Conrady
San Francisco

Ray — Carlin's entry and win in the first Whitbread is a great story — although you neglected to mention that you were the navigator. We still see *Sayula II* in Mexico from time to time, and she warms our heart.

↑↑ I WISH I'D DONE IT SOONER

In the May letter titled "Another Member of the 'Over 30 Club'", Bill Brummel of Discovery Bay reported he was looking for curtain tape for his good old boat.

From '03-'07, I completely rebuilt my '79 Catalina 27. Yes,

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it took a few years, but I was sailing her every weekend. I had a dilemma similar to Bill's trying to find curtain tape, but after some research found the tape I needed — along with many other types and styles — at my local RV store.

By the way, I grew up on Lange Street in St. Clair Shores, MI (The Nautical Mile), with our fleet of power and sail boats on the canal that was our backyard. Every summer we cruised for months at a time, and have great memories of places like the Georgian Bay, Kindardine and Tobermory. The water was so clean and clear — and still is — that seeing the bottom in depths of over 100 feet was common!

I have lived in Palm Desert for most of my adult life, but it was not until a friend of mine mentioned that he had purchased a sailboat from a friend of his in Marina del Rey, that I got the idea that I could own a boat on the West Coast. I found out it was very affordable, so I bought *Makai* in '03. I started reading *Latitude* right away, and as a result, most of my friends think that I'm a fountain of sailing knowledge. I tell them to pick up their own copy. My only regret is that I didn't find out about sailing on the West Coast and *Latitude* many years before.

PS: I ran into you guys on *Profligate* at Emerald Bay, Catalina, last summer. I waved but didn't feel comfortable dropping by as it was late and you were just setting the hook as the sun was setting.

Bill Reed

Makai, Catalina 27

Cabrillo Marina, San Pedro

Bill — Thanks for the kind words. We actually do a lot of writing and other work on Profligate, so if we look busy, or if we're in the middle of some other obvious project, we prefer not to be disturbed. But if it looks as if we're just kicking back, by all means stop by to say 'hello'.

↑↓ GETTING WRAPPED UP IN CIRCUMNAVIGATING

Latitude did a nice job of profiling the Clipper Round the World Yacht Race in your May issue.

I did the '07/'08 edition of the Clipper Race, and can attest to the fact there is some serious racing. We — meaning *New York Clipper* — won the '07/'08 race, having circumnavigated in 10 months.

In the process, I crossed the Atlantic three times, as well as the Indian Ocean, the North Pacific, the Java Sea, the South China Sea, the East China Sea and more. But I have to admit, it was all wrapped up in the bigger adventure of sailing around the world, meeting some amazing people, and becoming a part of the Clipper family and Sir Robin's vision for the rest of us.

I also did the Ha-Ha in '06. While I'm not likely to race around the world again, you are likely to see me in future Ha-Ha's. I loved winning an around-the-world race, but if there is a secret behind the Clipper Race, it's the fact that, for many of the crewmembers, the quality of the experience didn't correlate with how they finished in the standings. First or last, it is an unforgettable experience on the water. Of course, Ha-Ha



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participants understand that before they even hit the start line!

Thanks for the great coverage *Latitude* provides for all aspects of sailing. And please add my name to your list of West Coast Circumnavigators.

Gary Purdom
Bainbridge Island, Washington

Gary — Thanks for the kind words and your firsthand perspective on the Clipper Race. Your name has been added to our West Coast Circumnavigator's List.

↑↓ CUTE BABIES AND PFDs

The fourth photo in the May 3 *'Lectronic* had the following caption: "There's no such thing as 'too young' for the



What you see here is not against the law, and in our opinion, not the least bit reckless.

Vallejo Race!" The photo showed an infant not wearing a PFD. It was stupidity on the sailor's part as much as the caption was stupidity on *'Lectronic's* part.

Notice the little girl on the far right is wearing a PFD, as is the man next to her. But the big galoot holding the infant isn't wearing one. It would just make it harder for the Coast Guard to find the bodies.

Or maybe it's my bad, because maybe there aren't any Coast Guard regulations that require cute babies to wear PFDs in the cockpits of sailboats on the Bay.

Chris Eldon
Chinook, Tiara 4000 Express Cruiser
San Francisco

Chris — The Coast Guard has regulations with regard to what type and how many PFDs must be on a vessel. To our knowledge, they leave the requirements for who must actually wear them up to the states.

California has the following requirement for wearing PFDs on boats: "If boating on a vessel that is 26 feet or less, every child 11 years of age or younger must wear a PFD, unless in an enclosed cabin or restrained by a harness tethered to a sailboat." If we're not mistaken, the boat in the photo in question is a J/105, in which case nobody — not even the little girl — was required to wear a PFD.

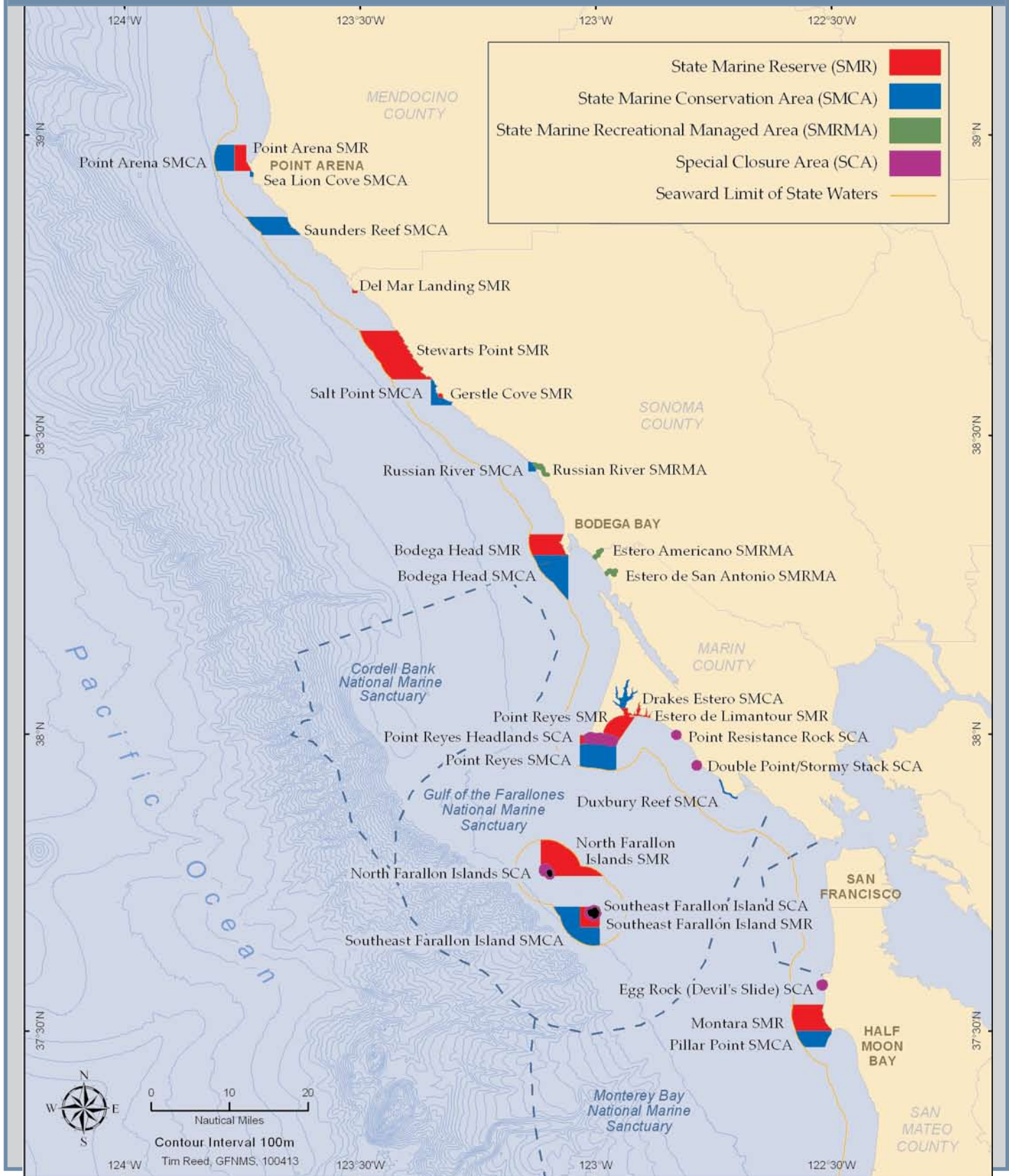
While we encourage sailors to wear PFDs, we don't feel they are the be-all and end-all of safety that some people seem to think they are. For instance, while our daughter was less than a year old, and therefore too small for any PFD, we took her sailing on the Bay, up the Delta, off Honolulu, and in Mexico. And we didn't think we were being the least bit reckless.

If the adult sailors in that photo are the experienced sailors we think they are, we don't think they were being reckless either. After all, being safe on a boat has a lot more to do with the experience of the skipper and crew than it does with who is or is not wearing a PFD. When the photo was taken, the sailing conditions were mild. Had it gotten rough or dicey, we're certain the responsible and caring adults on that boat would have overseen the kids even more closely, and if the conditions called for it, taken them below.

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LETTERS

↑↓WOULDN'T WANT THE BEER TO DROWN

As I was preparing to go sailing earlier this week, it occurred



Safety is priority number one aboard 'Kia Orana'.

to me that the public service campaign by *Latitude 38* and others to promote the use of PFDs is sinking in. At least with me. After laying out all my gear, I realized that, not only had I provided for my own safety, but

also that of the kitty, the doggy, the beer, and the baby.

By the way, I had two days of ideal sailing conditions on San Francisco Bay.

Dudley Gaman

Kia Orana, Catalina 36

Gold Country YC / South Beach Harbor

↑↓HE'S ALIVE BECAUSE OF THREE LUCKY BREAKS

A year ago this past winter, I saved the life of a man who had fallen off his boat in the marina. My usual dock neighbor had gone to Mexico with his boat, so there was a temporary tenant in his slip. Coming home to his boat in what I believe was a state of inebriation, he fell in. He would have died were it not for three lucky breaks.

First, I can no longer hear, so had I not had company that night, nobody would have heard his cries for help.

Second, he happened to fall overboard in a slip between two liveaboards. Had he fallen in anywhere else, nobody would have heard his weak calls for help.

Third, I was able to yell loud enough so that the liveaboard on the other side of the dock heard me.

Initially I got hold of the man in the water and made a loop between his legs with a dockline. That kept him from going under, but he couldn't help himself out of the water and I couldn't pull him out by myself. Pulling hard on the rope and kind of rolling him up got him close to out of the water, but not quite. Perhaps we could have gotten the man out if he had been sober, but he didn't seem to be. Had I not been able to holler for additional help, that guy in the water would not have had a chance.

For many years I've had a plan in case I fell overboard. I would use my energy to try to get to a cleat, then make a loop out of the tail end of the dockline, then put my foot into it to stabilize myself. I would then use my remaining energy to call for help, hoping that someone would hear me. But I agree, the average sailor, with the extra weight of wet clothes, could not pull himself out of the water.

I also agree that the best solution is to not fall into the water in the first place.

Ernie Copp

Orient Star, Cheoy Lee Offshore 50
Alamitos Bay, Long Beach

Ernie — The big assumption, of course, is that the tail on the end of the dockline would be long enough for you to make a loop for your foot. Many aren't.

↑↓GETTING A FOOT UP ON SAVING ONESELF

I just read the May issue *Letters*, where I learned of the

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LETTERS

tragic death of Dave Gish, who apparently fell off the dock at his marina in Ventura late one night and was unable to get out of the water. There is a way to prevent such tragedies, and I'm surprised that it hasn't been mandated as part of the cradle-to-grave protection that the government in California seems to be obsessed with.

While on a delightful sail on Puget Sound and around the San Juan Islands a couple of weeks ago, we visited several marinas on different islands. I noticed that there were small ladders attached to the ends of several docks at every marina. Some of these ladders were of an ingenious design whereby the steps for the ladder were out of the water until they were needed.

I don't know if such ladders are required by the State of Washington, but they are a simple solution to what otherwise could be life-threatening situations.

P.S. After cruising in the Caribbean for many years, I discovered that spring cruising in the Pacific Northwest requires the use of a heater.

John Anderton
Vancouver, Washington

↑↓ THEY'RE NOT CHEAP BUT ARE WORTH THE COST

I was saddened to read the May letter about the tragic death of sailor David Gish of Ventura, who apparently who drowned after falling into the water at Ventura West Marina.

I'm the Harbormaster of Fisherman's Wharf / Hyde Street Harbor, and I've been concerned about this issue for some

time. As a result, I've just ordered 35 UpNOt safety ladders from Marina Accessories of Bellingham, Washington for our marina. The ladders are made of stainless steel and drop down from the stowed position when a person in the water grabs the bottom rung.

The ladders come in different sizes. The ones I've ordered cost \$153 each.

Hedley Prince, Wharfinger
Port of San Francisco
Pier 1, Embarcadero



UPNOT LADDERS

Rather than a stairway to heaven, this dock ladder could be a stairway to staying in the real world.

no longer. Particularly not after those two deaths in Ventura County over such a short period of time.

↑↓ CROSSING BARS IN A CAT

Bars at the entrance to lagoons or rivers don't have to be scary. In fact, based on my experience, they can be great fun! My 38-ft catamaran displaces about 5 tons, draws less than 3 feet, and has twin screws 22 feet apart. I keep her bows and sterns empty for maximum performance. All these things, combined with her slender 13:1 length-to-beam ratio, means she surfs easily and doesn't have any tendencies to broach.

Over the course of a week in April of '05, I crossed four river entrance bars on the New South Wales coast of Australia. In many ways that stretch of coast is similar to the coast of Oregon, particularly in that many of the ports are just up a

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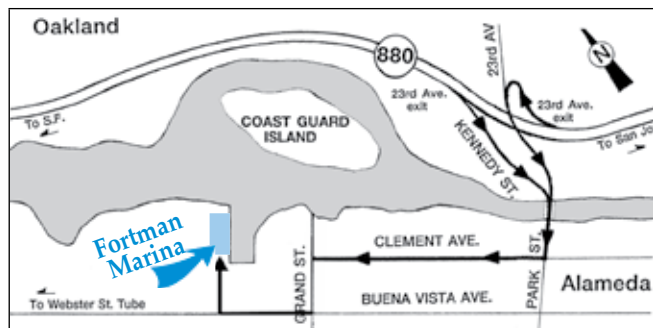
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LETTERS

river from the coast.

The bars that I crossed were at Camden, Port Macquarie, Iluka and Ballina, and all showed a narrow gap in the white surf crashing across the bar. In each case, I would just line



LATITUDE ARCHIVES

'Capricorn Cat' once had a wild ride across the bar at Nuevo Vallarta.

up outside the gap, then idle slowly toward the bar until the sterns lifted — at which point we shot off at 12-14 knots. Once in a while a stern would fall off line as we dropped off the back of a wave, but a quick bit of reverse prop snatched her back on course for the next wave to carry us in. The last thing we would have wanted was someone in a launch in front of us — at surfing speeds, we would have overtaken him before he could have gotten out of the way.

Bob Wilson
Bobcat, Crowther 38
Brisbane

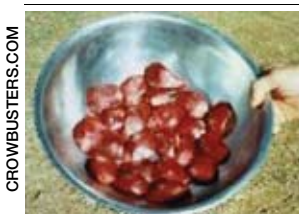
Bob — Based on the reports we've received so far, catamarans seem to run before breaking bar waves with much better control than monohulls. Nonetheless, if the conditions were bad enough, we don't think the cat has been built that couldn't be broached. Over-confidence in multihulls — as Stan Honey pointed out in last month's Sightings — is more dangerous than over-confidence in monohulls.

↑↑"HMM, I THINK I'LL HAVE THE CREOLE CROW"

Last month, with 16-year-old Aussie Jessica Watson and her S&S 34 *Ella's Pink Lady* fast approaching the completion of a non-stop singlehanded circumnavigation, the publisher of *Latitude* asked if anybody had any tasty recipes for crow, because it appeared that he was going to have to eat some.

I was also a big skeptic of Watson's chances, especially after the inauspicious start when she sailed *Pink Lady* into the side of a ship, dismasting her boat. But this young woman has subsequently shown a remarkable tenacity and a love of sailing, and deserves a standing ovation.

In any event, the folks at www.crowbusters.com have a lot of information that the publisher of *Latitude* might like, with



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Crow breasts are the ideal ingredient for Crow Creole.

regard to mental preparation, field preparation and recipes for eating crow. The authors say they understand there is a natural prejudice against dining on the 'black bandit', but say it's a shame because when properly prepared, crow and other members of the corvid family taste as good as, if not better than, most game birds. They note that historically crows and other non-songbird species have been common fare. Remember "four and twenty blackbirds baked in a pie?"

Our revulsion, crow experts believe, centers on the fact that the crow and its close relatives are scavengers and therefore unfit to eat. But you wouldn't believe what pigs and chickens stick in their mouths. As for seafood, you honestly don't want to know what goes into a blue crab before it ends up on that expensive crab cake platter. The same goes for lobsters. In

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LETTERS

short, it's just our cultural prejudice that limits our crow eating possibilities.

Realizing that even the biggest crow doesn't make much of a meal, experts say that you'll need three to four per person. Since there isn't much edible meat to a crow besides the breast, forget plucking the bird. You just put the crow on its back, cut the crow wing to wing just below the breast bone, then work a sharp knife from the breast bone outward. It shouldn't take more than two minutes to remove the breasts from each bird. Then cook it as you might chicken. Using the slang of the French, *bon app!*

Bill Rathbun
Rhumbline, Islander 30
Berkeley

Bill — Thanks for the great information. We're checking out some curried crow recipes.

As for Watson, who finished her circumnavigation on May 15, we can't decide which has astonished us more, her grit and fortitude, or how well her boat and its critical systems held up. We would have bet 100-to-1 that she wouldn't make it.

There's an interesting historical perspective, too. Back in '77, when Survival & Safety sponsored the first ever Singlehanded Farallones Race, many of the most experienced sailors around the Bay castigated it as a completely reckless and foolish idea. And now a 16-year-old girl has now completed one of the most newsworthy circumnavigations ever. How times change.

As remarkable as Watson's achievement most certainly is, we're still dead set against the concept of youth sailing records, both on the grounds that such kids have no idea of what mental and physical risks they are exposing themselves to, and because there is such an opportunity for them to be the victims of parents seeking to bask in their reflected glory.

↑↓ A BOAT WITH A PEDIGREE

Jessica Watson, who just completed her terrific non-stop solo circumnavigation, did it in a design with an already

great record. Her *Ella's Pink Lady* is an S&S 34 that was originally Ted Heath's first *Morning Cloud*. In fact, it was the one he used to win a very stormy Sydney to Hobart Race.

Heath might not have been England's greatest prime minister, but he may well have been the most sporting one.

Mike Kennedy
Conquest, Cal 40
Southern California



COURTESY ELLA'S PINK LADY

Jessica Watson's S&S 34 'Ella's Pink Lady' already had a proven pedigree before she circumnavigated.

21,600 miles. It's a testament to the design and construction of many of the boats of that era.

↑↓ BEST WISHES FOR ABBY

It seems strange to me that Abby Sunderland is going to abandon her attempt to be the youngest person to non-stop solo circumnavigate because of an unreliable autopilot. Since

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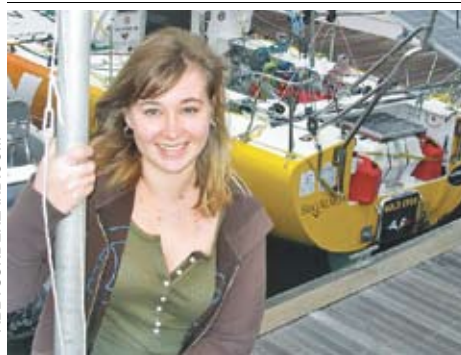
LETTERS

the beginning of known circumnavigations, many an accomplished sailor has sailed the oceans without an autopilot. If all it takes is the loss of an autopilot to end such a circumnavigation, then perhaps the person in question is not the sailor she believes she is.

That said, I do wish Abby luck in her endeavors. Perhaps by the time she returns she'll be the accomplished sailor she propounds to be.

Robert Walker,
Grace, Traveller 32
Grass Valley

Robert — Even if an unreliable autopilot was Abby's only reason for stopping, we think her pulling into Cape Town was



ABBYSUNDERLAND.COM

an example of good judgment. While it's true that it's relatively easy to get some boats to steer themselves without an autopilot on some points of sail, we don't think this would apply to Abby's Open 40 Wild Eyes, which displaces only 7,500 lbs, particularly when

faced with heading across the width of the treacherous southern Indian Ocean.

While we continue to believe that attempts at 'youngest ever' sailing records are reckless and in no better taste than beauty pageants for five-year-old girls, we don't think Abby ever presented herself as being the world's greatest sailor. While she's to be congratulated for having made it as far as she has, our only wish is that she makes it safely back to Southern California in good health to resume her youth.

⚓ ANCHORING AT ANGEL ISLAND'S CHINA COVE

I would suggest thinking twice if anyone wants to stop and anchor at China Cove. May 8 was a sunny and breezy Saturday, and it seemed as if a high percentage of the San Francisco Bay sailing community was enjoying it on the water. Lacking anywhere else to get away from the boating crowd, Julie, our crew and I anchored our Passport 40 at China Cove, on the east side of Angel Island, to enjoy a lunch stop.

After relaxing until late in the afternoon, we attempted to weigh anchor. But oops, the hook wouldn't come up! No problem, we thought, we'll just motor forward to break the anchor free. When that didn't work, we tried motoring to the right, then the left. No and no.

After two hours of trying various crew suggestions on how to get the anchor up, we realized that we were stuck to the bottom. We placed calls to various local divers and BoatUS and learned that if we left the anchor on the bottom, it might cost in excess of \$2,000 to recover it. Our temporary solution was to attach a small water bottle to the entirety of our ground tackle — including 300 feet of chain, rode and a really shiny stainless steel CQR anchor — and hope we could return later to retrieve some portion of it.

Julie then remembered that during the annual Passport

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LETTERS

Regatta the previous week, John and Laurel Baudendistal of the Passport 42 *Dreamkeeper* talked a lot about their diving experiences and therefore might have the requisite gear. Sure enough, when we called John, he jumped to the challenge and arranged to pick up scuba tanks on Sunday morning.

That afternoon, we fortunately found the little water bottle



RICK COOLEY

still bobbing quietly in the cove. John donned his scuba gear and, in James Bond fashion, plunged into the murky 58° water. He followed the recovered anchor line 25 feet down to the scene of the crime. In very limited visibility, his underwater light revealed an 8-ft vertical concrete relic of an old pier next to a similarly fallen Romanesque column, also on its side, with our chain trapped beneath it. It turned out that all our maneuvering with the boat had succeeded in doing was

Mission accomplished!

wrapping the chain around the length of the column several times.

It took John four dives, two tanks, and five hours of strenuous effort before he was able to find and cut our anchor free with bolt cutters. We're eager to hear suggestions as to how we can properly thank a friend for such an incredible effort.

As for everyone else, please be aware of the remnants of the old pier. Extend what's left on the land to the intersection of a line extending from the chain link fence you can see just to the north — and then do not anchor in that area. Unless you've got dive gear aboard or have a great friend like John Baudendistal!

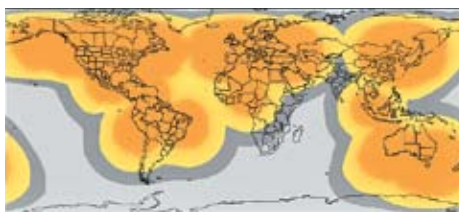
By the way, 'Capt Gary', one of the divers we spoke with, told us, "Oh yeah, there are a lot of anchors on the bottom at China Cove."

Rick Cooley
Drambuoy, Passport 40
San Mateo

Rick — A tip of the Latitude hat to John Baudendistal for going above and beyond to help a fellow sailor. Well done!

↑↓ **406LINK OFFERS SIMILAR COVERAGE**

After *J/World* sank during last year's Ha-Ha as a result of a collision with a whale, *Latitude* ran down the list of ways mar-



SPOT

iners can call for help. One of them was via EPIRBs.

It's worth noting that ACR, a manufacturer of EPIRBs and other rescue and survival equipment, has

SPOT Messaging does not cover virtually all the world of cruising.

a new service called 406Link. The basic level of service allows the owners of EPIRBs to know that their EPIRB is functioning

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If you have a boat without holding tanks, plan your trip to use shore side restroom facilities.

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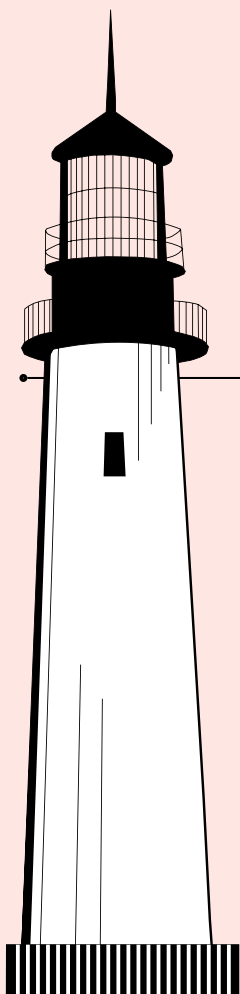
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LETTERS

properly by running a test using the same satellite system that would be used in a real emergency. This service costs \$39.95 a year.

There is also the PLUS level of 406Link service that allows customers to use their ACR — or other brand — EPIRB to send pre-programmed messages such as, "Honey, I'm fine" via email



406Link offers more offshore accessibility, but still not everywhere.

or text to up to five people. All you need to do is press the self-test button on your EPIRB. It would also send your GPS position. This service costs \$59.95 a year.

406Link PLUS allows mariners to do some — but certainly not all — of the things the SPOT GPS Messenger units can do. The difference is that 406Link covers the entire world, while — as pointed out in the May 10 *'Lectronic* — SPOT does not.

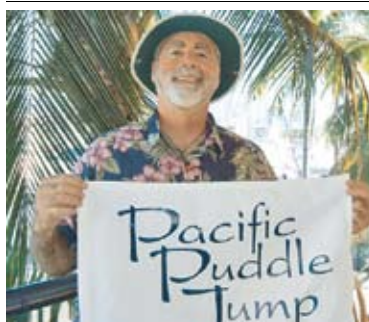
For what it's worth, we at West Marine sell both ACR and SPOT products and services.

A Friend From West Marine

A.F.F.W.M. — Thanks for the heads up.

As readers of the May 10 *'Lectronic* know, the Coast Guard asked Latitude to alert mariners to the fact that SPOT GPS Messengers do not cover the entire world. SPOT's website says it covers "virtually" the entire world, but "virtually" certainly doesn't include tens of thousands of miles of open ocean regularly crossed by readers of Latitude in their boats.

What prompted the Coast Guard request were calls from family and friends of Pacific



The SPOT messages from Michael Rafferty suddenly stopped coming, alarming family and friends.

Puddle Jumper Michael Rafferty aboard his Islander Freeport 36 Aquila, who was singlehanding from Mexico to Nuku Hiva in the Marquesas. Rafferty was using his SPOT to send pre-programmed messages to family and friends to let them know he was fine. But suddenly the messages stopped, as did the GPS positions from Aquila. It freaked people

out. But the only problem was that Rafferty had sailed out of the SPOT coverage area part of the way into his 25-day crossing.

It seems to us that SPOT may offer a bigger bang for the buck than does the 406Link — except, of course, if you sail out of the SPOT coverage area. In that case it offers no bang at all.

THE BAY CAN'T COMPARE TO NEWPORT

Despite all the talk and rhetoric, I'm betting that the 34th America's Cup will be held off Newport, Rhode Island. The geographic limitations of San Francisco Bay simply do not permit the interaction of two America's Cup-sized boats in a match race without the requirement of forcing a maneuver

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LETTERS

to avoid an obstruction or to get sea room. Newport, on the other hand, offers a nearby ocean race course with a decent breeze. No West Coast sailing location offers such an environment. And Larry Ellison is too smart to hold the America's Cup outside of the United States.

John Sullivan
Wianno, Mainship 34 Pilot
San Francisco

John — We wouldn't be surprised if there was an 'Act'



GILLES-MARTIN RAGET

After America's Cup boats hit 30 knots, how could we ever go back to sea slugs and the pedestrian sailing conditions off Newport, Rhode Island?

or something in Newport in recognition of its place in America's Cup history, and in recognition of the fact that Ellison has a house there, too. But we don't think the Finals will be held there. After all, what passes for a "decent" breeze in Newport is so

↑↓ THE FAMILY 'ALLOWANCE'

I was one of many men who were supported — read 'allowed' — by their wives and family to participate in last year's Ha-Ha without them. In my case, the result was that Vinnie, my wife, was left at home to manage two very sick children in rainy Seattle while I was off sailing the warm breezes off the coast of Mexico.

Along the way, I was very touched to find three letters that had been sneaked into my duffel by Vinnie and our children, Maya, 11, and Dylan, 8. I saved the letters until well into the



KEN PAINTER

Ken plays dirty — taking advantage of our fondness for families and beautiful photos of Bahia Santa Maria.

Ha-Ha, when I found that special moment to read their notes of love and support.

I thought my daughter's note was a tremendous artistic endeavour for an 11-year-old, and it really touched me. The drawing illustrated a sailboat surrounded by sharks, a tidal wave and hurricane, and included a touching poem. I know that *Latitude* draws the line at publishing poetry, but I would be honored if you would bend the rules and share Maya's poem with your readers. I think it represents the feelings of many of the families left behind by their wayward sailing fathers.

So when you go away to sail
I can't send you any mail
so here's a poem from me.

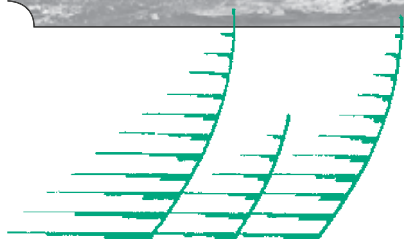
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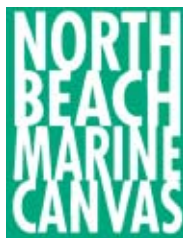


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LETTERS

Don't get eaten by a shark
because that would leave a mark
and you miss your puppy
But don't forget brother
and don't forget mother
But (most importantly) don't forget me.

Much thanks to *Latitude* and the Baja Ha-Ha Rally Committee for such an awesome event. It was my first Ha-Ha, but hopefully not my last. I also want to thank the captain and crew of *Blue Lightning* for such a good time, and not making me walk the plank after jibing the poled-out asymmetrical chute as though it were a symmetrical chute. Lesson learned!

Ken Painter
Mariah, Gulf 32 Pilothouse
Seattle

Ken — It's really dirty pool of you to use the love of your family as a lever to get us to finally publish poetry, but it's our soft spot. Bless the whole bunch of you, and thanks for the kind words.

↑↓ A NOT-SO-MODEST PROPOSAL

In the December issue, Webb Chiles wrote a *Changes* following his fifth circumnavigation. When I visited his website at www.inthepresentsea.com, I came across the following, and thought your readers might enjoy it. It's called *Evanston: A Modest Proposal*, and was written in February '07.

"Those of you who paid attention in English class will recognize *A Modest Proposal* as the title of an essay by Jonathan Swift, the famous Irish satirist in the late 1600s and early 1700s. Several recently reported events have caused me to propose my own modest proposal about people who choose to sail offshore, as well as about when singlehanded sailing isn't singlehanded sailing — which I'll get to in a moment. But before I do, I want to suggest that everyone re-read, or read for the first time, Swift's original. Just type 'a modest proposal' on Google. The essay is short, won't take long to read, and almost certainly will be superior to anything else you read today.

"Briefly, the proposal, written in 1729, called for the children of the Irish poor to be sold as food at one year of age. Swift provides production cost analysis, as well as recipes, and concludes that those who think his proposal unreasonable ask the mothers of these children if they themselves would not have preferred to be sold as food than suffer the sustained miseries of a life of poverty. He concludes by declaring that there is no self-interest behind his proposal because his own children are grown and his wife past child-bearing. The essay is a work of savage genius.

"My own modest proposal is not so savage, but may also initially seem unreasonable.

"I propose that when people sail offshore alone — and I'm not sure that it shouldn't be extended to all people who go offshore in private vessels — they must first sign an affidavit that they know no one is going to come rescue them if they get in trouble. Further, they should be required to carry less, not more, 'safety' equipment. Radio transmitters, EPIRBs, satellite telephones — all forms of calling for help beyond the range of their voice should be illegal. And so should insurance. The proposal would accomplish several desirable objectives:

"It will save public funds — although there is some phony bookkeeping here, because rescue services, such as fire departments, have fixed costs whether they are utilized or

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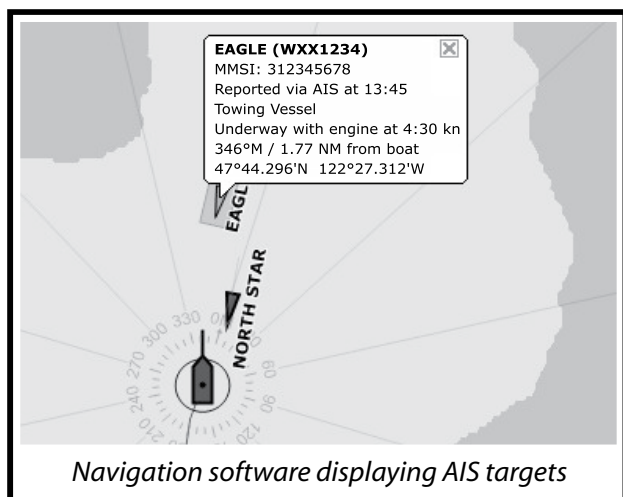
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LETTERS

not.

"It will shut up some politicians. That's always desirable. And it might even cause them to focus on real problems.

"It will cause some reporters to return to their true calling — which is doing things like following Britney Spears to the barber.

"It will lower insurance costs.

"It will make it easier to find room in distant anchorages.

"And, it will separate the men from the boys, as well, of course, the women from the girls.

"If my proposal seems too absurd, I point out that it is exactly the way many experienced sailors from Joshua Slocum's day to the present day have gone to sea. Immodestly, I would like to include myself among them. Alas, I must confess that in recent years I carried a handheld VHF with a five-mile range in order to ask officials where the Quarantine Dock is when I enter an unfamiliar port. If my proposal is enacted into law, I will turn my radio in.

"On the subject of when solo sailing isn't solo sailing, the answer is when you are accompanied by another boat. If I remember correctly, Naomi James, who was the first woman to sail alone around the world via Cape Horn, was met by her husband and Chay Blythe, who stood lookout for her from another boat so she could sleep in the English Channel. Indeed.

"Not long ago, a teenager reportedly became the first adolescent to cross the Atlantic Ocean alone. I have read that his father sailed a sistership within sight of him all the way across. If true, the boy wasn't a solo sailor, he was part of a convoy.

"Solo sailing, adventure and risk only have meaning when they say something about the human spirit. Convoys don't."

The above according to Webb Chiles.

John Defoe

Debra, Tartan 37

Laurel, Maryland

John — Swift's essay was actually titled, *A Modest Proposal: For Preventing the Children of Poor People in Ireland from Being a Burden to Their Parents or Country, and for Making Them Beneficial to the Publick*. The essay is effective because it begins with Swift accurately describing the plight of the poor. So the shock is powerful when he suggests a solution: "A young healthy child well-nursed, is, at a year old, a most delicious nourishing and wholesome food, whether stewed, roasted, baked or boiled; and I make no doubt that it will equally serve in a fricassee, or a ragout."

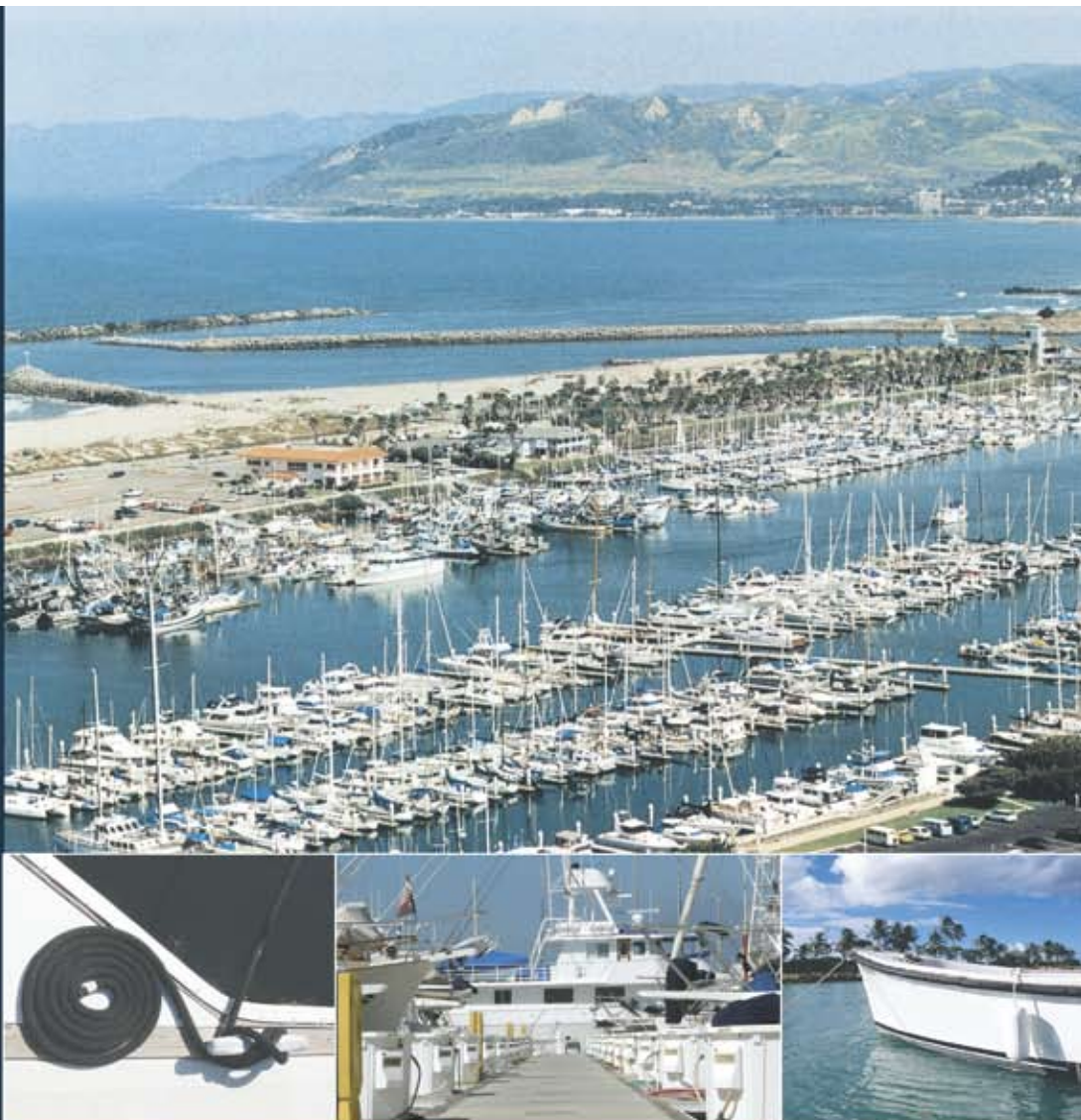


We have greater respect for Chiles's sailing achievements than his philosophical musings.

A satire is only effective when the author uses irony, derision or wit to attack a human vice, foolishness or stupidity. Swift's satire was brilliant because it attacked the stupidity of British officials who had taken over Ireland and, thanks to heavy restrictions on trade, stifled its economy, dramatically increasing the poverty and hunger.

As for Chiles, we're not sure which vice, foolishness or stupidity, he's attacking. In the case of the 13-year-old boy who singlehanded across the Atlantic with his father in a sistership only a short distance away, we agree that it was foolishness to claim any sort of singlehanded record. After all, it was a

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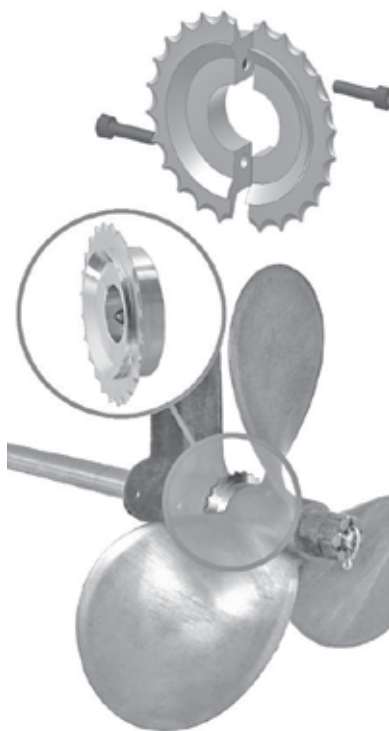
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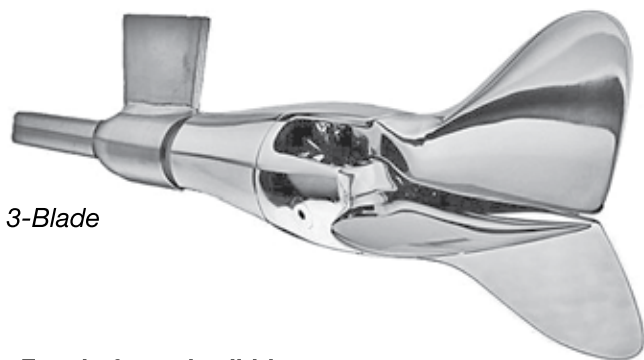
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LETTERS

closely supervised sail. And we suppose one could try to make the argument that participants in events like the Singlehanded TransPac, because they have radios and can call for encouragement or help, are in some vague sense part of a 'convoy'. But we're not buying such an argument, because even within the confines of the Singlehanded TransPac we think there is sufficient "adventure and risk." That being the case, we think Chiles' proposal comes off as a little holier than thou.

↑↓ **SAN BLAS STILL A GREAT PLACE FOR "SOME PEOPLE"**

We're currently in a slip at the new Singlar Marina in San Blas, and we just read your *Lectronic* item regarding what appears to be a scam involving local Norm Goldie's email account. There has been some talk about the letter on the VHF recently, so I'm sure Norm is aware of it. As for cruisers letting him know about it, that's probably not going to happen because cruisers are pretty much ignoring him.

This is my fifth visit San Blas — the first was in '74 — and I'm pleased to say that I have never had the opportunity to talk/listen to Norm before. But this time Norm is really making



LATITUDE / RICHARD

Regardless of some cruisers' perceptions of Norm Goldie, San Blas is still a friendly place.

instead of letting Mexicans help them. He also claims that "some people" are saying bad things about him, and that they need to stop or he is going to the Attorney General with his complaints.

One day Norm announced that he would be in the town plaza at 6 p.m. if anyone needed help, or if they just wanted to meet with him. Then he said that he wished "some people" would come to the plaza so that he could set them straight about what he was saying about them.

As I mentioned, the cruisers are dealing with this by just ignoring Norm. We still use our radios to hail one another, but no one replies to Norm — not even to make a smart remark!

But I want everyone to rest assured that San Blas is still a lovely town and well worth a visit. Mariners can contact the marina on VHF 74 and they will send a *panga* out to guide you in. On the day we arrived, there was about a one-foot swell over the bar, so we had an easy crossing.

Cheryl & Ron Roberts, with Jasmine the cat
Lazy Days, DeFever 49
Long Beach

↑↓ **PAUL GOT BITCH-SLAPPED BY HIS BOAT**

I'd like to thank the liveaboard community in the 15th St. area of Newport Beach for their kindness recently when my husband Paul was hurt as the result of taking a tumble on our next cruising boat. Shame on us, she's not a sailboat like our Lancer 44 *Bohemian* that we sailed in the '06 Ha-Ha, but rather a DeFever 43 trawler in need of plenty of TLC.

But I digress. In the midst of some projects, Paul slipped badly on the teak floor he was stripping, and hit his head on

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the back of an icebox. Suddenly there was blood everywhere from a nasty head wound. After getting a cold compress on Paul's head, I tried to figure out how I was going to get him — if he was badly hurt — down a vertical stern ladder along with our 60-lb pitbull puppy and 13-lb chihuahua.

Fortunately, Paul didn't lose consciousness and remained clear-eyed and calm. Once I got the bleeding to slow down, I noticed that he had a deep gash three inches long. It was not



LATITUDE / RICHARD

When it comes to head wounds, it's usually best to err on the side of safety by calling for immediate help. In the case of Newport Harbor, it's just a VHF call away.

good. We managed to get Paul and the dogs into the dinghy, then motored for the dock. Paul sat on the bench while I ran for the truck.

We got Paul to Hoag Hospital, just five minutes away, where a very cool Dr. Hunter put five staples in his head. He

told me to bring Paul back if he started acting weird. We were in and out in 90 minutes.

The next day we were surprised to have so many of our neighbors come by in their dinghies to check on Paul. It really lifted our spirits and made us feel as though our little community of mariners is special. As a result of the accident, we now all have each others' phone numbers in case of emergencies.

And a reminder to all the self-strippers out there, don't slip on your stripper, because the stuff is like walking on grease. As it was, our new boat bitch slapped us into the realization that no matter how excited we get about a boat project, we have to slow down and take it easy. Maybe we would have had there been a beer involved. As for healing after the fall, Paul's head recuperated faster than his butt!

Meridee Thompson
Blue Sky, DeFever 43
Newport Beach

Meridee — Being "bitch slapped" by your boat? That's a new one on us.

The only thing that puzzles us is why you didn't call the Newport Beach Sheriff's Office on 16. They have one of the best staffed and equipped marine and EMT patrols on the coast, and are well known for racing up and down Newport Harbor on emergency missions. When it comes to head wounds, you don't want to take chances.

SHAGADELIC BOTTOMS

Thank you for publishing my letter on hull cleaners in the May issue, and for your editorial comments following it. It lends credence to our cause when someone with your credentials agrees in print that hull cleaners need to get on board the 'best management practices' (BMP) bandwagon.

But I do want to make an additional point regarding one of your comments. You mentioned that you put Micron Extra on Profligate and that Stan Susman — a California Professional Diver Association (CPDA) supporter, by the way — told you that, with hull cleaners using proper in-water hull cleaning techniques, your bottom should last three years. This is the

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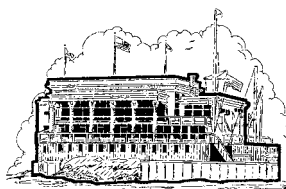
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Andrew Linney, www.nokaoi2.info



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LETTERS

heart of the CPDA's BMP program. Hull cleaners should always use the least abrasive implement possible to clean a hull. This ensures both that the paint will last longer and that the least amount of copper is released into the water column. But it is a two-way street. The boatowner must authorize more frequent hull cleaning to make this possible — the hull cleaner can use a soft pad, carpet or diaper only if the bottom is cleaned frequently enough for these tools to be effective. Once the hull be-



LATITUDE / LADONNA

Different bottom paints call for different cleaning methods, but regular gentle — and therefore more environmentally friendly — cleanings will prevent fouling and make your bottom paint last longer.

comes even moderately fouled, a more abrasive tool is necessary to remove the growth. This means that the typical quarterly hull cleaning regimen that is used here in the Bay Area is too infrequent for best management practices to be used. The CPDA, therefore, has to educate not only the hull cleaner about the benefit of cleaning frequently and gently, but the boatowner as well. Many boatowners do not realize that by increasing the service frequency to only six cleanings per year, as opposed to four, their substantial investment in a bottom job can be maximized and their impact on the environment minimized. Yes, it means an increase in the annual hull cleaning costs, but those costs will be offset by having to haul out less frequently, better fuel consumption when motoring, and more enjoyment when sailing.

Matt Peterson
FastBottoms Hull Diving

Matt — It reminds us of that old television commercial for motor oil or fan belts or something where the mechanic says, "You can pay me now, or you can pay me later." The meaning being that, by paying a little for regular maintenance, the car owner could avoid paying for an expensive replacement engine later.

The bottom line on boat bottoms is that they should never be allowed to get too dirty, both for the environment and the owner's self interest — which in addition to saving money, also includes sailing pleasure. Is there anything more frustrating in sailing that trying to get performance out of a boat with a bottom like a shag carpet?

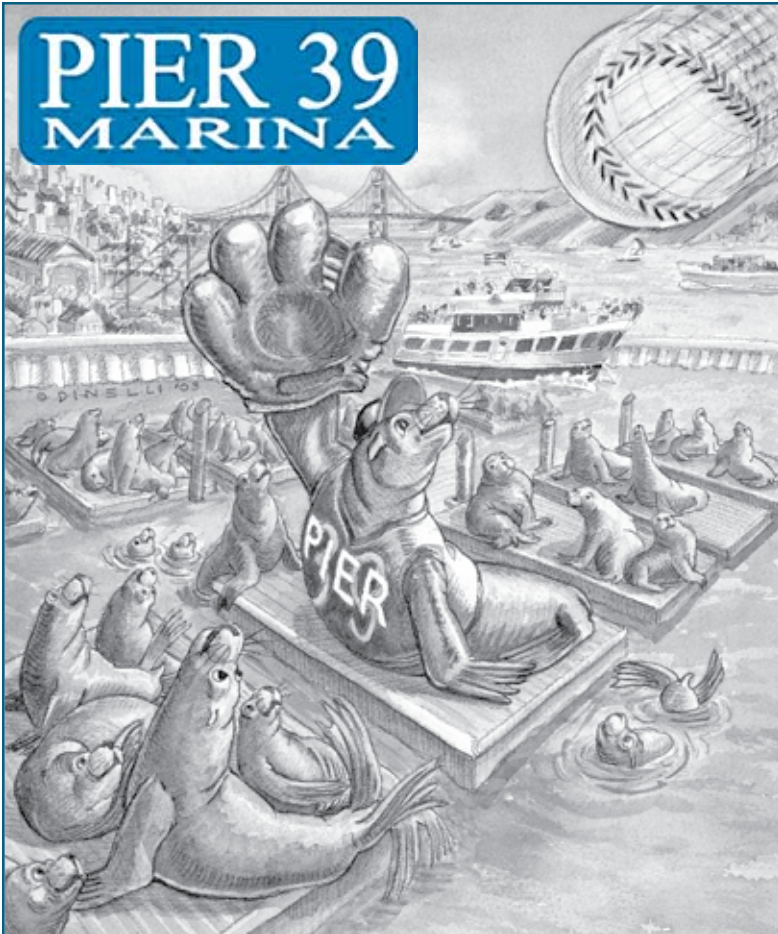
↑↓ UNFATHOMABLE RUDENESS BY OFFICIALS

We just got back home to Hermosa Beach after a difficult winter season on our boat in the Caribbean, and read *Latitude's* very negative comments in *Cruise Notes* about some of the customs and immigration officials in the Caribbean. We couldn't agree more with such comments.

I, John, first sailed the eastern Caribbean in '76 aboard my first boat. As of today, I don't think the behavior of customs and immigration officials has changed at all. There are countries we will simply no longer visit because we just don't need the hassle of their officials. We're not alone, as a number of other boats we know skip Antigua, St. Kitts, St. Lucia and St. Vincent. And the British Virgins deserve to be put on that list.

In the last two years, we have noticed a big change for the worse in the British Virgins. Since tourism is their major form

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LETTERS

of income, the way they treat visitors doesn't make sense. But most of the officials act as if they really don't want us to come to their country and support their economy.

What was difficult about our season? We blew the Volvo diesel on our Jeanneau 45 at the start of the season and had to replace it with a new Yanmar 55. In addition, the weather was cool, and very windy and rainy. With the Atlantic and Caribbean being warmer than normal, everyone is talking hurricanes. So we'll have to see.

On the other hand, the good news is that Mattie, our boat dog, turned 12 this year and is going strong.

John & Cynthia Tindle, with Mattie
Utopia, Jeanneau 45
Hermosa Beach

John and Cynthia — That so many officials in Caribbean countries are permitted to treat cash-bearing visitors like crap is mystifying to us also. What makes the problem worse is that it only takes one or two of them to leave a horrible impression.

In early May, we showed up at Tortola to take our charter cat, 'ti Profligate, down-island. Everybody we met was wonderful, from the staff at the base to the taxi drivers to the folks in the grocery store. Then we went to Customs and Immigration. While none of those folks there were as welcoming or helpful as they might have been, it was left to the last person, the very



LATITUDE / RICHARD

This photo is of the Rotary Club sign in front of Immigration in the BVIs. Their officers should join or take the pledge.

overweight woman at the immigration desk, to really spoil the experience. When we knocked on her door, as requested by the sign on it, she gave us a sneering look that all but accused us of having taken a bowel movement on top of her lunch. Fortunately, folks who charter in the

BVIs and aren't going to leave the country don't have to pass by this woman, but there was no excuse for her behavior.

As for the weather in the Eastern Caribbean this winter, we're a little puzzled. We spent the entire month of February at St. Barth, and in the 25 years we've been going there, have never experienced such mild winds and gentle seas. Nobody on the island could remember there ever being as sweet a February. So we suppose the rest of the winter must have been a real stinker.

↑↓ HEARTS OF GOLD AND SUPER-SIZED COJONES

In the May 12 *'Lectronic*, you wrote: "We would love to acknowledge the names of the four heroic PJs (pararescuemen) who risked their lives to save Mike Kalahar's — parachuting into rough seas 1,400 miles offshore in the darkness. Unfortunately, we've had no luck obtaining their names from their Air National Guard unit at Moffett Field. But then, guys like that are obviously not in it for glory in the press. Theirs is a much higher calling."

After reading this I contacted my son, who is in the California Air National Guard assigned to the 130th Rescue Squadron at Moffett Field. His unit provided some of the hardware used in support of the 131st and the Coast Guard during the rescue of Michael Kalahar. I thought he might be able to help identify the PJs for you. He was able to get the information

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LETTERS

from their Commanding Officer, Major Jeffrey Borg. The PJs were: 1Lt Tristan Grell (Combat Rescue Officer); Chief Scott Simpson (Pararescueman); TSgt Sean Kirsch (Pararescueman); SSgt Chris Klaftenegger (Pararescueman).

Michael Stouffer
Milagro, Catalina 42
Alameda

Readers — Our heartfelt thanks to these four men, who, as was written in last month's Latitude caption, have "hearts of gold and super-sized cojones." In the next letter, the wife of WindChild's owner shares a similar sentiment. See Sightings for an update on Mike Kalahar's recovery.

RENEWED APPRECIATION

The accident that took place onboard *WindChild* the morning of April 1, seriously injuring Michael Kalahar, has led to a renewed appreciation and an increased awareness of many things. It's not that we take things 'for granted', but we do get used to a way of life — especially having support systems nearby. When boaters head out onto the ocean for those big crossings, they've prepared for a long time. They work to acquire experience, education and equipment. During those crossings, they are acutely aware that they are outside the range of coastal rescue. It's 2,800 miles from Mexico to the Marquesas. It had taken *WindChild* about 10 days to get 1,400 miles and it would certainly be another 10 before they'd reach land. Sailors out there accept that they are on their own and they take many steps to be self-reliant. Sometimes that isn't enough.

The extraordinary effort that took place between April 1 at 4:15 a.m. through April 4 at 9 p.m. shows what working together can accomplish — the saving of a life. But when one hears or reads words of the rescue, so much action collapses into the simple terms — "medevac," "transfer," "airlift." The timeframe disappears entirely; the distances shrink; the skills, numbers, people, equipment and agencies involved get lost.

Here's a brief overview:

- Time: 13 hours of Ham radio relay-assisted communication, medical advice and care given on board *WindChild* before the four PJs arrived; another 15 hours before the transfer was made to the *Cap Palmerston*; 53 hours before *Cap Palmerston* would be within helicopter range; 5-hour helicopter ride. All together, more than a three-and-a-half-day effort.

- The agencies and manpower: Ham radio operators across the United States, the U.S. Coast Guard at Alameda, California, Air National Guard, 129th Rescue Wing at Moffett Federal Field, AMVER vessel *Cap Palmerston*, physicians on shore — so much training and so many highly skilled personnel. And all with such unflinching determination to be successful.

Bill Sturridge, an Army veteran in Flagler County, FL, heard that faint 'pan pan' at 7:15 that morning from 3,300 miles away, took it seriously, and began this whole incredible process — one fraught with problems and dangerous challenges, but complete with problem solvers to match. He was not able to hear *WindChild's* radio calls during subsequent radio nets for several days afterwards. He's certain there were angels involved that morning. Indeed, there were many — in both civilian and military dress.

For days following the rescue, the Ham operators assisted us at home, too — keeping us informed of the Pacific Seafarer's Net check-ins and relaying our updates about Michael's condition. They sent us additional websites to follow the boat's progress, information regarding unusual propagation conditions and news reports about the rescue. They eased a difficult

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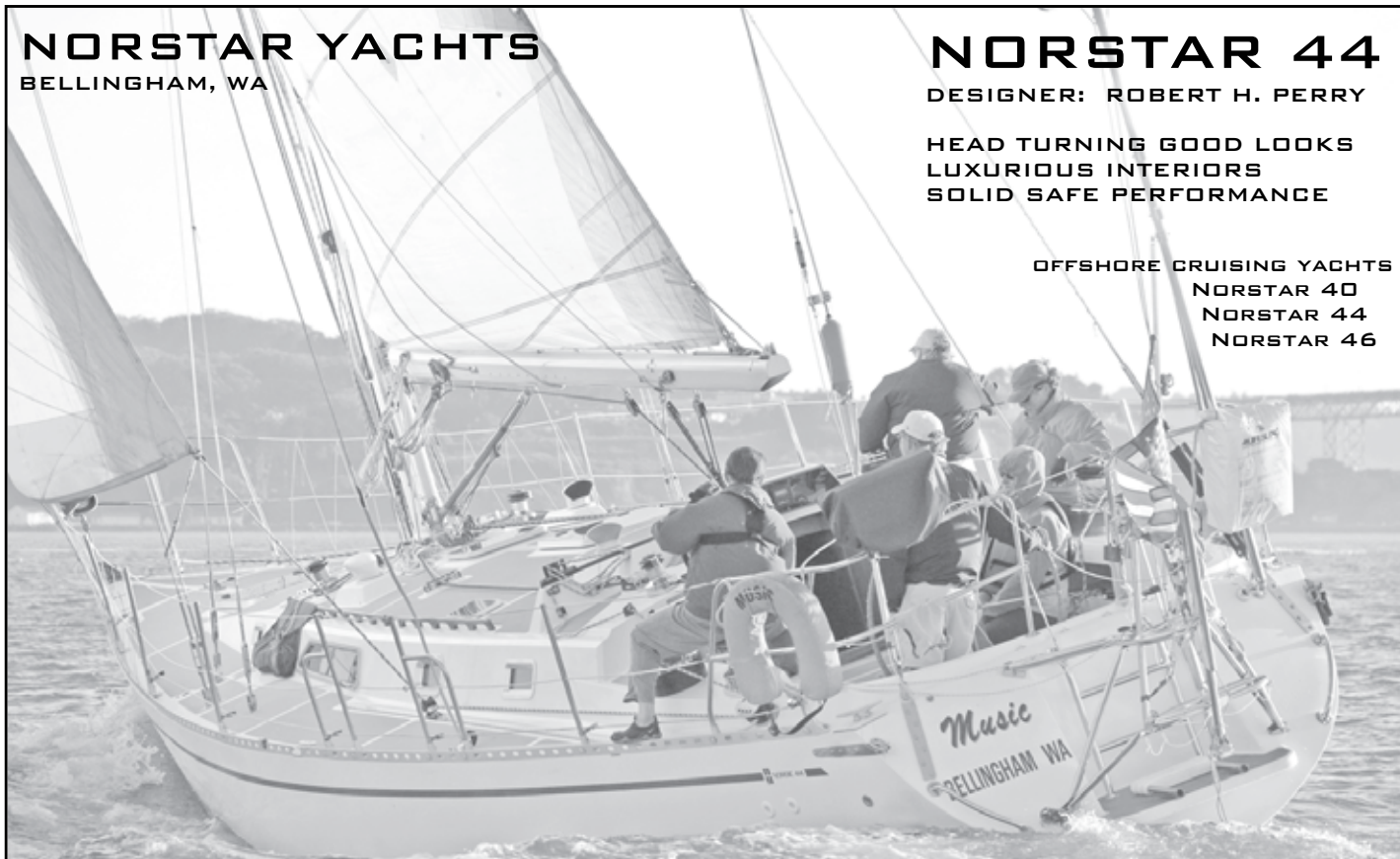
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LETTERS

time — becoming a communication link to *WindChild*.

Michael is home healing. He is a loved, valued and respected member of our community — we are very happy we will continue to have him with us. *WindChild* is cruising the Marquesas right now, learning about the people and places there. Here at home, we're finding we look at each vessel, airplane, USCG helicopter and emergency vehicle that passes nearby with greater respect and understanding. We never anticipated that a rescue of this magnitude was possible. We thank everyone involved in making it happen and we appreciate your commitment to helping others. We are simply grateful. Thank you.

Jean Heessels-Petit
WindChild, Beneteau First 36s7
Sequim, Washington

↑↓ OUR BAD!

I work on a dive boat out of San Diego named *Horizon*. Not long after the start of last year's Ha-Ha, I was awakened at three in the morning and asked to come up to the bridge. Upon my arrival, I was surprised to discover that we were steering a big donut around a sailboat — lighting her up with all our lights. The skipper was yelling, "Fuckin' blowboaters, they keep steering right at me!"

As I've owned sailboats for over 20 years and done the Ha-Ha a bunch of times, I quickly figured out that the sailboats were steering right at us to hit our three-ft wake at a good angle. "Oh, really?" the skipper said. "Oops."

So from everyone on the good ship *Horizon*, a sincere apology to the dozen or so boats in the Ha-Ha that encountered a powerboat that blasted you with a million-or-so-candlepower light in the middle of the night while running donuts around you. So sorry, our bad.

Mike
s/v *Flotsam*, Oceanside
m/v *Horizon*, San Diego

↑↓ IT'S LIKELY AS OLD AS THE COASTIES THEMSELVES

Like *Latitude*, I'm also not sure who originally coined the term 'Coasties' for referring to members of the United States Coast Guard. But I do know that when I was in the Navy in the late '60s and early '70s, we always referred to the guys in the Donald Duck hats as 'Coasties'. So the term is at least 40 years old.

Steve Yoder
Siempre Sabado, Westsail 28
Newport, Oregon

Steve — As we mentioned, given that it's such an obvious nickname, we were under no illusion that we coined it. In fact, the term is likely to be almost as old as the Coast Guard.

↑↓ JEFF BRIDGES' CAREER AS A COASTIE

I'm glad you invented the internet because, unfortunately, the term 'Coasties' was being used way before *Latitude 38* was conceived. I was in the Coast Guard from '67 to '73, and the term Coasties was regularly used by the Coast Guard personnel from before I got in. In fact, my company commander used the term when I was in boot camp.

Remembering that this was the Vietnam War era, other terms used were 'Draft Dodgers Yacht Club', 'Canoe Club' and 'Shallow Water Navy'.

I have lots of memories of those times, but the coolest involves Academy Award Winner Jeff Bridges. He and I were in the same unit at Terminal Island in Los Angeles. He was



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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.

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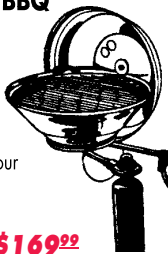
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about 20 then and also going to acting school. He pretty much kept to himself, and spent most of the time over in a corner reading a script.

We used to get inspected at the beginning of every meeting. The commanding officer was a real asshole, so if your hair was too long, you had to stay after and help clean up. Poor Jeff's hair was always too long and the CO made it a point of making him stay after almost every meeting to clean up.



THE DUDE

Jeff Bridges's response to his CO in the Coast Guard when his hair got too long? "Calmer than you are."

Jeff's dad was Lloyd 'Mr. Sea Hunt' Bridges, and the CO didn't like the fact that he was somehow 'privileged'. But heck, all of us who were in the Coast Guard Reserves were 'privileged' because it kept us from having to go to 'Nam.

Alan Shirek
Tao, Excalibur 26
Santa Barbara

Alan — Just to be clear, as we said before, we were never under the illusion that we coined the term 'Coasties'.

↑↓ **"I TOLD HIM TO STICK HIS COURSE UP HIS . . ."**

I was one of the unwitting customers of Boguslaw 'Bogus Bob' Norwid's Discovery Sailing Academy. My nightmare trip with him was in '04-'05. After the first week, I told him that I was firing him as an 'instructor', and that he could stick his course up his you-know-what. That took a lot of his controlling power away for the remainder of the trip. Many other unpleasant things happened onboard, but I'll spare you the details. There is a Facebook community where some of his victims claim to have received licenses — no doubt bogus ones — from this twit!

Considering that Bob has no captain's license and his trips are not registered as a commercial enterprise, I think it's a no-brainer that he shouldn't have been operating as anything but a pleasure vessel. He certainly shouldn't have been taking money to take students offshore.

Hopefully, Bob will get what he deserves — which would include losing his 45-ft cutter, having to reimburse the Coast Guard and others for search and rescue expenses, and having to face lawsuits from students he held as virtual prisoners. He should also rot in hell.

Carole Gagne
Nanaimo, B.C.

Carole — Our sentiments exactly.

↑↓ **THE FREEDOM TO BE FOOLS**

Because Boguslaw Norwid's Discovery Sailing Academy was a commercial enterprise, *Latitude* asks whether it follows that the skipper was obligated to report the vessel's whereabouts after she became long overdue. 'Obligated?' Whatever happened to the freedom of the seas?

I believe the responsibility for what happened belongs to those who signed up to sail with the guy. They should have investigated his operation, then decided whether or not they wanted to get involved with him and his boat.

Was the skipper negligent for not allowing his clients to contact their anxious families? Yeah, he was negligent for that — and a lot of other things. Bob is obviously marching to the beat of a different drummer, so anyone who signed up with

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LETTERS

him as crew — indeed, who signs up on any boat — needs to perform due diligence before hauling their seabag down to the dock. If things get out of control — which they obviously did — the skipper can always be declared incompetent and the crew can take over. Yes, mutiny. It's a venerable option at sea. But the bottom line is that the responsibility lies with individuals who signed on as crew, because the last thing I want is more government regulation.

Should such a vessel be required to carry some type of long-range communications devices when operating offshore? I have personal issues with the word 'required'. I don't like the idea of having to wear a bike helmet or seat belts, so why would I think there should be a requirement about communication devices? Now, I totally believe that every vessel should have electronic communication devices — and a lot of other safety gear — onboard. My vessel has them. It takes a fool to not want them. But I believe in the freedom to be a fool if a person chooses to be one. And the freedom for the crew to be fools if they sign on with a skipper who is a fool.

Rich Johnson
Three Eagles, MacGregor 26
Sequim, Washington

Richard — Sorry, but we think your position that Norwid's clients were responsible for the situation they found themselves in is preposterous. We don't believe in excessive government regulation either, but we sure as hell believe in full disclosure by all business. Would you not agree that food companies should have to list all the ingredients in their processed foods? Or should it be left to each customer to perform 'due diligence'? Should banks have to disclose what they charge for ATM withdrawals and late fees, or should customers have to search for that information themselves? Should car companies have to list the fuel efficiency of all the vehicles they sell? Of course they should.

Similarly, we absolutely believe there should be full disclosure — as there normally is — by individuals and companies offering offshore sailing instruction. These individuals and outfits should have to provide detailed descriptions of where they are going and how long they expect to take to get there, and disclose the qualifications of the skipper as well as the condition of the boat. In addition, all possible risks and hardships should be disclosed, as well as what safety and communications equipment will be onboard.

If Norwid had provided full disclosure for his latest offshore trip, his ad would have read as follows: Offshore sailing trip of unknown time, distance and destination, led by an uncertified instructor on an uncertified boat, during which students will not be permitted to contact relatives, even if more than a month overdue." Had there been full disclosure, nobody would have signed up and all the grief would have been avoided. Furthermore, there would be no need for mutinies — which history has shown tend to be bloody affairs.

See this month's Sightings to find out more about the investigation of 'Bogus Bob'.

STUDENTS SHOULD KNOW WHAT TO ASK

Latitude asked if the skipper of *Columbia*, because he was running a commercial enterprise, was obligated to report the boat's whereabouts once she became long overdue. I say absolutely. I'm not sure there is a specific regulation that requires this, but common sense would require a float plan and communications capability to update the plan if needed.

Was the skipper negligent for not attempting to contact the outside world, knowing his client's families would be anxious? I say 'no'. The clients/crew have to bear some responsibility



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LETTERS

for understanding what they were getting into, the capabilities of the boat, and what opportunities there would be for communications.

I have run dozens of coastal and ocean-crossing charters and, even when just running down the coast to Catalina, most folks thinking of signing up ask me if there will be a satphone aboard, and what other communication gear there will be. Despite the fact that I always list all the gear in the info package sent to potential crew, they ask anyway.

On the flip side, if Norwid claimed that he had communications capability but didn't, it would have been fraud and negligence. Or if the crew signed up for a five-day coastal cruise, and he took them straight offshore for five days, that would be another issue entirely.

Should such a vessel be required to carry some type of long-range communications device when operating offshore? I say 'no'. There are Coast Guard and SOLAS regulations in place, and they dictate the minimum safety gear required. If Norwid wanted to run a primitive charter boat, carrying only the bare minimum required, he should be allowed to. It should be advertised as such, and any potential crew/clients should know about what is onboard and what isn't. And they should know to ask about it, too, no matter what was in the advertising.

David Kory
100-ton Coast Guard License

David — Your position on the responsibility of the person or organization offering offshore charters seems inconsistent with ours, and sometimes backward. We feel very strongly that it's the responsibility and obligation of the person offering the instruction and adventure to make sure potential customers clearly understand every aspect of what they might be getting into. How are students — in other words people who know little or nothing about offshore sailing — supposed to be able to realistically evaluate what is being proposed? Indeed, people offering offshore sailing instruction should provide answers to all the questions potential students don't know enough to ask. Or else it's a perfect opportunity for the unscrupulous to fleece and mistreat the innocent and unknowing. Full disclosure, not fleecing the unwitting, is the first rule of all honorable business transactions. And if your transaction isn't going to be honorable, why are you doing it?

After our doing some research and consulting with several professional mariners, it appears that Columbia probably was not obligated under international law to maintain radio communications due to its small size. But if we'd been on Columbia and Norwid wouldn't let us use communication equipment to let our family know that we were all right, we'd have knocked his block off. And if he didn't have the necessary communications equipment, we would have knocked his block off again.

If someone wanted to do an absolute bare bones primitive charter, we wouldn't have a problem with that — as long as that's made clear at the outset, and what exactly that entails in pounded into the brains of the potential customers.

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

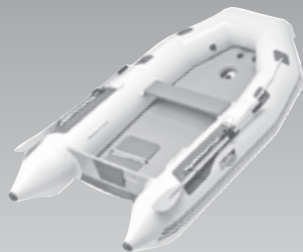
We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications.

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

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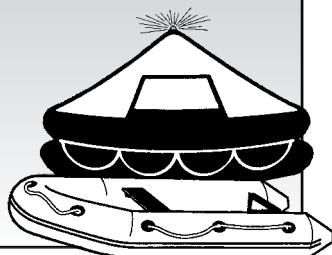
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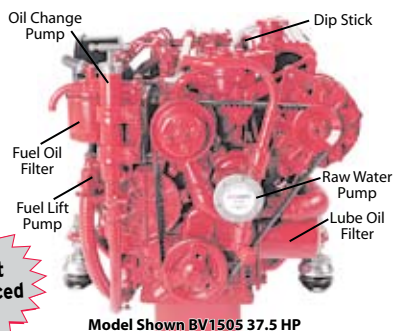
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LOOSE LIPS

Sharing Pints & Latitudes

"I took this cute photo of friends Mike and Sue Proudfoot just after giving them the April and May editions of *Latitude 38*," writes Jay Gardner of the Bay charter boat *Adventure Cat*. "Mike and Sue have sailed their 38-ft wooden Ingrid ketch, *Farida*, from San Francisco through the Canal, up the eastern seaboard and across the Atlantic to Ireland, Scotland, Norway, Sweden and England. Right now they're on their way to the Med. We met up last week at a 900-year-old pub — Pandora Inn — near Falmouth, England."

Gardner went on to explain that the *HMS Pandora* was the 114-ft three-masted square-rigger that sailed from



JAY GARDNER

Mike and Sue were so busy reading, that they barely had time to drink.

Portsmouth in 1790 in search of the *HMS Bounty* and her mutinous crew. Though Fletcher Christian and his followers had already taken refuge on the then-uncharted Pitcairn Island, Captain Edward Edwards managed to capture 14 mutineers happily living and procreating on Tahiti. On August 21, 1791, *Pandora* was on her way home when she foundered on the Great Barrier Reef. All told, only 78 of the 134 men who'd been aboard at the start of the journey survived. Captain Edwards was exonerated for the loss after a court martial, but his reputation was damaged by his prisoners' claims of cruel treatment and he never received another sea-going command. At some point during his shore-based life, Edwards apparently purchased the pub that Gardener and the Proudfoot's visited.

The Wackiest World Record?

Although some sailors regard him as a nut case, there's no denying that artist/adventurer Reid Stowe has accomplished his goal: to set a world record for remaining at sea for more than 1,000 days — that's more than 2.5 years — without re-supplying or touching land. Having already passed the 1,000-day mark in January, Stowe is scheduled to arrive at New York June 17 aboard his 70-ft gaff-rigged schooner *Anne* — the 1,151st day of the epic voyage. *Anne* sailed from New York on April 21, 2007. He will meet his son, who was conceived on the trip with then-first mate Soanya Ahmad, for the first time when he arrives.

Although the schooner is classically rigged, she is equipped with a variety of modern devices, including solar panels, a laptop, an iridium satellite telephone, and a Metocean tracking unit that has verified Stowe's track during his curious cruise. (See the Google map at www.1000days.net.)

As Stowe arrives to the cheers of well-wishers, we predict that the question on journalists' minds will be: "Why?"



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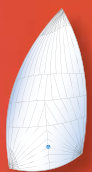
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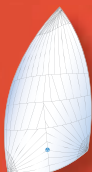
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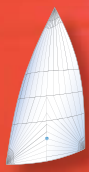
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SIGHTINGS

jessica watson, circumnavigator

More popular than Paris Hilton and more talked about than Miley Cyrus, since sailing into Sydney Harbor on May 15, Jessica Watson has become Australia's most famous teenager. Followed by paparazzi at every step, the Mooloolaba teen rocketed to stardom when she

became the youngest person — 16 at the time of her finish — to sail solo, non-stop, and unassisted around the world aboard her S&S 34 *Ella's Pink Lady*. She sailed 23,000 miles over the course of 210 days. Despite the fact that no record-keeping organization officially recognizes 'youngest' and 'oldest' sailing records out of safety concerns, Watson has been lauded as a national hero by none other than Australian Prime Minister Kevin Rudd.

"I don't consider myself a hero," she said in response to Rudd's proclamation at her welcoming celebration. "I'm an ordinary girl who believed in a dream. You don't have to be someone special or anything special to achieve something amazing. You've just got to have a dream, believe in it, and work hard."

Watson was greeted in Sydney by more than 1,500 boats and 75,000 fans, not the least of whom was the young man from whom she stole the record of 'young-

est solo circumnavigator', Mike Perham. Last year, the Brit snatched the title from Californian Zac Sunderland shortly after the latter finished his circumnavigation. Both were 17 — Perham two months younger than Sunderland — and neither sailed non-stop.

Now it seems as if Watson not only stole Perham's record, but has stolen his heart as well. Speculation ran rampant in Australian gossip rags in the days following her return — he was the first person to board *Pink Lady*, they were seen together often, he even called Watson's mother his "future mother-in-law." Late last month, Watson, who celebrated her 17th birthday with Perham three days after finishing, confirmed their relationship — all while her manager denied the connection. Last month, the pair planned to sail *Ella's Pink Lady* back to the Sunshine Coast last month, where Watson will continue her education and write a book. And if her well-written blog entries are any indication, it will be a gripping read.

— ladonna

derek m. baylis still treads lightly

All the recent attention being given to plastics, and the fact that much of it ultimately ends up in the world's oceans, has been important in getting the message out to the masses. But efforts like the those of David de Rothschild's *Plastiki* project aren't the first of their kind. Closer to home, the non-profit Sealife Conservation's program with the Wylicat 65 *Derek M. Baylis* has been doing this since the boat was launched in April of '03. But where the *Baylis* differs — aside from being, oh, just about 400% faster than the *Plastiki* — is that anyone can go sailing on it! With programs like summertime sailing from the Monterey Bay Aquarium, charter work for school groups and private parties, and seaborne trash-collection and surveying missions, Sealife Conservation uses the *Baylis* to educate the public about issues close to the heart of most sailors: reducing the amount of single-use plastics that find their way into the oceans, and sustainable fisheries. The *Baylis* does this while using little fossil fuel and introducing a whole

continued on outside column of next sightings page

perdock

Lake County Sheriff Rod Mitchell confirmed last month that his one-time right-hand man Russell Perdock was fired from the Sheriff's Office in April. No reason for the termination was given, and it appears Perdock has appealed the decision.

Perdock was the man behind the wheel of a speeding powerboat that, on the night of April 29, 2006, slammed into the nearly motionless sailboat *Beats Workin' II* on Clear Lake. Lynn Thornton, 51, was critically injured in the accident, and died three days later.

Instead of placing Perdock on administrative leave immediately following the accident, Mitchell waited for three years to take the action — coincidentally during



Seven months after starting, Jessica Watson, 16, triumphantly sailed into Sydney as the youngest non-stop solo circumnavigator.

AP PHOTO / ROB GRIFFITH



LATITUDE / ROB



fired

with a backlash of public opinion during last August's trial of Bismarck Dinius, the hapless sailor who happened to have his hand on the tiller of the sailboat at the time of the accident. Dinius — who had the support of Thornton's family — was ultimately acquitted of all charges, but the cost of his defense was astronomical.

Perdock's dismissal came at a critical time during the re-election campaigns of Mitchell and District Attorney Jon Hopkins, who insisted on trying Dinius instead of Perdock. Another coincidence? As Dinius told us, "One down, two to go. Hopefully the elections will take care of Mitchell and Hopkins."

— *ladonna*

baylis — cont'd

legion of people — 14,000 and counting — to sailing.

Every once in awhile, a quotidian obstacle gets between you and an invitation to go sailing. Recently we were asked to jump aboard the *Baylis* for a breeze-on delivery from the Bay down to Santa Cruz. We wanted to go, but couldn't, and have been kicking ourselves ever since. On that trip, *Baylis* Master Mark 'Mr. 24.5' Kocina and Sealife Conservation managing director and relief captain David Robinson sent the lithe cat-rigged ketch all the way to Santa Cruz. After a wet beat to the Lightship, in only six hours Kocina set a new boat record of 24.5 knots!

That's not too bad for a 35,000-lb boat; and even better when you consider that this 35,000-lb boat is Coast Guard-certified to carry 49 passengers while only requiring two crew! Although Kocina and Robinson keep the passenger loads to around 35, designer Tom Wylie told us the practical and philosophical considerations related to the boat's mission which drove the effort to get COI'd for such a high

continued on outside column of next sightings page



ERIC SIMONSON / WWW.H2OSHOTS.COM



Plastic, it's what's for dinner (clockwise from above) — This represents the single-use plastic stomach contents of one baby albatross; Captain Mark Kocina prepares a crab pot used for showing guests a benthic sampler off Monterey; the Derek M. Baylis; for the last six years, the crew of the 'DMB' have been trying to get the restaurants of the Monterey wharf's chowder gauntlet to abandon styrofoam sample ramekins — on arriving in Monterey, 'DMB' naturalist Shawna Peak found that some had switched to reusable steel cups; Managing Director David Robinson brings the 'Derek M. Baylis' into her summer homeport.



LATITUDE / ROB

SIGHTINGS

baylis — cont'd

number have become even more imperative since.

"With class sizes getting larger and larger, I didn't want to be the guy to tell a kid, 'Sorry, you can't go,'" Wylie said. "At the same time, no non-profit out there has the resources for extra paid manpower."

We missed that earlier delivery, but were invited aboard the following week to help sail the boat from Santa Cruz to Monterey. Sailing under full main and no mizzen, the boat — named for the Northern California sailing icon who, among other things, is credited with creating the modern winch and engineering the seawater systems for the Aquarium — powered ahead in about 22 knots of breeze. The speedo sat at a consistent 14 knots with the boat quietly sliding through the water, its wake almost imperceptible.

During that time, Robinson walked us through the program and

continued on outside column of next sightings page

kalahar's

The human brain has some remarkable ways of dealing with extreme situations. In instances of severe trauma, for example, it seems to shut down certain body and brain functions — such as memory — and switch into survival mode.

For Mike Kalahar that was probably a very good thing. As reported last month, he was badly injured on April 1 in the middle of the South Pacific while sailing to French Polynesia as crew aboard the Washington-based Beneteau 36s7 *Wind-Child*. When we spoke with Mike recently he explained, "My first real awareness of

Spread, the race between 'Adventuress' and Town Hall Seattle (not shown) was neck-and-neck all the way to the finish line, but the old San Francisco Bay Pilot schooner took top honors. Inset, Captain M.B. Armstrong teaches a young sailor how to steer a course.



recovery

what had happened was when the parascuemen came aboard." That was 12 hours after he'd gotten lashed across the throat by the mainsheet assembly during an accidental jibe, which simultaneously slammed the back of his head into a winch. In the process, he was knocked unconscious, sustained a concussion, and nearly bit off his tongue. He says memories of the first two weeks after the mishap are still hazy and surreal.

If you read our full report on Kalahar's air evacuation last month, you can appreciate

continued in middle column of next sightings page



ELIZABETH T. BECKER



baylis — cont'd

how they've employed "geotagging" to document and track the marine debris they recover whenever they go sailing. The process involves taking a photo of the recovered debris and marking the photo with the lat and long. That data is imported into a map which shows where the debris was recovered. This information is then used to educate the public and lawmakers alike with concrete data that's helping the effort behind two bills currently under consideration in the State Assembly. If passed, they could ban plastic shopping bags and styrofoam takeout containers statewide.

Part of the boat's mission is to be a sustainable aperture to the marine world; one way it does this is with its sails. The *Baylis* uses less fuel in one season sailing on Monterey Bay than one of the party boats uses for a two-day rock cod trip to Big Sur! But while being sustainable does make the bills smaller, it doesn't eliminate them entirely. Part of being sustainable is being able to sustain the program. That's where the boat's charter work and scheduled weekend sails out of Monterey pick up the tab. For about \$70, you can go for a three-hour sail and get the benefit of Robinson and Kocina's comprehensive understanding of the plastics polemic. This type of work has helped keep the program going since non-profit funding went the way of the Dow.

As the Deepwater Horizon oil well continues to spew hundreds of thousands of gallons of oil into the Gulf of Mexico, more people are starting to recognize that minimizing their carbon footprint is an imperative, not an option. There may not be a better tool than the *Baylis* for helping people make that shift. You can do your part by going out on the boat; find out how at www.sealifeconservation.org.

— rob

adventuress sails to victory

Although she'd only been launched the year before, the 133-ft schooner *Adventuress* had already sailed from Maine to Alaska when she arrived on San Francisco Bay to work as a Bay pilot boat in 1914. John Borden, the founder of the Yellow Cab Company, had commissioned Bowdoin B. Crowninshield to design — and the Rice Brothers' Yard in East Boothbay, Maine to build — the gaff-rigged schooner for the specific purpose of sailing to the Arctic to hunt bowhead whales. Sailing Southeast Alaska must not have agreed with the adventurous millionaire as he sold the yacht in Seattle that fall to the San Francisco Bar Pilots' Association — *without* having bagged a single trophy.

With her rig heavily modified to accommodate Bay winds, *Adventuress* plied our waters for more than 30 years — transferring pilots to ships waiting to enter the Bay — before being decommissioned and left to rot in 1951. *Adventuress* passed through a number of hands — including those of Seattle chandlery owner "Doc" Freeman, who relocated her north, and Ernestine Bennett, who restored her — before eventually coming into the possession of Sound Experience, a Puget Sound youth sailing program.

Named a National Historic Landmark in '89, *Adventuress* was one of 25 sites selected to participate in the \$1 million Partners in Preservation initiative, sponsored by American Express and the National Trust for Historic Preservation. While all 25 were eligible to receive a grant, only the winner of the popular vote was guaranteed one — *à la* American Idol. Age and rot have taken

continued on outside column of next sightings page



ELIZABETH T. BECKER

The kids are the real winners — they'll get to continue sailing.

adventuress — cont'd

their toll on *Adventuress*' transom and the \$125,000 top prize would just cover the repairs. In an effort to keep this historic ship sailing, as well as to support their mission to educate 3,500-plus kids and adults each year about Puget Sound's ecosystem, we encouraged *'Lectronic Latitude* readers to 'Vote for the Boat' in last month's contest.

"Thanks again for getting the word out," wrote Jim 'Kiwi' Ferris, a member of Sound Experience's board of directors. "I'm sure the press helped us to secure the win." We have no idea how much it helped but we're thrilled to have contributed in some small way to the *Adventuress*' narrow win of the popular vote.

In a surprise twist, the second place contender ended up a winner as well. "In an impressive challenge never seen in the history of the Partners in Preservation program," noted a press release sent out by the sponsors, "Town Hall Seattle also staged a comeback resulting in several swings of the tally on the final day of voting. In recognition of the extreme closeness of the competition and the extraordinary efforts of both organizations to rally support, Town Hall Seattle will also receive its full grant request of \$125,000."

Congratulations to Sound Experience and Town Hall Seattle on staging a thrilling race!

— ladonna

work a little, cruise a lot

"After surviving two tsunamis, three cyclones, pneumonia, dengue fever, ear infections, a dog bite, a frustrating government job, altercations with a loser neighbor, and nearly constant noise and foul aromas from a nearby tuna cannery over the past eight months, we are ready for a new neighborhood." So wrote cruiser Kirk McGeorge of the *St. Thomas*, USVI-based *Hylas 47 Gallivanter*.

Kirk, his wife Cath, and young son Stuart decided last fall to make an unplanned layover in American Samoa in order to fatten up their

cruising kitty. When Kirk told us how easy it was to find work in that American territory, it inspired us to solicit info from readers on working in other locations while cruising. We got some very interesting responses, but it'd be great to have more. So if you've found work while cruising in foreign waters, we'd love to share your experiences with our readers — anonymously, if you wish — in an upcoming feature article. We're interested to know where you found work, doing what, and for approximately what wages. Plus any additional tips you'd like to share on the best and worst places

to work, and the most marketable professions or skill sets. (Email andy@latitude38.com)

By the way, although the *Gallivanter* crew definitely endured some challenges during their stay in American Samoa, they also left with some fond memories. As Kirk puts it, "On the bright side, we've enjoyed the generous hospitality of some of the friendliest 'savages' we've ever shared a tropical island with. Cath firmly re-established her star status (as an on-air personality) with global FM radio. Stuart became a television star in his own right, *Gallivanter* is in better shape than ever, we made some great new friends, made a bit of dough, and learned how best to surf a 31-ft tsunami with a 20-ton yacht! God willing, we'll return here some day."

— andy

kalahar



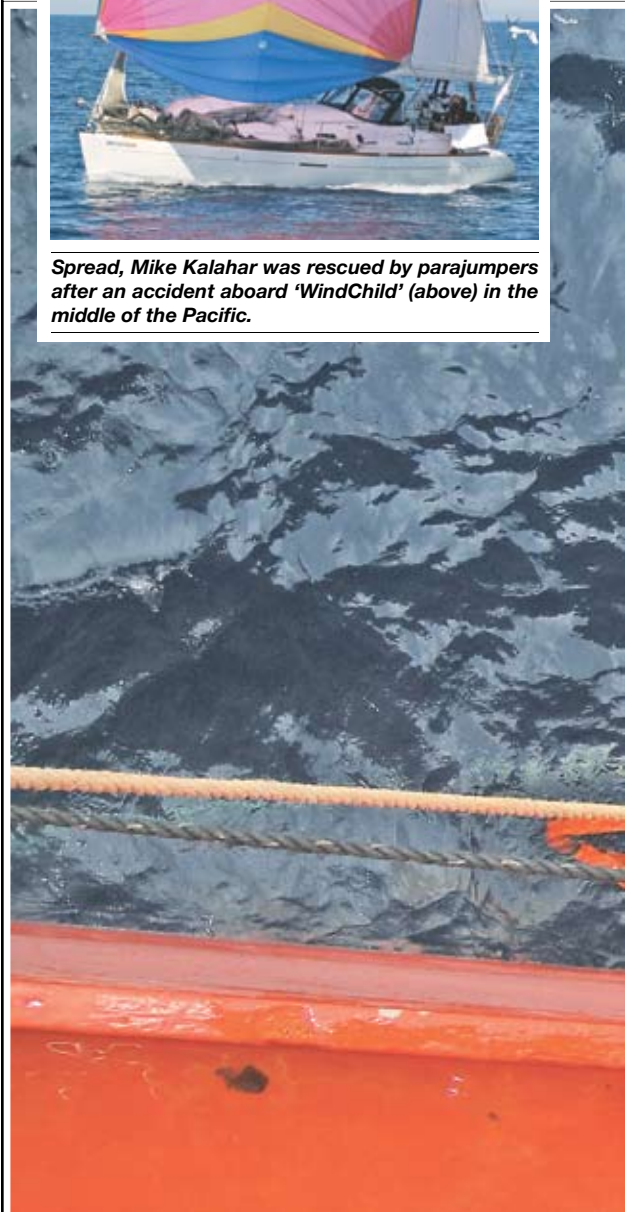
LATITUDE / ANDY

Spread, Mike Kalahar was rescued by parajumpers after an accident aboard 'WindChild' (above) in the middle of the Pacific.



LATITUDE / ANDY

Kirk McGeorge spent time working in American Samoa to fund his cruise.



— cont'd

ciate what a phenomenal effort was made to rescue the Washington-based sailor. No one is more in awe of that effort than Kalahar himself: "The PJs (pararescue-men) seemed so humble at the time, yet their skill level was phenomenal, and they all had a really good bedside manner. . . I have worked for the government for 35 years and have never seen an operation of that size come together so fast and efficiently." We're happy to report that Kalahar's health continues to improve. And while he is not yet 100%, his wounds have healed and he is able to walk five miles a day — the 56-year-old sailor works for the National Parks in Washington State.

— andy

pretty in pink

Charter skipper Kirsty Morrison hatched her "I have a dream" scheme after sailing in Antigua's 2007 Classic Yacht Regatta where she fell head-over-heels for the Carriacou-built sloops. Smitten with their Easter egg color schemes and tradition — internal ballast and deadeyes — she set out to acquire one that could be perfectly painted for an all-female crew.

The universe was listening because months later she spotted her dreamboat 'liming' at anchor in the Grenadines: the 37-ft *Pink Lady*, built on a beach in '75, was enjoying her golden years as the icon of Palm Island after an illustrious fishing career. Morrison learned it wasn't for sale, lease or charter but after a relentless email campaign with owner Robert Barrett, she finally wore him down and he agreed to let her sail it to Antigua for the 2010 Classic.

The 300-mile trip included a haul-out in Carriacou, retrofitting used sails from Bequia with customary PVC pipe battens, an engine in St. Vincent, and nasty weather all the way north to Antigua, where

continued on outside column of next sightings page



SPREAD: USCG / PO 3CL HENRY G. DUNPHY; INSET: LATITUDE / ANDY

SIGHTINGS

pink — cont'd

the next issue surfaced. The boat, never registered with numbers on the very official customs form, perplexed the officer. He summoned the chief who, after much head scratching, filled in the box with hull number 00000.

While tacking along the pink path, Morrison extended invites to a number of ladies, but who would show remained a mystery. The night before the first race, a globetrotting team of 10 appeared sporting a uniform of bikinis, mini skirts, and *Pink Lady* hats that instantly became collector's items.

A Baywatch moment occurred before the first race when a buoy fouled the prop, prompting several flamboyant dives from the deck to free it. Out on the course, the rail of pink-on-pink dazzled the fleet, luring captains, crew and cameras into close quarters with *Pink Lady*. Respectful skippers chose to duck her rather than steal pink air, and every boat that passed hooted, whistled, and emptied air horns. Some men lifted their shirts hoping in vain that the girls would follow.

continued on outside column of next sightings page

bogus bob in

The extent some people will go to in perpetrating a fraud never ceases to amaze us. Take, for example, the case of Boguslaw 'Bob' Norwid, who is now the focus of scrutiny by the maritime authorities of several nations.

Regular readers will recall our recent reports on the widespread search for Norwid's sail training vessel *Columbia* — supposedly a British-flagged vessel — which ended on April 11 when she limped into Coquimbo, Chile, nearly six weeks behind schedule. She had been completely incommunicado throughout her 86-day offshore voyage, which caused great concern among relatives of the three paying Yachtmaster's course candidates



JANET HEIN

the spotlight

on board, and led to both government and media scrutiny of Norwid and his operation.

We've yet to hear the result of the Chilean government's investigation of Norwid's activities, but British authorities have made it perfectly clear that Norwid had no business operating as a commercial UK vessel or offering Royal Yachting Association (RYA) Yachtmaster courses. Enforcement Officer David Lee of Britain's Maritime & Coastguard Agency explains: "SS *Columbia* has never been registered as a 'commercial vessel', and by taking fee-paying crew, the owner has breached legislation made under the Merchant

continued in middle column of next sightings page

Cotton candy or eye candy? Both! The crew of 'Pink Lady' certainly turned heads at last month's Antigua Classic Yacht Regatta.



pink — cont'd

A magenta Sharpie embellished team shirts with *Pink Lady* nicknames such as 'Psycho Betty', 'Killer B', 'Scary Mary', 'Tipsy Gypsy' and 'Thirsty Kirsty'. Spray and rain ran the ink into a frightening font, empowering the ladies to haul harder on lines and sheets, all without a winch.

The frenzy on the racecourse was matched only by the presence of the ladies ashore at each sanctioned Classic party and every event that erupted in between. Their spirit was infectious — like a red shirt in a load of whites, it turned everything pink. And to sanction that, a first-time award, donated by legendary D. Randy West, was bestowed upon them at the awards ceremony: 'Most Attractive and Enthusiastic Crew'.

Days later a photo of the team appeared on the Times Square jumbo screen; plans have already begun for next year, and it's rumored their future just might be red . . .

— jan hein



JAN HEIN

The gals picked tough names to balance their girly uniforms.

all black and blue — and lovin' it

As some readers might remember, 3½ years ago the publisher of *Latitude*, deciding there was more to life than work, bought a six-year-old Leopard 45 catamaran out of The Moorings charter yacht management program and put her in a secondary yacht management program with BVI Yacht Charters in the British Virgin Islands. The goal was to use the cat in the Caribbean for two or three months in the high season each year, without its costing us a bunch of money or our having to worry about things like bookings, repairs, haulouts, and what to do when a hurricane approaches.

We promised to report periodically on how the arrangement has been working out, and this is the latest report. In summary, we can say that when we think of our 'ti *Profligate*, we think of black and blue — but in a good way. When we say black, we're referring to the bottom line. Despite using our cat an average of more than two months a year in the high season — a retail value of nearly \$50,000 a year — we haven't had to put a cent more of our own money into her. Indeed, a couple of years ago we took roughly \$7,000 out, and currently have a credit of something in the range of \$10,000. The credit would be much higher if we'd used the cat during the summer low season and had her more available to charter in the winter high season.

The proceeds of the charters have covered all expenses over the years. This includes things like annual insurance, a new main, a new forward trampoline, new salon cushions, a new dinghy and a new outboard, and four new house batteries. And these things aren't cheap. In the Caribbean, for example, four 4-D house batteries cost \$1,500. The proceeds have also covered things like a new water pump and starter on the port engine, and frequent maintenance on both engines. By the way, both 52-hp Yanmars now have about 7,000 hours on them, run like tops, don't smoke, and should have at least another 10 years of good service in them. Diesels thrive on being used. The proceeds have also covered the cost of annual haulouts and whatever work was necessary during those haulouts.

When we say blue, we're referring to the beautiful blues we see when sailing on and swimming in the Caribbean Sea. We love sailing to new places in different parts of the world, but when it comes to pure sailing in a pure natural environment, we haven't found a place that can compare with the Caribbean. And when we wake up in the morning, we stumble back to the transom and hurl our half-awake body into the 80 to 82 degree water. The sensations we feel when we plunge through

continued on outside column of next sightings page

SIGHTINGS

'ti profligate — cont'd

the blue water are enough to make an atheist believe in God.

The other huge positive of the arrangement has been convenience. BVI Yacht Charters has taken care of everything. And we mean everything. All we've ever done is call them up to tell them when we want to use the boat, and give them the list of things that need to be fixed when we return the boat. It's been that easy. And as we'd hoped, we

haven't had to worry about bookings, insurance, repairs, hurricanes, haul-outs or anything else. Given all the other stuff there is to worry about in life, that's been really nice.

One terrific feature of the BVI Yacht Charters management program is that they let owners use their boats as much as they want in high season. You can't do this with The Moorings or Sunsail, which are the two primary top-tier yacht charter outfits. It's also our

understanding that most other secondary yacht management programs won't let you do it either. In our case, it was a make or break aspect of whether we'd go ahead with the deal or not.

The top-tier yacht management programs sometimes guarantee a certain amount of charter income a year. That's not the case with our program. But even with a poor global economy, 'ti Profligate has been a pretty busy little boat. During the eight-month period between November 1 of last year and July 1 of this year, 'ti Profligate will have been active nearly three weeks out of every four. Mind you, we'll have used the boat for eight of those weeks, and will have traded out another four weeks with friends for valuable consideration. The four months of late summer and fall, of course, are a different story, as virtually all charter boats are lightly used during that period. Call for those special deals.

One of our fears about having our cat in a yacht management program is that it might get beat up by charterers. It's a fear that has been unfounded to date. Anything that breaks on her has to be fixed, because she'll soon going to be out on charter again. As for general wear and tear, we think 'ti Profligate looks to be in very fine condition for a boat her age. Particularly the four double cabins, which inexplicably look as though they've rarely been slept in. Much of the durability of the cat is due to the fact that these boats were designed by and for The Moorings specifically for the charter trade. In cases where boats are built for private use, they often have lots of real wood and other luxury touches, while the Leopards have fiberglass liners and Formica. But stylistically, they look pretty darn good.

So what's the downside? There is only one, and it has more to do with our own personal problems than with the cat or the program. Overall, the Leopard 45 is a fine design that was ruggedly built with good materials. The boat doesn't creak or squeak, there are no cracks, and after 10 years, there is no sign of corrosion on the mast, boom or forward crossbeam. The cat is so tough, we think of her as the Westsail 32 of catamarans. We're not joking when we say she'll still be a perfectly viable cruising sailboat 50 or 100 years from now. Plus, The Moorings had these cats designed so repairs could be carried out quickly to insure as little charter downtime as possible. As such, you can remove things like her water tanks in 10 minutes and her fuel tanks in less than an hour. Compare this with two friends who have much more expensive cats and have had or will have to cut their decks up to remove their fuel tanks for repair.

Ergonomically, the Leopard 45 is a brilliant design, particularly in the spaciousness of the cockpit and all the cabins. The only shortcom-

continued on outside column of next sightings page

bogus bob

Shipping Act 1995.

"From what I have learned, this vessel did not carry a liferaft or minimum LSA (SOLAS lifesaving gear). . . In addition, the skipper does not appear to have any UK or equivalent certificates of competence. Former crew members have said that he frequently bribes officials in South America, etc., and I have made the Chilean maritime authority aware of this. I have also informed Canadian, Australian and North American maritime authorities, including USCG. His bonafides are doubtful and the French (Norwid claims to be a French citizen) are aware of his actions," Lee said.



'ti Profligate's spacious cabins appear to have hardly been used.



— cont'd

According to past clients, Norwid has been operating under shady circumstances for years and has allegedly also given out phony Yachtmaster's certifications. But now his operation may finally be shut down. In the meantime, this whole fiasco should serve as a strong warning to all who seek crew positions — whether paying for sail training or not — to carefully scrutinize the equipment and credentials of a boat's operator, before you step aboard. Norwid, by the way, advertises that "Beginners are preferred." And no doubt, naïve beginners are his greatest preference.

— andy

'ti profligate — cont'd

ing is that the salon table is a little too big, but that could be fixed with a power tool in about an hour. And it's more than compensated for by the fact that, despite being 6'4', we have standing headroom at the front of the salon and in the cabins.

No, the only downside we can think of is that, thanks to big *Profligate*, which is a very fast cat, we have speed issues. With big *Profligate*, we're used to frequently sailing at 10 to 15 knots or more in Caribbean conditions, and never pounding. We rarely get those higher speeds with 'ti *Profligate*, and there is some pounding in a variety of conditions. Some of the speed issues are because 'ti *Profligate* has a much shorter waterline than the big cat, and some are because the Leopard is more heavily built. Other speed-negating factors are that our little cat isn't equipped with a gennaker or spinnaker, and because BVI Yacht Charters won't let us replace the fixed three blade-props with folding props, there's significant drag. We figure the latter alone

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Spread, 'ti Profligate' limin' at anchor in the Caribbean. Insets, top to bottom: Little exterior wood translates to low-maintenance; the salon table seems a little big to us, but that could be easily remedied with a Sawzall; cooking is a treat in her well-appointed galley.



ALL PHOTOS LATITUDE / RICHARD

SIGHTINGS

'ti profligate — cont'd

costs us a knot or more.

The truth is that, like all cats, 'ti *Profligate* is not particularly fast in light air, and like most charter cats, she doesn't point very well or have the sizzling high-end performance that we lust after — although we once got her up to 14 knots with main and genoa. So to date, our one and only issue with our cat charter boat in the Caribbean is that she doesn't commonly do 12 to 15 knots. If you want to shed a crocodile tear for us, this would be the right time.

Offsetting the lack of sparkling high-end performance is the fact that 'ti *Profligate* has been a huge bang for the buck. We bought her for \$270,000, thinking that while she wasn't a super performance cat — none of the cats built for the charter trade are — she was nonetheless a great value, having probably depreciated in value about as much as she ever will. We still believe that's the case — as long as

continued on outside column of next sightings page

a 6,000-mile

These days, yacht brokers are pleased when any potential customer walks through the door. But when Dmitry Danilov showed up at Bearmark Yachts in Sausalito recently, broker John Saul immediately gave him his undivided attention. After all, Danilov had come all the way from Vladivostok, Russia in search of a solid family cruiser

After perusing a variety of options, the Russian settled on a well-maintained Catalina 380 in Long Beach, now named *Natsu*. Both Saul and the seller's broker, Rich Vaught of Vaught Yacht Sales, took Danilov under their wings and helped him



SCOTT JOHNSON

shopping trip

orchestrate a variety of upgrades.

Having spent years as a second officer aboard Russian ice-breakers that plied Arctic waters, Danilov is no stranger to offshore navigation or challenging weather. But he's never done a singlehanded offshore sailing trip before — and the route back home to Vladivostok, via the Marshall Islands, is close to 6,000 miles. But, hey, he's a tough Russian, and our bet is that he'll make it home safely.

What will he miss most about the U.S.? "I will be sad without Starbucks," says Danilov. "I will miss them."

— andy



Spread, Felix Knauth waves goodbye on what turned out to be his final voyage. He sounds like the kind of guy we wish we could have met. Inset, 'Feral' was reefed and well-trimmed when she sailed ashore. Her skipper, Tom Kirschbaum, was a guy we had met — and liked very much. Our thoughts are with the families of all the victims who lost their lives last month.



'ti profligate — cont'd

she's well maintained, she'll remain one of the best charter values in the Caribbean. Plus, she'll still be a fine and spacious yacht for cruising or living aboard.

Should you buy a boat in a yacht management program? Only you can tell. It would depend on what kind of deal you could get on a boat, the specifics of the yacht management program, your personal financial situation, and how it would compare with the other possible uses for your money. (By the way, banks will not make loans on boats to be used in yacht management programs.) All we can tell you is that we've been extremely pleased with how things have worked out for us to date. Your experience may vary. Naturally, if a hurricane were to destroy 'ti Profligate in August, and the insurance company went bankrupt, we'd be singing a very different tune.

Have a positive charter yacht management experience? If so, we'd love to hear from you at richard@latitude38.com.

— richard

four sailors lost in may

As sailors, we know and accept the dangers involved in our sport, but that doesn't soften the blow when we lose one of our own. Last month, we lost four.

The first, Felix Knauth, 80, led a fascinating life. He survived childhood polio — barely — but went on to become part of the first team to ascend Yosemite's El Capitan despite his having a disabled left leg. Not one to sit still for long, Knauth also cruised the West and East Coasts of North America in the '80s aboard his Aires 32 *Black Sheep*, eventually sailing her across the Atlantic to cruise Europe. An adventurer by nature, he didn't take 'retirement' easily and, after 15 months of it, decided to go sailing again.

Knauth sailed his newly acquired Santana 22 *Rose* from the South Bay to Monterey. Then, in the early morning hours of May 12, he slipped out of port bound for a summer of exploring the Channel Islands. The following day, his unmanned boat was found adrift off Pt. Conception. The Coast Guard reports scouring 8,100 square miles for any sign of Knauth before suspending the search on May 14.

The final three were all lost on one terrible day, May 23. Jeff and Beth Easterling, 59 and 50, respectively, were sailing north from Pillar Point near Ocean Beach when they fell or were washed off their Ranger 33 *Barcarolle* in rough conditions, according to Coast Guard Petty Officer Pamela Manns. "Someone at the Cliff House restaurant noticed the boat was in distress," said Manns. "We received the call at 4:30 p.m. and a 47-ft motorlifeboat was onscene at 5:15." The lifeboat crew found *Barcarolle* unmanned but couldn't immediately see anyone in the water. Beth's body was recovered around 7 p.m. while Jeff's body washed ashore the following morning. The boat later washed up at China Beach. Their daughter told a local newspaper that the couple had been getting ready to go cruising next year.

Farther south, 2008 Singlehanded TransPac veteran Tom Kirschbaum, 55, disappeared from his 26-ft International Folkboat *Feral* on his way home to Marina del Rey after competing in the Catalina Island Series-Emerald Bay Race the previous day. A gale had been forecast for the weekend, and reports confirm rough conditions for the first half of what was supposed to be a two-way race — the Long Beach YC race committee cancelled the second day due to the worsening conditions.

Kirschbaum's wife, Gayle, told the Coast Guard that she'd received an email from Tom around 9:30 that morning letting her know he was leaving. According to Petty Office Christina Bozeman, the Coast Guard

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lost sailors — cont'd

received a call at 3:40 p.m. that *Feral* had sailed ashore one mile south of the Santa Monica pier, basically on Venice Beach. First-responders found no one aboard. In all, the Coast Guard reports searching 2,000 square miles before suspending their search on May 24.

These tragedies have had a profound effect on the sailing community, especially on those who knew the victims. So while we sailors may happily accept the risks inherent in our sport, never lose sight of how those dangers can affect your loved ones — always strap on (a PFD) and strap in (a tether) when conditions become the least bit sketchy. We don't want to lose you.

— ladonna

taking your meds

As fun as sailing is in California, Mexico, the South Pacific and the Caribbean, sailors who've done it say that you 'shouldn't miss your Meds' — meaning you don't want to leave cruising the Med off your list. While sailing in the Med is never going to be dirt cheap, thanks to the California-style fiscal lunacy of Greece, it's now nearly 25% less expensive than it was a year ago. And as lots of cruisers have proven, it's still possible, if you're thrifty, to cruise the Med on a budget.

Who better to write a synopsis of cruising the Med than Sam Fleetwood, who met her husband Bill through a *Latitude* Crew List Party many years ago (check out their comments in our article on finding crew that starts on page 94)? The couple started out from their Gulfstar 50 *Blue Banana*'s homeport of Monterey years ago, and have spent the last three years in the Med.

"I could write a book but I'll try to keep it short. Sailing the Med is a far different experience than crossing oceans and hanging out in the tropics. When we arrived here in '07, after surviving 'Pirate Alley' off Somalia and emerging from the Red Sea, we were thrilled to find a modern civilization with all the amenities. Israel was our first stop after Egypt, and although it was expensive, the luxury of air-conditioned malls and real supermarkets was absolute heaven.

"Since then, we've visited Cyprus, Turkey, Greece, Croatia, Italy, Tunisia and Malta. We have explored fantastic walled cities, and marveled at the ancient ruins at Ephesus, Istanbul, Delos and the Oracle of Delphi. History is alive in the Med. For instance, having been to Brindisi and Gozo, it's easy for us to imagine the Corsairs kidnapping their whole populations. Having been to Malta, we can appreciate Suleiman the Magnificent's incredible siege of Malta in the 1500s, which nonetheless failed because of the defense by the outnumbered Knights of St. John. Similarly, it's easy to visualize Islamic galleys being rowed by Christian slaves, and Christian galleys being rowed by Muslim slaves. We've been sailing the same waters — sans slaves — and visiting the same islands and harbors that have been sanctuaries or were battle scenes for thousands of years.

"There was a good reason for all those slaves. Sailing in the Med is, unfortunately, nothing like sailing across the oceans on tradewinds. The barometer seems to go up and down like a yo-yo in the Med, and we've often had to wait several days for fronts to pass and for the seas to flatten out. The seas, by the way, are much like in the Sea of Cortez, where they are steep and close together. It's often calm, too, so we've done a lot of motoring — more than anywhere else we've been. There are temperature extremes too, as it's both hot and crowded in the summer, while the winter gales are as cold as they are fierce.

"Cruising the Med is expensive, especially after very economical Southeast Asia. On the other hand, just about everything you can find in the U.S. is also available in the countries that border the Med. Because there is good fresh food and good wine everywhere, it's not necessary to do big provisionings to stock up on stuff.


"Bill and I never liked marinas much, and we really don't like Med-

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summer sailstice

Celebrating its tenth year of celebrating sailing, this year's Summer Sailstice promises to be better than ever. Held on the longest sailing weekend of the year — June 19-20, in the Northern Hemisphere — Sailstice's *raison d'être* is to encourage sailors to get out and strut their stuff. And participating is about as easy as it gets — all you have to do is go sailing on either day!

Of course, if you really want to get your party on, head on over to Treasure Island Sailing Center — by boat, car or bus — where you'll get sucked into all the fun goings-on. "We have six teams this year for the very popular boat-building contest," says event founder John Arndt.



Bill and Sam Fleetwood have been taking their 'Meds' aboard their Gulfstar 50 'Blue Banana' since '07 — and it agrees with them.

turns ten

Music, food vendors, demos, sailboat rides and Polynesian dancing — “Bring your own coconuts,” laughs Arndt — are just a few of the highlights, and entry to the event is completely free!

As if that weren’t enticing enough, registering on the event’s website (www.summersailstice.com/sf) as a participant will enter you for a slew of cool prizes any sailor would love, such as a Moorings charter, a Hobie inflatable kayak, bottom paint and so much more. You can also register an ‘event’ on the site, and invite all your sailing buddies along. What a great opportunity — and excuse — for a weekend cruise-out!

— *ladonna*

med — cont’d

mooring — especially since our 30-year-old boat doesn’t have bow thrusters, as do many of the small boats here. In addition, thanks to our dinghy and solar panels astern, we have no choice but to Med-moor bow in, and climb off our boat that way. In marinas where there are no lazy lines — mooring lines tied to the bottom and tailed to the *quai* — we have to use our small stern anchor, which is not sufficient in a blow. Where there are lazy lines, such as in Malta, which is where we are now, it’s much more secure. The good news for those who prefer to swing on the hook is that anchoring is free just about everywhere in the Med — except for a few places in Croatia.

“This year we’ll explore the west coast of Italy, France and Spain, and with any luck at all will be in the Caribbean by Christmas. Sailing the Med has brought us to places we’ve heard of all our lives, and have always wanted to see with our own eyes. We’ve relearned our history, which has become so much clearer and more real now that we have experienced the Med in our time. We recommend it.”

— *sam & bill fleetwood*



COURTESY BLUE BANANA

THE 'BETTER THAN GREAT' . . .

— **W**e're not big into numerology, and couldn't tell you whether the number 111 has any propitious significance. But we can tell you that if this year's 111th Great Vallejo Race on May 1-2 was any indication, 111 is a good number indeed. Although sunny and warm, Saturday morning started off fluky, with the decidedly northwest breeze direction putting the start and short beat to the race's only turning mark in the Central Bay squarely in the lee of Angel Island. With 70-degree shifts rolling through, some boats even set kites briefly as they tried to get to the mark in the 3- to 6-knots of pressure.

Earlier in the year, more than a couple boats were eyeing the elapsed-time monohull record as ripe for the picking. The predominately flood-tide race would ostensibly make for a flat water racetrack. But the flood was impeded by runoff from an El Niño-juiced Sierra. And, the breeze, which had been forecast to build to 20 knots throughout the day, took longer to get going than everyone had hoped.

Still, the breeze and flood were still fast enough to get the bulk of the 212 finishers 21.5 miles to the club — the multis sailed a slightly longer course — and rafted up in about four hours. And while it was largely uneventful, you couldn't do better for a relaxing run down San Pablo Bay. The northwesterly meant your crew didn't have to jibe 50 times just to stay out of the restricted area of the channel.

Of course the centerpiece of The Great Vallejo Race is the party at Vallejo YC. A massive BBQ, reasonably-priced Mount Gay drinks, and a band that played until the wee hours of the morning meant there were more than a few bleary-eyed sailors slouching around the docks on Sunday morning.

Sunday's low tide translated into delays in breaking up the raft, and in some cases, entire classes' starts were postponed because not everyone in the class could get out of the municipal harbor next to the club. Almost every boat in the Vallejo YC's basin made it out without incident except for Lani Spund's SC 52 T *Kokopelli*² and Hiro Minami's Ohashi 52 *Leglus*. The *Kokopelli*² crew took a full-steam-ahead approach, setting their main and 150 genoa inside the harbor, heeling her over and gunning it across the hump that guards the basin from the Napa River. K² found the hump all right, and stuck on it, still heeled for about 15 minutes, until the rising tide finally floated her. *Leglus* wasn't so lucky, and had to take more than a few tries and a lot more waiting to break free.

The delays, and what would prove to be a very northerly breeze for the first starters, meant that the slower boats — who started first — were already at Pt. Pinole before four divisions even started! The later starters were treated to an easy, flat-water beat up San Pablo Bay in about 10 knots of breeze until finally catching up with the early starters, who hit a parking lot in the meantime. When a transition zone was briefly pushed out by a northerly, almost everyone — regardless of where they were on the course — ended up sailing most of the last three miles with a kite up. Very few boats were able to make it to the finish under spinnaker though, as the westerly began to fill about a half mile from the finish line off the San Rafael Channel entrance. The end result was that about 120 of Sunday's 180 finishers finished the 14.5-mile return leg within 20 minutes of one another!

— latitude/rj

THE GREAT VALLEJO RACE, YRA & VALLEJO YC (5/1-2)

SATURDAY

VALLEJO 1 (PHRF ≤ 18) — 1) **Racer X**, Farr 36, Gary Redelberger; 2) **Serena**, Thompson 1150, Dave Kuettel; 3) **Secret Squirrel**, Schock 40, John Cladianos. (9 boats)

VALLEJO 2 (PHRF 21-66) — 1) **Alpha Puppy**, 1D35, Alex Farell; 2) **Outsider**, Azzura 310, Greg

From left, Jerry Nasso's 'Mon Desir' (28779) battles it out with Michael Quinn's 'Sheeba' (28960) and Keith Buck and Andy Newell's Farr 36 'Petard' (59284) on the way to Vallejo.

ERIK SIMONSON/WWW.H2OSHOTS.COM



VALLEJO RACE



THE 'BETTER THAN GREAT' . . .



Clockwise from top left — Bradley Astzalos' cherried-out and bright-finished K38 'Chorus' slides by the Brothers; it's all thumbs-up aboard George Bean's 'Freya'; Charles James and Jon Stewart's Mancebo 31 'Bloom County' won Vallejo 3 in both directions; these guys got a little sideways; John Cladianos' Schock 40 'Secret Squirrel' chases Gary Redelberger's Farr 36 'Racer X' and Mary Coleman's Farr 40 'Astra'; Marc Finot's Open 5.70 'Frolic' revels in the breeze on Saturday afternoon; the bow crew on Nick Salvador's Baltic 37 'No Strings Attached' wrestle with the spinnaker as they meet Sunday's westerly just before the finish; looking for tide lines at the end of Kokopelli's sprit; the Rhodes 19 'Dragonfly' enjoying San Pablo Bay; 'baby Donkeys,' four-month-old Abbot Geer joined 2-year-old Merritt Sellers for both girls' first Vallejo race — dads Cam and Scott reunited their '08 J/105 NA-winning crew from 'Donkey Jack' for the race.

Nelsen; 3) **Tiburon**, SC 37, Steve Stroub. (14 boats)

VALLEJO 3 (PHRF 69-99) — 1) **Bloom County**, Mancebo 31, Charles James; 2) **Hot Betty**, Olson 30, John Scarborough; 3) **Rhum Boogie**, Quest 33, Wayne Lamprey. (9 boats)

VALLEJO 4 (PHRF 102-117) — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Bluefin**, Santana 35, Noble Griswold; 3) **Tutto Bene**, Beneteau 38s, Jack Vetter/Carly Hegle. (7 boats)

VALLEJO 5 (PHRF 120-156) — 1) **Yellow Fin**, SC 27, Jeff and Jim Kearny; 2) **Semi-Aquatic**, Open 5.70, Jerome Sammarcelli; 3) **Kelika**, Hunter 33.5, Mike Weaver. (9 boats)

VALLEJO 6 (PHRF 159-195) — 1) **Trinity**, J/22, Cameron Lewis/Greg Greenlee; 2) **Chorus**, K 38, Bradley Astzalos; 3) **Antares**, Islander 30-2, Larry Telford. (7 boats)

PARTY CIRCUIT MULTIHULL — 1) **Wingit**, F-27, Amy Wells; 2) **Adrenaline**, Modified D-Cat,

Bill Erkelens; 3) **Shadow**, Formula 40, Peter Stoneberg. (5 boats)

PC D (SF 30) — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Encore**, Wylie Gemini, Andy Hall; 3) **Topgallant**, Tartan 10, Jim Lindsey. (9 boats)

PC G (PHRF ≤ 66) — 1) **Quiver**, N/M 36, Jeff McCord; 2) **Bodacious**, Farr 40 1T, John Clauser/Bobbi Tosse; 3) **Raven**, CM 1200, Mark Thomas. (10 boats)



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PC H (PHRF 69-99) — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Head Rush**, Antrim 27, Charlie Watt; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (15 boats)

PC J (PHRF 102-117) — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Baleineau**, Ericson 34, Charles Brochard; 3) **No Strings Attached**, Baltic 37, Nick Salvador. (10 boats)

PC K (PHRF 120-156) — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **Uno**, Wyliecat 30, Steve Wonner; 3) **Silkye**, Wyliecat 30, Steve Seal/John Skinner. (7 boats)

PC M (PHRF 159-195) — 1) **Pearl**, Olson 25, Thomas Blagg; 2) **Siento El Viento**, C&C 29, Ian Matthew; 3) **Gypsy Lady**, Cal 34, Val Clayton. (7 boats)

PC SINGLE/DOUBLE — 1) **Rambler**, Cal 20, Mike Farrell; 2) **Blueberry**, Nonsuch 22, John Foster; 3) **Windsome Wench**, Newport 30, Robbie Gabriel. (13 boats)

PC SF 180 — 1) **Harry**, Newport 30-2, Richard Aronoff; 2) **Serendipity**, Cal 29-1, Philip Hyndman; 3) **Huge**, Catalina 30, Russell Houlston/William Woodruff. (11 boats)

PC 198+ — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Dragonfly**, Rhodes 19, Negar Baharlou; 3) **Sunda**, Custom 35, Robert Rogers. (9 boats)

PC J/105 — 1) **Jam Session**, Adam Spiegel; 2) **Masquerade**, Tom Coates; 3) **Advantage 3**, Pat & Will Benedict. (13 boats)

PC BENETEAU 36.7 — 1) **Mistral**, Ed Durbin;

2) **Ay Caliente**, Aaron Kennedy; 3) **Summer & Smoke**, Pat Patterson. (4 boats)

PC EXPRESS 27 — 1) **El Raton**, Ray Lotto; 2) **Desperado**, Mike Bruzzone; 3) **Wile E Coyote**, Dan Pruzan. (13 boats)

PC J/24 — 1) **TMC Racing**, Michael Whitfield; 2) **Downtown Uproar**, Darren Cumming; 3) **Phantom**, Brad Cameron. (6 boats)

PC ISLANDER 36 — 1) **Diana**, Steve Zevanove; 2) **Captain Hooke**, Tom & David Newton; 3) **Windwalker**, Richard Shoenhair/Greg Gilliom. (9 boats)

PC SANTANA 22 — 1) **Tchoupitoulas**, Stephen Buckingham. (2 boats, 1 RAF)

PC NON-SPINNAKER — 1) **Ulmer Spatz**, Pearson 26, Kristy Lugert; 2) **Rascall II**, Pearson Triton, Norman Thomas; 3) **Scarlett**, Tartan 30, El-

THE 'BETTER THAN GREAT' VALLEJO RACE

vin Valverde. (7 boats)

EXPRESS 37 — 1) **Golden Moon**, Bill Bridge/Kame Richards; 2) **pHat Jack**, Robert Lugliani; 3) **Eclipse**, Mark Dowdy. (5 boats)

SUNDAY:

PC SINGLE/DOUBLE — 1) **Star Kissed**, Santana 22, Charlie Wood; 2) **Blueberry**, Nonsuch 22, John Foster; 3) **Rambler**, Cal 20, Mike Farrell. (10 boats)

PC 198+ — 1) **Dragonfly**, Rhodes 19, Negar Baharlou; 2) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook; 3) **Star Ranger**, Ranger 26-1, Simon James. (9 boats)

PC SANTANA 22 — 1) **Meliki**, Tom Montoya; 2) **Tchoupitoulas**, Stephen Buckingham. (2 boats)

PC NON-SPINNAKER — 1) **Ulmer Spatz**, Pearson 26, Kristy Lugert; 2) **Rascal II**, Pearson 28, Norman Thomas; 3) **Kind of Blue**, Hanse 370, Michael Gregg. (8 boats)

PC ISLANDER 36 — 1) **Diana**, Steve Zevanove; 2) **Windwalker**, Richard Shoenhair/Greg Gilliom; 3) **Lean Times**, Bill Pendola. (7 boats)

PC M — 1) **Gypsy Lady**, Cal 34-1, Val Clayton; 2) **Boondoggle**, Ranger Fun 2, Kris Jensen; 3) **Siento El Viento**, C&C 29, Ian Matthew. (7 boats)

VALLEJO 6 — 1) **Trinity**, J/22, Cameron Lewis/Greg Greenlee; 2) **Chorus**, K38, Bradley Asztalos; 3) **Bosporous II**, Columbia 36, Rick Wallace. (6 boats)

PC SF 180 — 1) **Huge**, Catalina 30, Russell Houlston/William Woodruff; 2) **Harry**, Richard

Aronoff; 3) **Starkite**, Catalina 30, Laurie Miller. (11 boats)

PC J/24 — 1) **On Belay**, Don Taylor; 2) **Down-town Upoar**, Darren Cumming; 3) **Phantom**, Brad Cameron. (6 boats)

PC K — 1) **Uno**, Wyliecat 30 IB, Steve Wonnner; 2) **Silkye**, Wyliecat 30 OB, Steve Seal/John Skinner; 3) **Arcadia**, Modernized Santana 27, Gordie Nash. (7 boats)

VALLEJO 5 — 1) **Kelika**, Hunter 33.5, Mike Weaver; 2) **UAgain**, Ultimate 20, Dave Woodside; 3) **Mimicat**, Hinckley 38, Robert Long. (5 boats)

PC D (SF 30) — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Audacious**, J/29 FOB, Scott Christensen; 3) **Encore**, Wylie Gemini, Andy Hall. (7 boats)

PC EXPRESS 27 — 1) **El Raton**, Ray Lotto; 2) **Wile E Coyote**, Dan Pruzan; 3) **Light'n Up**, Karl Gillette. (12 boats)

PC J — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Balineau**, Ericson 34, Charles Brochard; 3) **No Strings Attached**, Baltic 37, Nick Salvador. (10 boats)

VALLEJO 4 — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Bluefin**, Santana 35, Noble Griswold; 3) **Tutto Bene**, Beneteau 38s, Jack Vetter/Carly Hegle. (5 boats)

PC H — 1) **Hoot**, Olson 30, Andrew Macfie; 2)

Two Scoops, Express 34, Chris Longaker/Greg Wright; 3) **Mintaka 4**, Farr 38 mod, Gerry Brown. (15 boats)

VALLEJO 3 — 1) **Bloom County**, Mancebo 31, Charles James/Jon Stewart; 2) **Hot Betty**, Olson 30, John Scarborough; 3) **Marrakesh**, Express 34, Craig & Ann Perez. (6 boats)

EXPRESS 37 — 1) **Elan**, Bill Riess; 2) **Eclipse**, Mark Dowdy; 3) **pHat Jack**, Robert Lugliani. (5 boats)

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

PC J/105 — 1) **Jam Session**, Adam Spiegel; 2) **Joyride**, William Hoehler; 3) **Mojo**, John Case. (7 boats)

PC G — 1) **Bodacious**, Farr 40 1T, John CLaus-er/Bobbi Tosse; 2) **Jeannette**, Frers 40 1T, Henry King; 3) **Warp Speed**, C&C 115, Jeff Smith. (9 boats)

VALLEJO 2 — 1) **Ciao!**, Archambault 40RC, Philippe Paturel; 2) **Inspired Environments**, Beneteau 40.7, Timothy Ballard; 3) **Ohana**, Beneteau 45f5, Dean Hocking. (12 boats)

VALLEJO — 1) **Astra**, Farr 40 OD, Mary Coleman; 2) **Kokopelli**, SC 52 T, Lani Spund; 3) **Secret Squirrel**, Schock 40, John Cladianos. (6 boats)

PC MULTIHULL — 1) **Adrenaline**, Mod. D-Cat, Bill Erkelens; 2) **Wingit**, F-27, Amy Wells. (2 boats)

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GOT CREW?

"We sailed south with the '97 Baja Ha-Ha fleet and never looked back," explains Bill Fleetwood of the Monterey-based Gulfstar 50 *Blue Banana*. "Now, 13 years later, we are still sailing. We've circled 3/4 of the globe, seen 40 countries and, like the Energizer Bunny, we

true for sailors looking for a crew position — while there are plenty of competent, big-hearted skippers out there, you occasionally come across a despicable Captain Bligh.

So, with the summer sailing season upon us, and the fall cruising season right around the corner, we thought we'd share a few crew-finding and ride-finding tips that we've gleaned over the years, as well as some insights from *Latitude* readers.

Promote Clear Expectations

— Ideally, the process of taking on crew should be a win-win situation for everyone. That is, everyone should go away feeling positive about the experience, rather than either the captain or crew feeling that they've been misled, taken advantage of, or otherwise abused. If you hope to achieve that goal, our recommendation is to strive for clear communications right from the get-go, so that everyone has realistic expectations.

For anything longer than a daysail, skippers need to be crystal clear about what they will expect from their crew, long before casting off the docklines:

- How will watches be organized?
- Other than watchstanding, what boat chores will crew be responsible for? (Navigation, cooking, cleaning?)
- Will crew be expected to contribute to provisioning expenses and other trip costs? If so, how much and when?
- What 'personal space' will crew members have? (Will they be assigned pipe berths, a private cabin, or be expected to hot-bunk?)
- What's the deal with showering?
- What are the rules about alcohol?
- What sort of communications, nav and safety gear is aboard — and functioning? (Our reports in *Sightings* about the sail training cutter *Columbia* illustrate why this one's important.)

Even if you're only looking to recruit crew for daysails on the Bay, it's smart to let your crew know what you will expect from them and what they should expect from you — right down to the small stuff, like who's responsible for bringing the sandwiches and beer.

Jeffrey Kirk has used *Latitude's* Crew List for the past 15 years, both to find crew and to find rides. "In the past few years," he says, "it's been our experience

— and also some friends' experience — that new crew hasn't been reliable, and that people expected a free ride, then would jump ashore as soon as the boat was tied up to the dock." To Jeffrey's way of thinking, "Crew should help put the boat away, stowing lines and sails, and helping with a quick hose-down." We agree, but while such long-standing

For many skippers, the fact that a crew candidate has only limited experience is not a deal breaker.

traditions may be engrained in many of us, newbies sometimes need seemingly obvious elements of boating etiquette spelled out for them — i.e. "Please don't jump on my brand new Lexan hatch-
es!"



BLUE BANANA

With a little luck, a Crew List connection can lead to grand adventures. Just ask Bill and Sam Fleetwood.

just keep going and going and going!"

Because Bill met his wife Sam through *Latitude's* Crew List, we consider the Fleetwoods to be the ultimate poster children for our long-established crew-finding service, which — like similar services around the world — has successfully brought together thousands of skippers-in-need with eager crew members for every type of sailing you can think of, from low-key daysailing to hardcore transatlantic ocean racing. In some cases, a casual sail on the Bay has led to the fulfillment of world cruising dreams that neither skipper nor crew initially imagined.

We can certainly appreciate the sense of self-reliance that comes with solo or short-handed sailing. But more often than not, our attitude toward bringing along extra crew is: "The more the merrier!" It just seems to be a whole lot more fun and relaxing that way, assuming you select new crew members carefully.

That said, we know from experience that finding ideal crew members — especially for long-haul offshore trips — can be a tricky business. The same is



CHARVEL

— THE MORE THE MERRIER

Be Honest — As with any successful relationship, it's essential that captains and crew members be honest with each other, or the mood on board can deteriorate quickly.

First and foremost, captains (or boat owners) need to be honest with themselves and their crew about their own sailing abilities. If, as captain, you misrepresent your prowess, or lack thereof, doing so will invariably backfire on you — possibly by inspiring your crew to jump ship at the earliest opportunity. If your skills and experience are a bit shaky, say, for making the 500-mile run from the Bay to San Diego, instead of trying to make up for your shortcomings by taking on more experienced crew, you'd probably be wiser to hire a

licensed professional skipper to come along. He/she will insure that you'll reach your destination safely, while helping you fine-tune your sailing and

seamanship skills along the way.

Likewise, potential crew should be honest about their abilities. For many skippers, the fact that a crew candidate has only limited experience is not a deal breaker. A crewperson's at-

Below: Trish Gilbert (second from right) and the 'CharMel' crew greet the ARC Rally race committee as they cross the finish line. Right: Mark and Sandi Joiner (far right) still have happy memories of goofing around with new friends during the 2000 Baja Ha-Ha rally.

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itude is often much more important. Mike Joyce, skipper of the Catalina 36 MK II *Interlude* recruited at least three crew from *Latitude's* Crew List for last year's Ha-Ha. As he says, "Some may find it interesting that sailing skills and experience were not high on the list of required skills. Those can be learned on the trip." Instead, his focus was on finding fun-loving crew with upbeat attitudes, and by all accounts he put together a great crew. "We were packed tight, six deep on a Catalina 36. We'd never sailed together, and we had one of the best times you could have on a boat for two incredible weeks."

If a skipper or potential crew member has serious medical issues, and/or is taking prescription medications, that info should be shared up front. Especially for offshore trips, we don't think a captain would be out of line to ask crew (of any age) to produce a note or a standard physical from their doctor showing that they are fit enough for strenuous physical activity. Conversely, crew shouldn't feel intimidated about asking health-related questions of the skipper.

One of the most delicate issues in signing on as crew — especially for women — is trying to assess whether

GOT CREW?

a skipper is simply looking for an able-bodied watchstander or a bunkmate. So if you're absolutely *not* interested in romance, be sure to make that abundantly clear from the start. Bill Fleetwood of *Blue Banana*, tells us that to this day his wife Sam insists "she was not looking for a man" when they met. He, on the other hand, was definitely open to finding a lovely lady to go sailing with him, as he was "between engagements" at the time.

Facilitating romantic hook-ups has never been the intention of our online Crew List or biannual Crew List Parties, but hey, it happens. We're pretty sure the Fleetwood's romance isn't the first Crew List relationship that resulted in tying a nuptial knot.

Get to Know Each Other — We'd estimate that roughly half the couples who do the 750-mile Baja Ha-Ha and the 3,000-mile Pacific Puddle Jump rallies *do not* take additional crew, even though they must know that they'd be a lot less physically exhausted — and possibly have more fun — if they brought along a few extra bodies. We strongly suspect that in many cases the reason is that they're afraid they'll end up with some know-it-all nut cases or high-maintenance prima donnas who will be more trouble than their worth, even if they do have stellar sailing resumes. But it doesn't have to be that way.

Whether interviewing crew candidates for a trip to the Delta or an ocean crossing, smart 'recruiters' take the time to get to know potential inductees *before* offering them a berth. Ideally, of course, you'll want to go out for a sail or two with potential crew so you can assess their seamanship skills as well as their personality traits. But if that's impractical, find other social settings — a restaurant rendezvous, a ball game, a picnic — where you can get to know each other in low-stress surroundings. As with meeting a blind date, if the chemistry just isn't there, you simply go your separate ways.

And it's not just skippers who should push for such exchanges. If, as a potential crew member, you're going take time off work and spend your hard-earned cash on new gear and plane tickets, you'll want to be sure you're not signing on with a stumble-down drunk, axe murderer or obsessive-compulsive neat-freak who will take the fun out of the trip. Whether you're looking for crew or for a ride, we don't think it's unreasonable to ask for references from

past skippers or crew members. (If doing this seems awkward to you, just say you've had a bad experience in the past and are a little gun-shy.)

In the case of *Interlude's* memorable '09 Ha-Ha crew, Mike Joyce explains,

"The biggest lesson I learned about finding rides is the importance of avoiding desperation."

"The crew decisions were made early enough for us to get to know one another even though we were scattered from the Bay Area to D.C. to Seattle. We emailed constantly on menus, values, good and bad jokes, equipment lists. . . You name it, we discussed it. That focus on 'getting on the same page' morphed

into 'staying on the same page' once we got underway.

*L*atitude's Crew List isn't the only useful crew source out there, but for longer than we can remember, it's helped sailors connect for all sorts of on-the-water adventures.

"When you requested readers' experiences with the Crew List, I felt I had to respond," writes boating writer Mark Joiner, "as there have been sooooo many great ones over so many years!

"My first Crew List Party — now decades ago — was at the Encinal Yacht Club, and I wound up with a notebook full of skippers' phone numbers and boat

Below: At the start of last year's Ha-Ha, the fun-loving spirit of 'Interlude's (Where's Waldo?) crew was obvious. Right: At the event's Cabo beach party, crewmates Ben and Emily were audience favorites during the notorious 'From Here to Eternity' kissing contest.



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— THE MORE THE MERRIER

names. And as I recall, I went out for the first time the very next day."

He was a neophyte back then, but his skills quickly improved as his gung-ho attitude landed him all sorts of rides — not all of them completely successful. "One particularly entertaining early ride was on a Merit 25 on a windy day in The Slot. We were flying the spinny in big winds. Suddenly — inexplicably — the skipper put the helm hard over and the boat accidentally jibed, throwing the foredeck into the drink and putting the boat on its ear. I was working trim at the front of the cockpit when I looked back

and saw a look of frozen horror on the skipper's face. I shouted 'Let go of the tiller!' He came to, let the tiller go and the boat righted herself. I took over and picked up the foredeck crew, which was my one and only real (wo)man overboard to date, thank God. Of course, this all happened directly in front of the big picture windows at the St. Francis YC about cocktail time."

Predictably, as Mark's skills improved the quality of his rides improved. In '94, for example, he got a ride aboard PJ and Kathy Panzl's Cavalier 39 *Jolly Mon* for the very first Baja Ha-Ha rally. "What a

experience using the Crew List, as well as walking the marina docks to connect with boats heading south," he says.

"The biggest lesson I learned about finding rides is the importance of avoiding desperation. It's a fine line to play between hopping on any old boat heading your way and being picky and waiting for the perfect boat to come along. Because that perfect ride is rare.

"But what I experienced is that there is always another boat — in the next slip, in the next marina, arriving the next day. If your instincts tell you to say no to an offer, say no. Literally, be honest and don't leave people hanging.

"Use your skills — be they expert sailing skills, cooking skills, conversation skills, or just personality skills. They're all valid and worthwhile attributes that add to your qualifications as a positively contributing crewmember. Happy skippers talk to other skippers and are often helpful in finding you the next ride." When we last heard from Ben a few months ago, he was headed across the Pacific to French Polynesia aboard a big, fancy yacht.

"When my boyfriend and I split up in '05," explains Trish Gilbert, "I im-



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blast! I had done some ocean sailing by this point, but this was becoming addictive. I remember one night being on watch and calling the others up into the cockpit as there were about 200 dolphins in our wake kicking up the phosphorescence like some psychedelic video. Simply amazing. We all started spontaneously singing the Buffett song — which was the boat's namesake — about the dolphins and the *Jolly Mon*."

Sometime later, Mark found himself in Angel Island's Ayala Cove rafted up to a group from Club Nautique in Alameda. "To make a long story short, I met the school's director, and soon became a cruising instructor at the club." Several months after that, he met his wife Sandi in one of his classes. "So indirectly the Crew List is even responsible for my marriage." Sometime after doing the 2000 Ha-Ha aboard their own S&S 40, *Ku'uipo*, they moved to Maui, where they're now raising two kids — "and still sailing whenever we can."

Young Ben Lee was one of the lucky sailors who got invited to join *Interlude* on last year's Ha-Ha. Afterward, he was determined to keep going. "I had a great

CREW TIPS FOR RACERS

How to get and keep a crew spot:

- Do not exaggerate your abilities or experience. When you're found out, you'll probably alienate yourself. (Riding the rail on an SC50 during one regatta does not make you an experienced sled racer.)
- When talking to owners, be realistic about how much time you can commit to their program.
- Don't be a flake. If you can't make a race, let the owner know as far in advance as possible.
- Show up in time to help set up the boat and stay afterwards to help clean up and stow.
- Offer to help with deliveries.
- Ask if there's anything extra you can do to help. The expense and energy involved with running a racing program is considerable, and most people who are capable of doing so already have demands on their time. So do whatever you can to make it easier on them.

How skippers can keep good crew:

- Don't be a 'screamer' no matter how frustrated you get.
- Be as prepared as you can be.
- Have realistic expectations about results based on the amount of preparation you and your crew have put in.
- Don't hold crew accountable for mistakes that could have been prevented by practicing or better planning.
- Respect the fact that your crew's time commitment to your program can be just as significant as yours.
- Allow crew who show interest to take a turn at the helm, if only before and after races.

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mediately signed up with the Crew List. I had intended to get on the daysailing list, but somehow — perhaps through my own mistake — I was listed on the cruising list. Within days, I received a couple of calls from skippers who needed crew for sailing to places like Europe or the Galapagos."

The third call came from Tom Miller, who was buying a new boat in Mallorca, Spain, a Bavaria 46 named *CharMel*. He was planning to bring it to the Pacific in a series of legs, including the '06 ARC Rally. "Now *this* was something that I found quite intriguing," recalls Trish. They met in person at the Strictly Sail Pacific boat show that year, then worked together over the next few months procuring boat gear which was shipped to Europe.

"I met the boat and the rest of the crew for the first time on a Thursday evening (Thanksgiving, here) in the Canary Islands and spent two days provisioning before the start of the ARC on Sunday at noon.

"Our crossing was one of the best experiences of my life: sailing among

dolphins and a large pod of whales; 0300 watch with the Milky Way above and the bio-luminescent life in the sail-

"Our crossing was one of the best experiences of my life."

boat's wake; the midway party; catching a 6-foot blue marlin; and finally seeing the lush green foliage of our landfall after 21 days at sea. Thank you for your Crew List!"

There's been a longtime perception that access to sailing is difficult — unless, of course, you own your own boat. We say that's a myth. If you have basic sailing skills and an upbeat attitude, there are all sorts of skippers out there who may have a crew spot for you for everything from daysailing to world voyaging.

It's also a myth that every boatless sailor looking for a ride is a sponger who's eager to take advantage of boat owners. In our experience, often the crews that seem to be having the most fun are made up of sailors from diverse backgrounds and skill levels, each of whom adds his or her own set of talents to the mix.

— **latitude/andy**

If you're not familiar with our Crew List, we encourage you to check it out at www.latitude38.com/crewlist/crew.html. Because it's online and available 24/7, listings in a broad range of categories are constantly updated.

And if you're already a Crew List user, we'd love to hear your suggestions for making the system more useful to you. As always, our goal is simply to facilitate fun on the water by connecting would-be crew members with skippers-in-need.

Mark your calendars: Our next Crew List Party — which is focused on Mexico cruising — will be held September 8 at Alameda's Encinal YC, 6 - 9 p.m. See you there!

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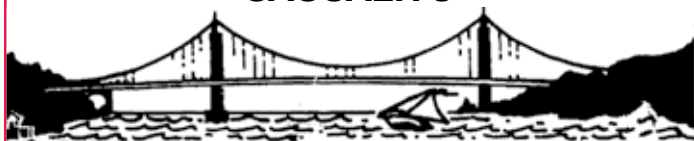
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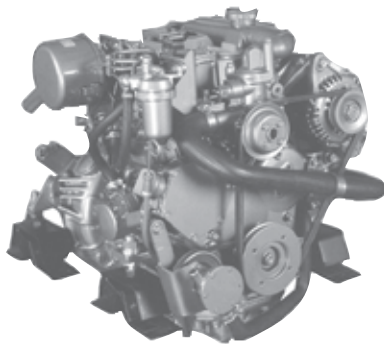
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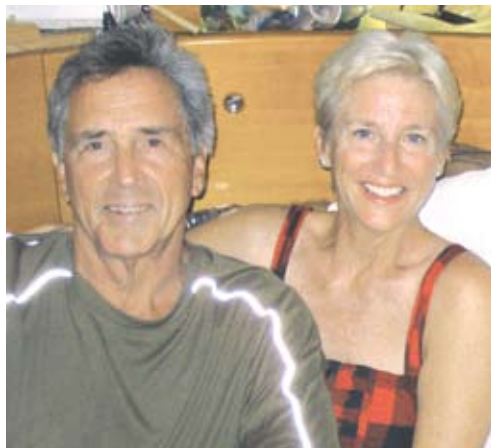
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THE UNPRONOUNCEABLE ARCHIPELAGO —

How far would *you* sail for the privilege of swimming with giant manta rays in the wild?

Last December the promise of communing with such wondrous creatures



CIRQUE

When Louis and Laura headed south in '07 they planned to cruise for only a few months. But they're having too much fun to do go home.

inspired Louis Kruk, his wife Laura Willerton, and three additional crew to sail 240 miles offshore from Cabo San Lucas to the Revillagigedo Islands. This remote Mexican archipelago has been designated as a protected Biosphere Reserve since the mid-'90s, and is often referred to by both scientists and sailors as Mexico's Galapagos.

When the wind kicked up, pumice from these powdery hills launched into the water and worked its way into pumps aboard 'Cirque'.



CIRQUE

Not only did Louis and Laura find giant mantas, as advertised, that measured 15 to 20 feet across, but during their 12-day stay they also swam in close proximity to turtles, schools of huge pelagic fish, and several species of sharks. All in all, their off-the-beaten-track adventure proved to be one of the most memorable highlights of the three years they've spent cruising Mexico aboard their Beneteau First 42s7 *Cirque*.

That doesn't surprise us. According to avid divers Scott and Cindy Stolnitz of the Switch 51 *Beach House*, the four-island archipelago often appears on lists of the world's top 10 dive sites. And Scott, who's scuba dived all over the world, places the nearly unpronounceable Revillagigedos (ray-vee-ah-he-hay-dos) on his personal 'top three' list.

The good news for adventurous sailors is that, although these craggy volcanic anomalies were once strictly off limits, these days the Mexican government actually encourages cruisers to visit them. The idea is that the additional eyes and ears of sailors will help the Navy protect the area's delicate ecosystem from poachers and commercial fishing operations. Years ago, there were great slaughters of both mantas and sharks here — some of which were caught on film.

"Seeing the giant mantas was definitely the biggest thrill of the trip," says Louis. "You can go out swimming not far from one of the San Benedicto anchorages and there will be six or eight of them around, peacefully feeding. They don't pay any attention to the fact that you're there." He explains that they feed via twin funnel-like cones on their heads — called cephalic fins — which scoop up large quantities of zooplankton and krill. "If they've gone through a big concentration of nutrients, they'll perform spectacular backflips two or three times in a row to get themselves back into the heart of the food source." Mantas are black on top, but as they flip, their snow-white underbellies are revealed.

"When they're not feeding," Louis adds, "they twist their cephalic fins into a corkscrew



shape. Then they'll come over and interact with you in a playful manner."

During their stay, the *Cirque* crew had a great time snorkeling and diving on the pinnacles, or 'bommies', that lie near anchorages on the main islands of San Benedicto and Socorro. But according to Chuck Houlihan and Linda Edeiken — who spent a total of nearly 12 weeks in the islands during the past two winters aboard their Allied 39 *Jacaranda* — in order to access the best diving that these islands have to offer, you need an extraordinary amount of ground tackle. "We sat at Socorro's Punta Tosca for 2 1/2 weeks anchored in 105 feet of water," recalls Chuck. Unfortunately, *Cirque* just wasn't set up for anchoring at such depths.

Despite the allure of the mantas, a visit to these islands is clearly not for everyone. Not only is it a long sail out there — *Cirque* logged 350 miles on her

MEXICO'S GALAPAGOS



CARLOS EYLES

Reminiscent of the tail light fins on a late-'50s convertible, two dedicated remoras cling to the back of a majestic giant manta.

return leg to Barra de Navidad — but you're not allowed to step ashore anywhere in the archipelago, and must be totally self-sufficient during your visit. Apart from the Naval bases at Socorro and Clarion, the islands are completely uninhabited, so there's no possibility of procuring food, fuel, water or other supplies. And while several anchorages do offer good holding in at least partially sandy bottoms — Binner's on Socorro being the best — all are subject to wrap-around surge action which can make even the best-protected anchorages roly at times.

"You'll feel like you're out on the edge," writes Chuck in his excellent mini-guide (downloadable from the Southbound Group site at www.yahoo.com). "There are no totally secure anchorages, and you may have to run to sea if the weather changes."

As Louis and Laura found out, semi-protected anchorages can quickly turn to lee shores when the wind clocks around. "We had several peaceful nights, but out there you definitely won't find flat-calm anchorages such as Tenacatita and Chamela." (Both are popular cruiser haunts on the mainland.)

Another potential annoyance comes from the volcanic pumice that erodes into the sea and can become suspended in the water of some anchorages. "Some of the pumice is positively buoyant, and some is neutrally buoyant," explains Louis. "As a result, all the saltwater intakes on Cirque were pulling in floating gravel about the size

of peas." Since only her diesel's intake was equipped with a strainer, Louis and his crew ended up having to service every other saltwater pump on the boat. "Wow! What a project to disassemble all the galley cabinetry so we could get to the saltwater pump under the sink!"

Despite these challenges, though, adventurous sailors generally rave about these unique isles. A visit to San Benedicto is reminiscent of some of Ecuador's Galapagos Islands, in that one side was completely reformed when the Bárcena volcano erupted violently in 1952. Sailors refer to the rough fingers of solidified lava that jut out into the sea as the Lava Delta. Well-protected grottoes there provide a favorite anchorage (about 50-feet deep) that's punctuated by lava pinnacles. Chuck and Linda spent a full three weeks there last year: "Mantas would swim by the boat almost every day. . . We were able to ride them and rub their bellies." Just to the east of the anchorage, Chuck explains, is a place he and Linda call Turtle Point, where they spotted turtles "almost every time" they dove there.

About a hundred yards from the anchorage lie a cluster of hommies that rise to 25 feet beneath the surface. On a calm day, you can dinghy out to them, drop a hook and snorkel to your heart's content in an aquatic wonderland of fish and rays.

Socorro lies 32 miles to the south. Upon arrival all boats must check in with the Navy base at Navy Cove via VHF. Expect to be boarded by friendly but serious soldiers who will check your paperwork and possibly your freezer also — evidence of fishing will land you in big trouble.

At San Benedicto's Lava Delta, you can see the craggy remains of a lava flow in the foreground, with a mountain of pumice in the distance.



CIRQUE

THE UNPRONOUNCEABLE ARCHIPELAGO

Nearby, the sandy bottom and relatively shallow depth (35 to 50 feet) of the well-protected Binnars cove make it a sailors' favorite, especially in rough weather. It was here during Louis and Laura's trip that conditions were finally calm enough to have a dinner party with sailor's from neighboring boats.

Several more anchorages that offer prime diving attractions lie to the west, including The Aquarium and Punta Tosca, which is renowned among naturalists as a humpback whale nursery. "The diving at Punta Tosca was terrific," writes Chuck. While free diving in a shallow cove along the west side they saw "great fish, turtles, lobster and even some sharks." According to Scott Stolz, seven species of sharks are endemic to the area.

Because these islands are so revered, you won't be surprised to learn that you have to jump through a few hoops to get permission to visit them on your own boat. But securing a permit is essentially free, and by following the step-by-step guidance of Chuck and Linda's online guide, plus a tip sheet produced by Scott and Cindy (also downloadable via



Before setting out, everyone aboard must obtain a National Park Passport, which is good for entry to facilities throughout the country.

the Southbound Group at www.yahoo.com), complying with the various layers of bureaucracy is relatively painless. It can take several weeks to receive your completed documents, but you may begin the process far in advance of your stated departure dates.

In addition to paperwork for the boat, every person in your crew will need to get a Mexican National Park Passport (\$25 at many Mexican marina offices) in advance of departure.

Although gentle mantas have been studied by both scientists and laymen for decades, these curious creatures are still only minimally understood. It's been theorized that they live roughly 30 years and may not reach sexual maturity until around age 10, at which time they bear a single live pup. And it's fascinating to learn that while they often skim the surface during the day, research has shown that they may scour the bottom at night, hundreds of feet below the surface.

As we all know, government policies can change as unexpectedly as a wind shift. So if you're an adventure-hungry sailor with an affinity for Mother Nature's wilder places, perhaps you should consider an expedition to the 'unpronounceable archipelago' while the offer is still on the table. Who knows, we might see you out there ourselves.

— **latitude/andy**









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CRUISING THE DELTA

Clichéd as the saying is, variety really is the spice of life. A study by Italian researchers proved that even monkeys prefer to choose from a buffet of foods than to get their favorite food for every meal. So why do we humans so often find ourselves in a 'rut'? Our ruts aren't limited to food, though; we tend to return to the same vacation spots year after year. While the familiar is comfortable, little gets the blood pumping faster than stepping into the unknown. So we humbly suggest making this the year you try something new: cruising the California Delta.

"But my family sails to the Delta every year," you may say. Okay, but do you find yourself following the same itinerary each time? Day 1: Antioch Marina; Day 2: Franks Tract; Day 3: Georgiana Slough; and so on. Or maybe you prefer to find a quiet spot and simply chill for a week. Whatever your *modus operandi*, pull out your trusty Delta chartbook and the ratty old copy of Hal Schell's quintessential tome *Dawdling on the Delta*, and plot an entirely new course for your Delta cruise.

Keep in mind that many of the charted depths of the less-traveled sloughs are older than your parents, and out-of-print guidebooks might suggest anchorages that are no longer viable options. For example, over the years, silting has made



Five Fingers used to be filled to capacity on the weekends. Now it's filled with an invasive grass.

it all but impossible for keelboats to access The Meadows — the fabled anchorage nestled off Snodgrass Slough — while a form of invasive grass has made Five Fingers anchorage — five symmetrical cuts in a tule island that lies between Connection Slough and Columbia Cut — totally impassable. But with more than 1,000 miles of navigable waterways, the Delta is still ripe for discovery.

If you're new to the charms of the Delta, planning your cruise can be intimidating. When to leave, where to go, what to bring are all questions that can leave a rookie reluctant to set off on a new adventure, so we've compiled some of the answers:



LATITUDE / LADONNA

When to Leave

Season-wise, summer is hands-down the most popular time to explore the Delta. Trading in the Bay's fog and biting winds, sailors enjoy warm breezes, fresh water dips and the decision of which swimsuit to wear that day. Late spring and early fall trips can afford sailors similar — if slightly cooler — weather without the raucous crowds. Winter cruising isn't recommended due to the risk of debris-laden storm run-off from the Sierra.

Tide-wise, leaving the Bay at low slack will carry you quickly and easily up-Delta.

Where to Go

Before learning where to anchor, it's essential to know how to anchor. Stern anchoring is usually a must in the Delta, as most rivers and sloughs are too narrow to allow swinging freely on a bow anchor. Here's the 411: Find a tree, piling or big stump on shore. Motor slowly toward your *objet du désir* while dropping the stern anchor and paying out the rode. Depending on your draft, you may have to hop in the dinghy to take the bow line to shore. Most folks pull the boat close-in for easy shore access during the

day, then pull back out when the bugs show up for dinner. Anchoring parallel to shore is an option for narrow sloughs, but is considered a *faux pas* in crowded anchorages.

Another thing to keep in mind is that the water in many anchorages can become alarmingly thin. It's not unusual to have single digits under your keel. But don't worry; if you run aground, you'll be in good company — most Delta rats do it every now and again. If you've fol-

lowed the number one rule for cruising the Delta — always move on a rising tide — you'll float free soon enough.

Now for the where. Just about any spot that's out of the channel — and that can accommodate your draft at low tide — is a good spot to anchor. But here

are a few of the more popular stops:

- **Middle Slough** — Situated directly across from Pittsburg off New York Slough, this quiet cut offers room for dozens of boats.

- **Decker Island** — Conveniently located where Three Mile Slough meets the Sacramento River, the anchorage tucked behind Decker Island offers an excellent respite from the chop of the river.

SURF THE DELTA

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Anchoring in Potato Slough can really get your heart racing when you see single digits on your depthsounder. Luckily, the Delta is full of soft, sticky mud so groundings are gentle.



• Steamboat Slough — Relatively wide, Steamboat will take you from the Sacramento to the Old Sacramento in style, especially if you stop by the famous Grand Island Mansion for their Sunday champagne brunch.

• Georgiana Slough — This verdant and meandering waterway starts at the historic towns of Locke and Walnut Grove, with the latter offering a public dock free for day use (fees are charged to stay overnight). Anchoring is doable, but you'll likely have to lie parallel to shore to leave the channel open.

• Mandeville Tip — Barron Hilton's legacy continues with his annual 4th of July Fireworks Spectacular. Get there early — as in, a week early — to stake your claim.

• Potato Slough — This popular slough's three "bedrooms" might seem filled to capacity during the height of summer, but many of the boats are simply used as weekend cottages. If you hap-

pen to actually find people aboard, you'll also generally find them to be friendly and helpful in finding you a spot.

• Broken Rudder Slough — 'Discovered' during the inaugural Delta Doo Dah last summer, this cut on the east side of Little Mandeville Island was home to several boats and could have easily held a dozen more. Entering the cut was a breathtaking affair as depthsounders read in the negative, but that appears to have been the result of thick grass.

• Franks Tract — Once a working farm, this flooded tract is now a state recreation area. Though it's deep enough for dinghies, keelboats should stick to the deeper channels around the edges.

• Marinas — When you've simply had enough 'camping out' and are longing for a real shower, you'll have no trouble finding a marina wherever you want to go. Just about every Delta marina is

listed on *Franko's Map of the California Delta* — just be sure to call in advance not only to make sure they have room at their docks but also to check their depth.

There are, of course, so many other places to anchor in the Delta that trying to list them all would fill an entire issue of *Latitude 38*. All it takes to 'discover' your own new favorite spot is a good depthsounder, a chart and a healthy sense of adventure.

What to Bring

about having fun —

Vacations are whatever your pleasure — so customize your list as you see fit. But don't leave home without these Delta staples:

• Inflatable dinghy, sailing dinghy, or kayak.

• A small solar panel will keep the house bank topped up, while com-

pact 'panels' can charge the iPods, iPhones and iPads.

• Sunscreen, the higher the SPF the better — and don't forget a couple tubes of 15+ SPF lip balm.

• Bug spray, netting and swatters.

• Lots of hot weather clothes — shorts, bathing suits, tank tops — but don't forget a light jacket and a pair of pants for the odd cool evening.

• Wide-brim hats, and lots of 'em.

• Good quality but reasonably priced sunglasses. Why? Because, with all the time

you'll spend in the water, you won't be too bummed out when you sacrifice your shades to the river gods.

• Windscoops. Need we say more?

• Boat shade. Anything from the ubiquitous blue tarp to a custom-made deck awning. You'll live under it.

• Water toys — inner tubes, air mattresses, surfboards, and water cannons can really make the trip memorable.

• A hammock, comfy boat cushions and a stack of beach towels for reading your favorite guilty pleasure.

• A digital camera. Set the photo quality and size to their highest settings for

Most of the drawbridges are tended during the day, and an opening can be requested on VHF 9 or by sounding one long and one short blast on your horn. A few require at least 24 hours notice for an opening. To make an appointment, call Caltrans at (707) 374-2134 or Station Rio Vista at (707) 374-2871. Most Bay Area tidebooks have drawbridge info, as do *Franko's Map of the California Delta* and *Hal Schell's Delta Map and Guide*.



RUBEN GABRIEL

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LATITUDE / JOHN A.

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LATITUDE / JOHN A.

CRUISING THE DELTA

WHAT'S DOIN' IN THE DELTA

Check out www.californiadelta.org for more on Delta events throughout the year.

Fourth of July Fireworks and Doin's

- Antioch — The Fireworks Spectacular barge moves down the San Joaquin River from downtown Antioch to the Antioch Marina. Don't miss the hometown parade, classic car show, and other entertainment. Info, (925) 757-1800.
- Benicia — Picnic in the Park with food and live music, 12-7 p.m., ending with a fireworks display. Info, (707) 745-9791.
- Lodi — Start the day with a pancake breakfast, move on to an Americana festival, and end the day with a fireworks spectacular at Lodi Lake. Info, www.visitlodi.com.
- Mandeville Tip — The massive Hilton Fireworks Extravaganza is now staged in honor of Barron Hilton, who passed away in 2004. This popular show attracts over 5,000 boats and is the largest boat-in event in the Delta.
- Pittsburg — Fireworks are usually shot

from either an offshore barge near the waterfront, or from shoreside. Info, (925) 432-7301.

- Suisun City — A signature family event with great food, rock climbing, pony rides, arts & crafts, free live music, and 'Sky Concert' fireworks over the harbor, 11 a.m.-10:30 p.m.. Info, www.visitsuisuncity.com.

Other Doin's to Mark On Your Calendar

- June 5 — Al the Wop's Annual Chili Cook-Off in Locke. Chili and beer seem strangely at home in this tiny historic Chinese town. Starts at 11 a.m. Info, www.locketown.com.
- June 20-Aug. 29 — Suisun City's Sunday Waterfront Jazz Series. Concerts from 3-6 p.m. every Sunday on the Harbor Plaza. Info, (707) 421-7309 or www.visitsuisuncity.com.
- July 17 — Taste of the Delta. Wine and food from Delta restaurants and wineries, live

and silent auctions, and live music. Held at Windmill Cove Resort and Marina in Stockton, 1-4 p.m. Info, www.tasteofthedelta.com.

- July 24-25 — On your way up to or back from the Delta, stop by the Benicia Fine Art, Wine and Jazz Festival. Info, (707) 745-9791.
- July 25 — Courtland Pear Fair. If you like pears, you'll love all the pear-oriented food & drink. Info, www.pearfair.com.
- Aug. 7 — Petaluma Music Festival. Spend the day enjoying music and fine beer and wine. Info, www.petalumamusicfestival.org.
- Sept. 16-19 — Lodi Grape Festival & Harvest Fair. Celebrate everything grape as they've done since 1907. Info, www.grapefestival.com.
- Sept. 18 — Delta Blues Festival, 12-7:30 p.m. on the Antioch waterfront, free. Great boat-in venue! Info, www.deltabluesfestival.net.

the best results.

- Fishing license and gear. Nothing tops off a great day better than dinner you caught yourself. Striped bass, sturgeon, catfish, crawdads, steelhead and crappie can be snagged upriver. Whatever you do, don't take your chances poach-

ing. A license is just \$41 (plus \$6 for the Bay/Delta stamp) while the fine for getting caught poaching is \$760.

- Foul weather gear. The beat back through San Pablo Bay can be a real corker. It's the price we pay for such a relaxing vacation.

Now you have no excuse not to spend some time this summer exploring new and exciting cruising destinations in the California Delta. Even a monkey could do it.

— **latitude**/ladonna



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SAVE US FROM OURSELVES —

Our recent experience 'convoying' through the Gulf of Aden's famous Pirate Alley turned out to be one of the most difficult passages we've made since we left Sausalito 3 1/2 years ago aboard our Pacific Seacraft 40 *DreamKeeper* — not so much because of the pirates, but because of the challenges of traveling



within a large convoy of cruisers.

This year many boats have transited Pirate Alley from Salalah, Oman, to Aden, Yemen. Some of them went alone, while others traveled in small convoys of 3 to 7 boats. There were two large convoys of 20 or more boats. We were part of the second one, consisting of 20 boats. As far as we know via the coconut telegraph, all who attempted the 600-mile transit made it through safely this season.

We made the choice to be part of a large convoy because of the added support and possible truth to the notion of "safety in numbers," and also to ease the fears of our worried families and friends. In addition, the Coalition Forces that patrol these waters were highly supportive of our strategy and offered to closely monitor our group as we traveled.

We had never participated in a rally before, as we prefer to be off exploring and passage-making on our own. But looking back, even with all the drama, challenges, and frustrations, we're still happy we did it. And now we have another good story to tell.

Day 1, March 4; Distance to Aden, Yemen: 569 miles

The radio crackles: "Delta 1, this is Alpha 1, what's your ETD?"

We were designated Delta 1, leaders of the Delta group, which was at the back of the pack. We left under cloudy skies at 09:48, traveling in a closely packed formation with four other boats at our flanks and astern. There were four groups of five traveling in diamond formation. Conversations with one of

the American boats in our group went something like this:

Delta 4: "Delta Force leader this is Delta 4."

"Go ahead Delta 4," my husband Gar answers.

"How do you want our ranks?"

"It would be great if everyone could tighten up once people get sorted with their sails," Gar advises. As you can imagine, five boats turning into the wind to raise sails in tight quarters is quite a challenge.

Delta 4: "Can I call you Chuck Norris?"

Gar: "If you must."

This is only the beginning, but we can tell we'll have some quality quotes by the end of the five-day trip. We've just started and some of the other boats are already annoyed with the American chatter coming mostly from the Delta

Group. We are supposed to maintain radio silence, which is clearly going to be a challenge.

Our convoy plan is to travel within about a half mile from each of the big groups during daylight, with a mile of separation at night. Initially, there is no wind and glassy seas so staying in formations isn't too difficult. It is really hot. We sail through a huge pod of dolphins at around 1300 hours and later motor through a big pod of pilot whales. Their fins are huge as they slice through the water.

When their outboards stop working only hours out of Salalah harbor, our friends — a group of young Brits on a small catamaran called *Bravo 3* — have to return to port to exchange 740 liters of fuel because they discover it is diesel. The whole convoy agrees to slow down at night so they can catch up by morning.

Day 2; Distance to Aden: 475 miles

The VHF crackles to life again. "Delta 1 this is Delta 5, I think you are in danger of being overtaken by your group."

It's 0513 and still dark. We run only with deck lights aft and stern, no mast lights, to avoid being seen at long distances. I can see green and white, and red and white lights coming directly up our stern. It's tricky. We're supposed to stay .5 miles behind Alpha 1, the lead group, and .25 from the Bravo and Charlie groups on our flanks. Controlling speed and course is challenging to say the least with 20 boats traveling at various speeds. We relay our course and speed changes to our group as they

occur, but quickly realize that we have a tough job — one of the most difficult in the convoy — because we are in the middle of the convoy and need to monitor all three other groups, as well as our own.

At 0013 a large wooden *dhow* fishing boat cruises quickly through our convoy, uncomfortably close. As they pass I can smell the stink of animals on the wind. It's a bit eerie out here: no wind, the sea is almost reflective, the sky shimmering silver and a light peach sun hangs above us. Our British friends with the fuel issue reconnect with us at sunrise.

Everyone listening to us must be chuckling. Delta 4 and Delta 5 are at it again, as they have been since arriving at Salalah. As luck would have it, they got placed next to each other in the convoy. Being the Delta group leader, we often have to intervene as they bicker over their speed and position. I think it might be a game for them now, because they're more amiable this morning.

This afternoon Gar gives the fleet something to talk about. We are being pinched on both sides by both the Bravo and Charlie groups. Talking through it on the radio with the group we try to problem solve so we can slip back in.



ALL PHOTOS DREAMKEEPER

CONVOYING THROUGH PIRATE ALLEY

Anyone who knows Gar knows that people who seem selfish and stubborn rub him the wrong way. Well, he gets rubbed, takes the bait and loses his cool, playing the ugly American card, while the guy who opposes him plays the pompous British sailor. Things eventually cool down, though, and they both apologize. After a lengthy discussion about "cross track error" we return to our proper position within the fleet.

At one point a huge school of dolphins crosses our bow. Also, super cool and really comforting, the Coalition Forces who have been tracking our progress send out an Australian chopper for a fly-by which cruises low and circles around all of the boats. It's good to know they're watching out for us.

Day 3; Distance to Aden: 376 miles

Gar's quote of the day: "You know, this convoy thing is really pretty smart." This after four small fishing boats come over the horizon around 0700. Then later, nine larger fishing boats come cruising through our fleet so close we can wave at the fishermen and see the expressions on their faces. We decided before that with the first arrival of fishing boats we would practice our defense

tactics. So we go through the exercise, practice for pirates, tighten ranks and close in on Alpha.

We learn a lot of things. The most obvious is that the slowest boat should not be in the back. A Kiwi boat in our group, Delta 4, is the slowest boat. For defense formation to work, our group has to wait for all of our five boats to close together before we move forward and tighten up with the other groups. It takes us 11 minutes to tighten up and head toward Alpha group. Way too long.

What to do? The only real solution is to move Delta 4 up in front to the Alpha Group. The problem is that the groups were organized in order of convoy sign-up date. All the members of Delta signed up last. We're at the back of the pack and playfully referred to as "pirate bait." No one wants to switch and come back with Delta except one thoughtful boat in Charlie, but it still wouldn't really solve the problem, so now Delta 4 is up with the Alphas and we have one less boat to manage. We are now traveling in a diamond formation with only 4 boats in

Delta.

There is never a dull moment in this convoy.



Deemed the Chuck Norris of Delta group, Gar would look like a tough hombre to pirates, if it weren't for the bathtoy on his wheel.

Alpha 1, our convoy leader, calls for an engine check stop for 10 minutes. Most of us have been motorsailing most of the way. All boats stopped in formation except one. A Delta rogue, Delta 3.

They are now positioned directly behind our stern and with a tighter forma-

We're at the back of the pack and playfully referred to as "pirate bait."

tion. You can probably guess what happens. Gar was down below checking the engine and I was resting in the sea-berth. When Gar climbs back into the cockpit 5 minutes later, Delta 3 is within a boat length away on our port side motoring full speed ahead at 6 knots with no one at the helm. They just pass us right by as we all were dead in the water. Unbelievable! They don't even have their VHF on and aren't keeping watch. We're lucky. To their credit, at least they apologize later.

We are exhausted. Managing this group is a constant job. It's almost ridiculous. Seriously, I go to the head with the handheld VHF. Standing watch is like being in a live video game; watching the boats around me, managing our track, and looking for ships and boats on the radar and the horizon.

Nevertheless we still feel as if we wouldn't really want to do it any other way. Hopefully it will be worth it. We both have backaches, more grey hair, and bags under our eyes. The sky is a hazy shade of blue and the sun is bursting through. It's hot, but it's good to see some brightness in our days. Terns, gulls, and booby birds feed on the surface and Sargasso weed floats by.

Day 4; Distance to Aden: 244 miles

"Bravo 5, Bravo 5, Do you copy? This is Delta 1." In the middle of the night, at 0100, I call out on the VHF over and over. "Alpha 6, this is Delta 1, Looks like we have a sleeper coming our way." "Roger, Thanks Delta 1, let's watch him closely so we don't get run over."

Bravo 5 appears to have fallen asleep on watch and gone off course. We were already within a quarter mile of them before they peeled out of their convoy and started heading towards us. Nice.

Alpha 6 and I continue to try to hail them on the VHF to no avail. When they are within shouting distance of us, right between both of our boats, we pull out our signal horns and blast them. It

SAVE US FROM OURSELVES —

works. They wake up, groggily respond on the VHF that they weren't asleep — yeah, right — and silently slither back to their group with no apology. Everyone is tired, but some boats have really been negligent about keeping good watches and keeping their VHF radios on.

Another hour goes by, but the excitement never ends. At 0200, a fishing boat that's heading our way is spotted on radar by the fleet. It looks to be a traditional *dhow* closing in fast at about 10 knots. The chatter goes around the VHF for everyone to pay close attention and get ready to get out of the way, if possible. The boat approaches Alpha 5 on the upper right triangle of our convoy still going 10 knots. Everyone holds their breath; the VHF is totally silent. All of a sudden it turns south and begins crossing just off the bows of the Alpha Group lead boats, almost close enough to touch their bows while still doing almost 10 knots. Remember, this is the middle of the night during a new moon. It's pitch black out. The Alpha Group slows down fast and barely misses the fishing boat, then the *dhow* turns and runs down the width of the convoy along the port side of Bravo Group.

Bravo Group collapses in towards the middle of the convoy attempting to avoid the *dhow*, and a couple of the Bravo boats come within a few hundred feet of us. I maneuver with one eye fixed on their green and red running lights and one fixed on the radar screen. There's a lot of confusion. Then I notice a sailboat from the Alpha Group, Alpha 2, on the radar doing a 180, then heading after the *dhow*. It just misses Bravo 1, the Bravo group leader, and looks totally out of control.

Alpha 2 finally stops, does another 180 and heads back in the right direction. What happened was he had to wake his crew to take the helm while

Even in broad daylight it was nerveracking to have local boats pass so closely to the fleet. Were they pirates or simply fishermen?

he dealt with an emergency VHF call down below from a Coalition boat. His crew, still asleep and hand-steering, got disoriented by the *dhow*, thought it was Alpha 1, and pulled out of the convoy to follow it. Half asleep, the helmsman didn't realize what was going on until he or she almost collided with Bravo 1. Meanwhile, the *dhow* speeds away into the darkness, her crew apparently hav-

All of a sudden it turns south and begins crossing just off the bows of the Alpha Group lead boats.

ing no idea what kind of chaos they just created. Or do they?

The convoy's leader is a Dutch boat named *Hafskip*. Joost, the 32 year old captain, has really been doing a great job trying to manage this lot. There are a few other Dutch boats, a boat from Belgium, a few French boats, some Kiwi boats, and the rest are British or American. We're all very different sizes and types, ranging from a 32-ft monohull to a 65-ft catamaran. All of us have 2 to 3 people on board; there are no singlehandlers.

The boats with three definitely have it easier considering the amount of intensity directed toward keeping a tight course and very attentive watches.

This morning there's another shift in the ranks. Charlie 2, an American boat, asks permission from his group leader and Alpha 1 to change to our group, Delta. He's been having trouble with Charlie 1, the group leader, for days. The Charlie Group has a tendency to wander all over the place, sometimes drifting miles away from the convoy and sometimes traveling much slower. The group leader almost always thinks he is in the right place.

As you can imagine, this creates some frustration and anger.

So now the Delta group is back to 5, all the Yankees are in the same group, as our slow Kiwi boat has moved up into Alpha. Funny? Put all the loud Americans in the back of the pack. Our new addition is one of the most talkative in the convoy over the VHF.

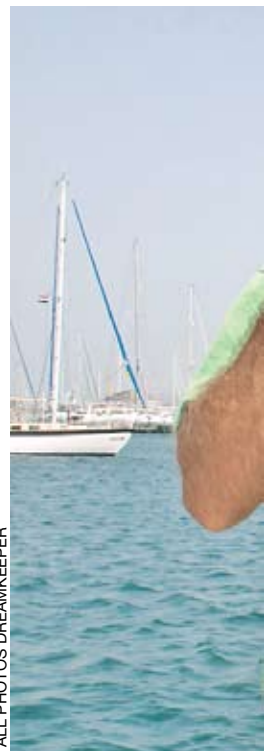
We are only two days out from Aden, but now we're in the infamous stretch called Pirate Alley where most of the commercial ship hijackings happen. Even though only one sailing yacht has been taken in this area during the last two years, commercial boats and tankers are chased, and often boarded, weekly by the Somalia pirates.

The Coalition convoy is closely monitoring us, but they are also watching and patrolling the "corridor" just south of us. The corridor is a U.N.-patrolled shipping lane where all the commercial tankers and cargo ships transit to and from the Red Sea. Right now on our AIS display, I can see 35 vessels, from 40 to 200 miles away. Just 50 miles south of us at this very moment I can see a commercial/tanker ship convoy in tight formation, just as we all are here. There are 23 ships from 400 feet to 1,000 feet long right next to each other traveling at 11 knots. Most likely they also have the protection of a battleship or some sort of security force, unlike us. We are now officially in the "high risk" zone.

The winds have come and we now have 15 knots right on our tails with the seas picking up to 2 to 4 feet. It's roly — really roly. The direction of the wind and waves is all wrong for us little sailboats who have to maintain a specific speed and exact position. Stuff is slamming around in all the cupboards and I'm starting to get seasick trying to write this. Overall, however, we're holding up okay. Everyone in the convoy is tired and definitely anxious, but we are hanging in there, happy to be nearing the end of this, and grateful for our continued safe passage so far.

Day 5; Distance to Aden: 130 miles

I wake up in the middle of the night to the startling blast of our horn and



CONVOYING THROUGH PIRATE ALLEY



Greatly relieved that their long ordeal is over. Gar and Nicole strike a pose in the Aden anchorage. It's a long way from Sausalito.

the boat pulling hard to port. I lurch up the stairs and hear Gar reporting on the VHF that an Alpha group boat is coming head-on through our fleet. Gar is shaking, scared, angry, and confused. It becomes clear that a boat from Alpha turned into the fleet to raise his mainsail without notifying the fleet or turning on a masthead light, deck lights or spreader lights. This is a totally dangerous and completely negligent move to make in the middle of the fleet in pitch-black conditions.

We too would like to sail but we signed on to go at convoy speed without compromising our maneuverability with sails. Once again, a very near miss. He was seriously only feet from our starboard side. That makes three near misses for us so far in five days.

Everyone is rattled. There have been too many close calls. Gar is trying to identify the boat so they know what they have done and so they don't hit someone else.

Once the boat is identified, Delta 5 starts swearing insults at the "crazy Frenchman." I am embarrassed by Delta 5's response, but also appalled at the selfishness I have seen out here. Close calls make everything more intense. I'm happy to be alive and in love. The culprit won't take responsibility nor apologize. Another night on edge.

Our eyes are acutely sharp as we watch the entire fleet's movements

closely. We monitor real time with our eyes, the radar, and chartplotter. Gar is clearly freaked out. He asks the Delta fleet to give him space, a lot of it. Delta 4 who likes to be really close understands, and respectfully agrees to a minimum of 800 feet from our stern. At last, they are far enough away.

I slip back into bed, wrapping myself up in my sheet and blanket like a burrito and try to calm down. I'm grateful for another two hours where I don't have to be responsible for our group and what happens in it. But sleep doesn't come. My heart is racing; my stomach is in knots and I'm dreading another night of this. Also, our instruments went out again yesterday afternoon for a couple of hours so my hearing is acutely focused, listening for the alarm that beeps when they go out. Gar has been on watch for over 13 hours, as he wanted to monitor the instruments.

Most of my watch is quiet. I came on at 2200 as the Big Dipper climbed higher while the Southern Cross sat on our port side. I'm trying to hold our position in the fleet, but Charlie has slipped back again and Bravo is still behind us. My watch gets trickier. I now have to watch Alpha in front and the Bravo and Charlie Group, in addition to the rest of Delta group from behind.

Yesterday when Charlie 5's engine went out, some heartening things happened. (She's a big 30-ton monohull.) The convoy slowed way down in to give Charlie 5's crew time to fix their

engine. The conditions were terribly uncomfortable for traveling under reduced sails. We were making 2 knots in 3-foot swells and 16 to 20 knots of wind. We were pitching and rolling so badly that Delta 5 called to tell me I might as well could do my laundry — we were in the agitation cycle.

Surprisingly, everyone in the fleet slowed down and waited. Almost no one complained as we all moved very slowly for hours despite the fact that our Tuesday arrival seemed to be slowly slipping away. Finally, Charlie 5 got the engine fixed but then it faltered again. Selflessly, Bravo 1 volunteered to give them a tow. Towing can at times be very hard on the tow boat. By nightfall, Charlie 5 agreed to take a tow. This selfless act, gives me hope in humanity and this convoy.

Two hours into my watch I see a boat from Alpha 1 move across the fleet and out to starboard well away from everyone. Thankfully, they are moving out rather than towards the fleet. Two hours later the boat is still falling behind. At 0235, four and a half hours into my watch, Delta 5 contacts me asking about the boat that is just crossing his bow and coming my way. The Charlie boat was out of his formation and coming into our Delta convoy, very close to Delta 5.

It all happened too fast. I made contact but Delta 5 jumped in: "I don't care about what's best for your sail angle or your speed, You are in my space, you cut across my bow. What's wrong with you, you fucking crazy Frenchman. . ." I was seething, my heart was racing. I'm embarrassed by Delta 5's attack on

When a Coalition helicopter surveyed the fleet from above, it gave everyone a much-needed boost of confidence.



SAVE US FROM OURSELVES

another nationality — Delta is now definitely the Asshole American group — but also pissed that this captain thought that because he was "in control" of his own yacht, and a professional skipper with thousands of miles of experience, it was okay for him to maneuver within hundreds of feet of our group, and risking a possible collision.

It is amazing to us how different people are in this convoy. Some are selfless and completely willing to sacrifice for the benefit of the group and others are selfish and continually want to do what's best for themselves. Thankfully this afternoon we have a nice wind and are motorsailing comfortably. Our Tuesday arrival is most definitely within reach now.

The air is crisp and clean. A little bird has visited three boats in the Delta fleet and has put a smile on everyone's face. The radio in our large fleet is refreshingly silent for a change and we hear no talk of pirate attacks by the warships in our area. If all goes well for the next 24-30 hours, we will soon be safely in Aden and will likely have become our own worst enemies in these waters.

Day 6 and it's all over

We're 15 miles out of Aden when the stepped desert cliffs materialize out of the dusty haze. Crumbly stucco and

*We can't really believe we
are here. We have
survived Pirate Alley.*

whitewashed dwellings are perched on the cliffs. A sandy tongue of sand slithers through the valley between two peaks, lapping at the sea with the look of an Arabian glacier. A big fish launches out of the water and brown booby birds do fly-bys.

Our convoy leader, Joost, aka Alpha 1, gives his final talk on the VHF, congratulating our group and we all thank him for his valiant effort in making this all happen. He did an amazing job and I am sure he is just as exhausted as we are.

The last 10 miles we take turns calling Aden port control to tell them our

boat details, then finally dismantle the groups and follow each other into the harbor in single file. We take the back. We know the anchoring will be chaotic and we are happy to just chill out at last and take in our surroundings. I turn off the VHF and don't plan on turning it on again for days. It's been non-stop and I am exhausted by it.

We can't really believe we are here. We have survived Pirate Alley. But I don't feel the "I am so psyched" feeling I get after certain accomplishments. More like, "I am so fucking glad that is over!"

This convoy thing was no easy task. We recognize the effort that it took for everyone to stick it out and stay together. Most people were tense, nervous, frustrated, and exhausted more than once. Yet, everyone chose to follow the pack, try to communicate, and stick together.

Thankfully, we never saw nor heard of any pirate attacks on our route. Did pirates see us? Were they deterred from attacking us by our convoy? We'll never know, but we do know that we made it safe and sound.

"Delta 1, over and out."

— nicole friend & gar duke

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ARE YOU READY TO HA-HA?

They say the economy is on the comeback. Perhaps that's why there are already 91 boats signed up for this year's rally with homeports as diverse as Waikiki, Hawaii, and Homer, Alaska. The smallest so far is Shawn Passeri and Cindy Spangler's Antioch-based O'Day 28 *Althea*, and the largest is Bill and Karen Gates' Sausalito-based Herreshoff 65 *La Condessa del Mar*. You'll find the complete list at www.baja-haha.com.

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

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

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MEET THE FLEET

Among the important dates to note (at right) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 8. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watch-standers. Get a headstart on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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IMPORTANT DATES

Sept. 8 — Mexico-Only Crew List
and Baja Ha-Ha Party, Encinal
YC in Alameda; 6-9 pm.

Sept. 10 — Final deadline for all
entries.

Oct. 16 — Ha-Ha Welcome to
San Diego Party, Downwind
Marine, 12-4 pm. Ha-Ha
entrants only.

Oct. 23 — Informational Meeting
about the Pacific Puddle
Jump, West Marine, San
Diego, 5 pm.

Oct. 24, 9 am — Final deadline
for all crew and skipper
waivers, West Marine, San
Diego.

Oct. 24, 11 am — Skipper's
meeting, West Marine, San
Diego. Skippers only please.

Oct. 24, 1 pm — Ha-Ha
Halloween Costume Party and
Barbecue, West Marine, San
Diego.

Oct. 25, 11 am — Start of Leg 1

Oct. 30, 8 am — Start of Leg 2

Nov. 3, 7 am — Start of Leg 3

Nov. 5 — Cabo Beach Party

Nov. 6 — Awards presentations
hosted by the Cabo Marina.

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for the Baja Ha-Ha Rally Committee. Please
don't call *Latitude 38* with questions. The
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2010 SINGLEHANDED

Over the years, extreme sports have become increasingly extreme. Adrenaline junkies are no longer satisfied with simply jumping out of airplanes with the fervent hope their parachutes will deploy; they now don birdman-like 'wingsuits' that allow them to glide through the air much like a flying squirrel (though we can't believe a squirrel would be crazy enough to throw itself from a plane). Instead of doing something so mundane as skiing down a black diamond slope, 'extreme skiers' are now helicoptered onto near-vertical alpine glaciers. When 33-year-old Edmund Hillary became the first person to successfully summit Mount Everest in 1953, the world thought the feat was a pretty big deal; now 13-year-olds are doing it.

And sailing is not immune to the trend. Considered by many at its 1978 inception to be nothing short of suicide, the Singlehanded TransPac — a 2,120-mile marathon sail from San Francisco Bay to Hanalei Bay on the Hawaiian island of Kauai — may appear to be practically pedestrian to those following the globe-girdling exploits of solo teenagers. But just try telling that to the 18 people entered in this year's edition of the biennial race.

Down from 2008's 22-strong entry list, this year's fleet of 18 is unusual in that only five racers are returning veterans — normally about half the fleet have done the race before. That means nearly three-quarters of the fleet have had a terrifically steep learning curve as they prepare their boats — and themselves — for the long stretch of water that lies ahead.

For many, the TransPac is their own personal Mount Everest, and no less intimidating to them as the summit was to Hillary. These intrepid sailors spend months — years, even — and countless dollars doing everything they can to ensure that their boats will see them safely to the idyllic shores of Hanalei Bay.

For the more competitive types, the race is the embodiment of personal responsibility — there's no crew on which to lay blame, no competitors fouling you around a mark, no forecasters to rail against when the weather turns against you. You, and only you, are what determines your place in the final standings. The pressure's on.

But for everyone, the Singlehanded TransPac results in an amazing bond and sense of camaraderie not found in most races. From the daily check-ins — and subsequent chit-chat — via SSB

to the afternoon gatherings under 'The Tree' on the beach in Hanalei, these 'competitors' behave more like siblings. Indeed, by the time they've reached Kauai, they *have* become a family of a sort. Because what else is a family if it's not a group that encourages its members when they're at the lowest, or celebrates when they realize their dreams?

The Singlehanded TransPac will start off the Corinthian YC on June 19 at 11 a.m. — but be prepared for a postponement if the wind hasn't filled in by that time — and visitors are welcome to meet the fleet on the docks the day before. And, of course, a large escort out the Gate would really send them off in style. Visit www.sfbay-sss.org for more details.

Now let's take a stroll through this year's family album . . .

Sam Burns

Southernaire — Catalina 309

Alameda, age 64

Previous SHTPs: none

While he may have a gentle Southern twang from his years in Atlanta, Sam is



tough as steel. On the first day out during his qualifier for the race — a 400-mile non-stop cruise to at least 100 miles offshore — *Southernaire's* autopilot broke. "All I could do was watch as the ball bearings fell out and started rolling around the cockpit," Sam recalls. Thanks to some light air at the beginning and end of the voyage — the



middle was more than a little grumpy — he was forced to hand steer the boat for five full days. "It's hard to relax when you're hand steering," he noted wryly.

Although a newbie to the race, Sam has an impressive sailing resume, including long-distance voyages out of his '90s homeport of Armenia, Colombia. When an earthquake destroyed the house he and his pregnant wife Alicia were living in, they moved to the Bay Area, where Sam found work at a Silicon Valley chip foundry.

After a hiatus from sailing, he reacquainted himself with the sport through a local sailing club. Impressed with the club's Catalinas, Sam bought *Southernaire* in January and, other than needing a new autopilot, feels ready to take on the Pacific. "All the time I was hand steering, I knew there was no way I was giving up. I'm going to Hawaii."

TRANSPAC PREVIEW

The fleet of the 2010 Singlehanded TransPac is ready to rumble, including 'two-timers' Jeff Lebesch aboard 'Hecla' (left) and John Hayward on 'Dream Chaser'.



thing, it strengthened his resolve. "Everyone says the LongPac is harder than the TransPac, and I can see that," he notes. "I was cold the entire time I was out. I'm really looking forward to sailing in a warm situation. I'll be in my shorts on the fifth day!"

Max Crittenden

Solar Wind — Martin 32

San Francisco, age 57

Previous SHTPs: none

Max spent his formative years sailing. A Bay Area native, he was hooked



when his dad brought home a little sailing dinghy. Through the years, Max continued to sail with his father on progressively bigger boats. All told, he's cruised

the Med, Northern Europe, New Zealand, and both ends of North America, with an Atlantic crossing thrown in for good measure.

After a decade-long hiatus from sailing, Max bought his first sailboat in '96. The game was back on. He's since drunk "the SSS Kool-Aid," serving as race chair for two years and entering as many solo races as he could. He now teaches sailing when he's not working his day job as a mechanical engineer.

Eva Drangsholt

Fri — Able 34

Oslo, Norway / Seattle, WA

age: none of your business

Previous SHTPs: none

After an 11-year career in the Prison and Probation Department of the Norwegian Ministry of Justice, Eva made a 180° tack and entered art school. Having earned Master of Fine Arts in '08, she now exhibits her work, primarily video art, around the world.

Long before she found her true calling as an artist,



though, Eva was messing about in boats. Sailing since her early teens, she eventually graduated to a Sagitta 20 that she sailed in the North Sea basin. She recently bought *Fri* while in Seattle, and is

planning to use the Singlehanded TransPac as one leg of her voyage home to Norway.

Adam Correa

Blue Moon — International Folkboat

Sausalito, age 34

Previous SHTPs: none

An avid surfer, Adam is a relatively new face on the San Francisco singlehanded sailing scene. He bought his first boat



just four years ago, but has spent his time learning to sail on many different boats — mainly because he kept selling them. After owning too many boats to count, Adam finally settled on a "turboed" 26-ft Interna-

tional Folkboat to take him to Hawaii. "I love their simplicity," he says of the classic Tord Sundén design.

Blue Moon is one of three sponsored

boats in the race this year — a first since '04. "I was chosen by Nautica to be a part of a new lifestyle campaign that they'll be running on their website," says Adam. "After they shot a video of me sailing *Blue Moon*, they asked how they could support me. It's really helped."

With the deadline for the qualifying sail quickly approaching, Adam sailed out the Gate in company with fellow racers Sam Burns and Ronnie Simpson in what they dubbed the 'LatePac' — an homage to the LongPac race, which serves as a qualifier for the TransPac. Though his self-steering didn't fail like Sam's, Adam had his own set of challenges that culminated with him surfing across the Potato Patch on his way back in. "All I can say is that the boat held up better than the skipper," he laughs.

But Adam didn't let the rough ride home deter him from his goal. If any-

LATITUDE / LADONNA

2010 SINGLEHANDED

Al Germain

Bandicoot — WylieCat 30

Pt. Richmond, age 59

Previous SHTPs: none

Fascinated with the wind for his entire life, Al has harnessed its energy to power not only his recreational life, but also his professional life. Undoubtedly his experience working on wind energy projects gives him insight into the most



vagarious of classical elements.

When he's not working with the wind, he's playing in it. Having sailed since his youth in the Midwest, Al has been an active member of the SSS since '01. "I've stood on the shores of Hanalei Bay more than once wondering what it would feel like to arrive by boat," he says. "I decided that I needed to try this race — at least the first time — before I turn 60 in October."

AJ Goldman

Second Verse — Cascade 36

San Francisco, age 38

Previous SHTPs: none

AJ is another long-time sailor who is new to the race. He started sailing out of South Beach in high school, then went on to sail competitively in college. But he says he fell in love with ocean racing when he crewed on a winning J/35 in Southern California. Now a teacher at a private Bay Area high school, AJ has enjoyed sailing up and down the coast.



When he bought *Second Verse* a few years ago, the TransPac was on his mind but he didn't feel the boat — or he himself, he's not quite sure — was ready. He is now. "I love my boat," says AJ, who is being sponsored in the race by Waikiki restaurant Mac 24-7. "She'll take care of me; we have a good relationship."

Gary Gould

Pakele — Islander 36

San Diego, age 68

Previous SHTPs: none

Gary may be a TransPac first-timer, but he's not a newbie to sailing. Having grown up around boats on the East Coast, Gary naturally took to sailing when he took up the sport in the '80s after moving to Newport Beach. In '99,

he and his wife left to go cruising aboard *Pakele*. After a couple years, his wife



chose not to continue, so Gary finished the rest of the circumnavigation mostly singlehanded, returning in '07.

Though he'd signed up to race in the '08 edition of the race, Gary had to drop out shortly before the start due to a diagnosis of prostate cancer. Now cancer free, he looks forward to competing in his first ocean race.

John Hayward

Dream Chaser — Valiant 40

Richmond, age 60

Previous SHTPs: 2008

As a native Southern Californian, John spent his teen, Navy and college years sailing, either as crew or on his little Columbia 22. But when he and wife Jan needed a downpayment for their new Northern California house, the Columbia had to go.

"When I could afford another boat,



I decided to spend my time flying instead," says John. "My weekend range flying was 1,500 miles compared to 30 miles sailing." After retiring from a career as a chemist, John 'slowed down' and bought *Dream Chaser* in '06. He

worked on his sailing skills and entered the '08 running of the TransPac, insisting all the while that he wasn't planning to seriously compete and that he didn't plan to do the race again.

Uh huh.

As so often happens, John caught the TransPac bug. He still insists that he'll be satisfied with his standing as long as he does the best he can, but then admitted, "I would like to do better than in '08."

Adrian Johnson

Idefix — Olson 30

Seattle, WA, age 27

Previous SHTPs: none

Pretty much sailing since his birth in Napa, Adrian was raised in France, so it's not surprising to find that he counts French sailing luminaries Eric Tabarly, Isabelle Autissier and Yves Parlier among

his sailing heroes — and who could blame him?

Now living in Seattle, Adrian followed the last couple editions of the race. He says that last year he suddenly realized that he wasn't getting any younger, and that if he wanted to do the race before he turned 30, he'd better find a boat. He found what he was looking for in *Idefix*, which had already been partially prepped for a Hawaii race.

Of course that doesn't mean she was race-ready. "After eight months of work-



ing night and day, sacrificing my health and savings to turn my buoy racer into an ocean racer," he says, "I'm going to be so relieved when (if) I cross the starting line in front of the Corinthian YC that it will truly feel like I've

crossed the finish line of a much greater race."

Dave King

Saraband — Westsail 32

Portland, OR, age 61

Previous SHTPs: none

Don't make the mistake of thinking that, just because this is Dave's first Singlehanded TransPac, he's light on ocean miles. In fact, he's one of the more experienced skippers in the race. A career as a delivery skipper has allowed Dave to rack up more than 150,000 miles, 40,000 of which have been singlehanded.

Nor is Dave a stranger to the Hawaii race scene. Back in '88, he and his crew handily won the Pacific Cup — not just



his class, but overall — aboard *Saraband*, a feat previously thought impossible. Twenty years later, Dave played a role in this race by helping another Westsail buddy from Portland prepare his boat, as well as deliver it home

for him. "It was a fun experience," says Dave. So fun that it motivated him to join the fleet this year.

Jeff Lebesch

Hecla — Hammerhead 54 tri

Steamboat Springs, CO, age 52

Previous SHTPs: 2008

As a returning vet of the race, Jeff

says he has a better understanding what to expect of himself and his boat this time around. "I know where I can push myself more, and very importantly where I cannot." Considering the fact that he'd never sailed in a big ocean race — much less crossed an ocean — before the '08 race, Jeff's second-over-the-line finish that year was all the more impressive.

But this year he intends to be even more competitive, and he's removed a good number of luxury items (think breadmaker) in an effort to improve *Hecla's* already considerable performance. In fact, barring a complete upset, Jeff almost certainly has a lock on the Barn Door Trophy, given to the first racer to cross the finish line.

Having owned *Hecla* for a few years now, Jeff has shown tremendous growth as a racer. In last year's LongPac, not only did he cross the line 16 hours before the next closest competitor, but he also won the race by a fair margin on corrected time. So while multihulls may not often correct out in the top slot, the rest of this year's fleet would do well to keep their eye on this motivated sailor.

George Lythcott

TAZ!! — Express 27

Alameda, age 63

Previous SHTPs: none

George is something of a rising star on the local singlehanded sailing scene. A long-time racer, George hadn't given much thought to solo racing until meeting recent Vendée Globe vet Bruce Schwab in '06. "It was a defining event for me," he says. Shortly thereafter, he bought *TAZ!!* and began prepping her for the race. He also started sailing her



in every singlehanded race he could — and the practice is paying off with wins. This to the chagrin of good friend and 'bitter' rival Ben Mewes (see following bio). When *TAZ!!* corrected out as the singlehanded division winner in this January's Three Bridge Fiasco, George says he couldn't believe he'd beat Ben. "Ben's been my 'rabbit' ever since I started singlehand-

ing — I'd never beat him before," he says. The rivalry, of course, is good natured, as George also claims Ben as his mentor.

Ben Mewes

Mirage — Black Soo

Alameda, age 66

Previous SHTPs: 2000

The Singlehanded TransPac wasn't on Ben's list of things to do this summer until his wife, Lucie, told him he was going. "She wanted a trip to Hawaii," says Ben. The couple live aboard Ben's previous TransPac boat, *Georgia*, so he'll be sailing their 30-ft Black Soo *Mirage*. "I know I said 10 years ago that *Mirage*



is too small," he says, "but I'm really looking forward to giving her a good whack across the ocean."

As for George Lythcott's claim that Ben is his mentor, Ben says, "He's come along so far that half the time I think I'm chasing him!" Whether he's chasing or leading, Ben says he's looking forward to the competition between himself, George and Al Germain. Their boats are very close in ratings, and Al and Ben are both former SSS season champs. "This should be quite a little competition."

Paul Nielsen

Culebra — Olson 34

Sausalito, age 53

Previous SHTPs: none

Having practically lived on the beach during his youth in Monterey, Paul is a water guy. "The sights, sounds



and smells of the sea from those idyllic days are somewhere imprinted on my brain," he says. "Every time I jump in a boat they come back to me."

Though he's not new to sailing — he started sailing on El Toros as a teen — Paul is new to crossing oceans. But that doesn't mean he's not prepared. In fact, since buying *Culebra* in '08, he's invested in some major upgrades and gear. "I feel like I'm preparing for a five-year world cruise, cramming every upgrade I might wish for in the next 10 years into the last 10 months," says Paul. "But, hey, working on the boat is just about as fun as sailing the boat."

Let's see if he's singing that same tune when he hits the Trades.

Santiago Reyero

Koh Samia — Mini Transat

San Diego, age 38

Previous SHTPs: none

Another lifelong sailor, Santi grew up on the waters of Spain. After moving to the U.S., he bought a Finn dinghy for racing, though he admits to usually coming in DFL. Then last year, he bought a Mini Transat 6.50 in Germany, and had her shipped to Ensenada just in time for the New Year. It was a



short sail to Santi's home waters of Mission Bay.

Having only a handful of months to prep your new-to-you boat for a solo trip across the Pacific has kept Santi pretty busy. So busy in fact, that he wasn't able to start his qualifier cruise until mid-May — coincidentally, the same weekend as the 'LatePac', but starting from San Diego. Unfortunately, his cruise didn't go any better than the others, and some would argue worse, as he was unable to finish due to lack of wind. "I thought that was the end of my SHTP dream," he says. "But the next morning I found out the qualifier deadline had been extended — we were back in!"

Preferring solo adventuring in general, Santi says he can't think of a better way to spend the summer than racing singlehanded to Hawaii.

Ken Roper

Harrier — Finn Flyer 31

North Myrtle Beach, SC, age 80

Previous SHTPs: 1984, 1986, 1992, 1994, 1996, 1998, 2000, 2004, 2006, 2008

The grandmaster of the Singlehanded TransPac, Ken 'The General' Roper, is back again for his 11th grab for overall honors. "This will *definitely* be my last one," claims Ken. Yeah, yeah, we've heard that one before, General.

Having retired from the Army as a Brigadier General in '77 — he was a master aviator, flying "everything with wings or rotors," and served two tours of duty in Vietnam — Ken's spent the intervening years sailing and scuba diving all over the world. He



2010 SINGLEHANDED

bought *Harrier* after meeting a number of the competitors in the very first running of the race. It took a few years before he was able to enter himself, but once he did, he was a full-fledged addict. All told, Ken has sailed *Harrier* more than 100,000 miles.

Barry Ruff

Rage — Wylie 39

Vancouver, BC, age 66

Previous SHTPs: 1984, 1990, 2000

Barry's work in the boating industry — "All Sikaflex-in-the-hair-type of work" — has allowed him to continue to hone the skills he acquired when he first discovered sailing in the '60s. Citing Chichester and Tabarly as inspirations, Ruff says he's always had a keen interest in solo ocean racing.



His association with the TransPac goes back as far as The General's but with a little less frequency. "I wanted to participate in as

many editions of the race as possible," he says. "The cure for this malaise remains undiscovered!" Though he may have 'only' sailed in the TransPac three other times, Barry has sailed to Hawaii and back countless times in any number of races and deliveries. "I'm really looking forward to relaxing in the sun, interruption-free, with no gurus or jackasses to provide 'counsel'," says Barry. "Ah, what bliss!"

Ronnie Simpson

Warriors Wish — Jutson 30

Oriental, NC, age 25

Previous SHTPs: none

The third member of the so-called 'LatePac', Ronnie is the race's young buck. But even though he's just 25, he's lived a lifetime's worth of adventures — and misadventures.

After an intimate encounter with a rocket-propelled grenade during his first tour of duty as a Marine in Iraq, Ronnie, then 19, spent several months recovering and gaining a new perspective on life. Over the next few years, he accumulated

the goods many associate with 'wealth' — fancy motorcycles, cars, a house — but sold them all to fund a cruising adventure. Sadly, that adventure ended with the loss of his boat, and an unexpected ride aboard a China-bound freighter.



Undeterred, Ronnie scraped together the little money he had left, bought a bicycle, and pedaled his way 9,000 miles across most of Asia and Europe.

But Ronnie's passion for sailing hadn't gone down with the ship. Back in San Diego, he put all his energies toward finding a boat to sail in the Singlehanded TransPac. Enter '08 race veteran Don Gray: "He said he'd loan me his boat if I made all the rest happen," says Ronnie. One of three officially sponsored boats, *Warriors Wish* will represent Hope for the Warriors, a non-profit that runs support programs for wounded vets and their families.

— **latitude**/ladonna

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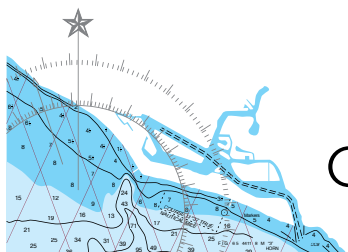
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MAX EBB

"Max! Have you seen your new downwind rating?"

I confessed that I had not, since I wasn't planning on entering any downwind races this summer. Just the usual Bay series and maybe some local ocean.

"Well, you better take a good look and get your petition in, because some of us are really getting the shaft."

The conversation was in the yacht club hallway, where my friend was sitting at the members' computer terminal. In a rare moment when the machine was not monopolized by pre-teens working their Facebook pages, he had gone to the YRA website to get a glimpse of the new downwind-only PHRF numbers.

"Look how much my rating dropped," he moaned. "And look at all the other boats on this list with ratings that hardly changed at all. It's a disaster."

"But your boat has a well-known advantage over those heavy boats going downwind, and you always correct out way ahead of them."

"Yes, and that's how it should be. I have a modern ultra-light sled. I should always be able to beat an old lead mine from the dark years of the IOR in a downwind race."

"Now wait a minute," I said. "Isn't the whole point of handicap ratings to give boats of different sizes and types an equal chance of winning? This just takes away the advantage you've always had when you're racing downwind with ratings based on closed courses."

"It's still unfair, because the heavy boat still gets the advantage upwind," he argued.

"But do you even enter upwind races?"

"Um . . . there's the return from Vallejo," he mumbled after a few seconds of thought.

"Ah, but they didn't use the downwind ratings for Vallejo," I countered, "even for the Saturday leg. So you traded the advantage that weekend, and it evens out. Fact is, with the downwind ratings the heavy boats might have a good chance of beating you in a downwind race, at long last."

"I still don't like it," he pouted. "It undermines the resale value of the fleet of modern light-displacement boats. And the process was completely opaque. We don't know how they came up with these numbers." He scrolled down the list on the screen and pointed to another modern sport boat with a new downwind rating similar to his. "Look at this boat. We race with them all the time, and there's no way that we're faster by 12 seconds

Sportboats like the J/90 'Sweet Jane' may have more competition than they bargained for in downwind races.



PETER LYONS / WWW.LYONSIMAGING.COM

a mile."

"Actually, we do know something about the process," I said. "They took the regular round-the-buoys ratings and applied the Pacific Cup downwind corrections, at least for the first cut. There's a formula based on the non-dimensional displacement-length ratio."

As if these words had conjured her up, Lee Helm suddenly appeared from around the corner. She was dripping wet, and fully rigged in her windsurfing harness and wetsuit.

"Actually, it's only quasi-non-dimensional because the units are, like, long tons over hundredths of a foot cubed. But weight represents a volume of displaced water, and a length cubed is the same dimension as a volume, so you can use it as if it's non-dimensional for comparing boats of different sizes to see how relatively fat or slender they are for their size."

"Glad you came by, Lee," I said before introducing her to my friend sitting at the terminal. "We're having a downwind PHRF rating thrash."

I explained that Lee used to be a regular on my race crew, but now it's hard to tempt her away from her windsurfer,

especially in the summer.

"It's just a more efficient kind of dinghy," she shrugged. "And today's a Cal Cup race day. I'm in on a quick break to download some lunch."

My friend repeated his lament about what he saw as capricious, inaccurate and unfair numbers in the downwind rating column.

"One of the big problems," Lee explained, "is that the correction depends on that displacement-length ratio, and those are the two numbers that are the least reliable from the published specs."

"Aren't waterline length and displacement always listed on the brochure?" I asked.

"Modern boats have very shallow aft overhangs," Lee explained. "The actual waterline length at rest is hella sensitive to loading. On some boats the LWL depends on where you stow the toolbox. But it doesn't make any difference because when the boat's moving, the water sees lots of buoyancy right up to the back corner of the transom. So, like, the only length measurement that makes sense would go from the forward end of the waterline to the edge of the transom. Except maybe for some archaic hull forms, but those are the special cases."



"Good point," I said. "Even cruisers have those wide, low sterns these days. The swim step did in the traditional narrow stern."

"And the hydrodynamics," Lee added. "And dumping those rating rules from a century ago that measured girths near the stern."

"Now hold on a minute," I said, "IOR wasn't phased out until 1990."

"Totally," Lee continued, oblivious to the large puddle that was growing around her booties as her wetsuit continued to drip. "The brochure can say almost anything for LWL, but the dimension that counts is forward waterline to transom tip."

While she made her point, the sled owner had Googled, found and read the PCR formula on which the downwind PHRF ratings seemed to be loosely based.

"Look, they don't even use LWL in the formula," he pointed out. "They take L as LWL plus 35% of the overhangs."

"That still cheats the old boats," Lee

answered. "Old boats get charged for part of a bow overhang that they never use, compared to a more modern boat with a nearly plumb bow. And like, that modern boat with the plumb bow is using all of its stern overhang, but they're only charged for a third of it."

"Only one big problem, Lee: The version of waterline length or sailing length that you want to use is never listed in the brochure."

"Jeez, I think owners are capable of measuring their bow overhangs and subtracting that from their LOA," Lee answered. "All you do is hang a plumb bob off the stem and float a yardstick up against the bow — it's as easy as peeing in your wetsuit."

I glanced suspiciously at the ever-enlarging puddle around Lee's feet.

"And it would be easy enough for anyone to check if they didn't trust another boat's sailing length measurement," Lee

The Pacific Cup rating formula

(based on Northern California PHRF)

Effective Length: $L = LWL + 0.35 \times (LOA - LWL)$

Displacement/Length Ratio:

$$DLR = (Disp/2240)/((L/100)^3)$$

Displacement/Length Factor (DLF):

For DLR less than 75, $DLF = 0$

For DLR from 75 to 150, $DLF = (DLR - 75)/3$

For DLR from 150 to 200, $DLF = 25 + (DLR - 150) \times 0.10$

For DLR greater than 200, $DLF = 30$

DLF is rounded up to the next larger integer.

Length Factor (LF):

$$LF = 0.5 \times (375 - (3600 / (1.34 \times \sqrt{L}))) + PHRF$$

If $LF < 0$ then $LF = 0$

LF is rounded up to the next greater integer.

Rating: $PCR = 486 + (PHRF + DLF - LF) \times 0.95$

continued. "Just like with sail dimensions on the PHRF application."

"Is that all we need to do to get accurate displacement-length ratios?" I asked. "Because I don't really trust those brochure displacement figures either."

"No kidding," said Lee. "If you think the waterline lengths are sometimes fudged one way or the other for marketing or rating purposes, the published displacements are, like, totally ex-rectum. And even if they were straight up about it, you never know if 'displacement' means empty weight, or weight with half tanks but no crew, or full tanks plus crew plus sails, or what. Most often it's interpreted to mean the empty weight of the boat with no added deadweight.

That's very different from the actual displacement the designer works with. The manufacturer has a huge range of semi-legitimate ways to spin this number."

"So how do we get around that one?"

"There are two ways to weigh a boat: The best is to just plain weigh it, and this requires a single-point hoist or crane and a load cell, or a spring scale like the one the Midget Ocean Racing Club used to use for boats 30 feet and under."

"My boatyard has load cells on their Travelift," said the sled owner. "They report the weight with each haul-out."

"That only works if all the straps are exactly vertical — which they never are — and the load cells are recently calibrated — which they never are. And if someone takes the time to measure the angles and divide by the cosines. The other method is to have a good numerical description of the shape of the hull and appendages, measure the freeboard carefully, measure the density of the water, and calculate the total weight of water displaced. Eureka."

"So do you think all boats need to be weighed for good PHRF ratings?"

"For a new design, it would sure help," she answered. "For older small boats there might be MORC weight data on file; for big boats there is usually a very precise digital lines plan file, if you can pry it from the designer. For big race boats there's often a measurement certificate of some sort with good weight data. For cruising boats with no lines plan and no sistership data, I guess there's no substitute for, like, actual weighing."

"Hold up," interrupted another sailor, whom I recognized as the tactician on one of the boats I race against. "This is PHRF, we're not trying to create a new measurement rule here."

"But look where the arbitrary LWL and displacement numbers have gotten us," insisted Lee. "We have to have a better handle on those numbers before plugging them into a formula."

"Right," agreed my friend from the computer terminal. "These numbers will ruin racing as we know it!"

"It's PHRF," said the tactician. "Subjectivity trumps measurement."

Lee explained why she thought the nominal LWL and displacement measurements were producing unreliable results.

"Okay, I agree that forward waterline to transom tip is a better length to use," the tactician acknowledged. "But

MAX EBB

you don't need to measure — it can be estimated very easily from the brochure specs and a profile of the boat. And I agree that displacement has to be adjusted to reflect reality, but let's do it PHRF-style. No weighing, just let the PHRF folks figure it out from what they know."

"Point taken," said Lee. "You could probably just assume that most production boats are 10% heavier than the brochure says. This varies by manufacturer, but the measurers pretty much know which builders come out overweight and by how much. Race boat displacement could be based on measured sisterships, which they already do when they have the data put in front of them, usually by an owner petitioning for a change. And the committee would have to use best-guess strategies for one-offs with no real data. It totally wouldn't be the biggest source of error in the PHRF process."

The computer screen was now displaying the downwind rating of my boat, and I noted with some satisfaction that it was actually a little bit slower than the base rating.

"Well, I'm satisfied with what they've done," I announced. "Maybe I'll even do the Ditch Run this year, or the race to Santa Cruz, now that those little ultralights owe me an extra 30 seconds a mile."

"I'm telling you, it's the end of racing as we know it," insisted my friend from the computer terminal. "If boats like Max's start winning downwind races, what happens to our entire culture of ultralight sleds? What happens to 'fast is fun'? What happens to innovation in yacht design?"

"I guess you could always just try sailing better," suggested the tactician. "Or buy into a fast one-design class."

"And race with the exact same boat as everyone else?" my friend grimaced. "What fun is that?"

"Or you could, like, drop in for dinghy racing over at the University sailing club," Lee taunted, "where we swap boats after each race. That's even more level than one-design racing."

Lee glanced at her watch. "Gotta run," she said. "I'm running out of cycles for my bio-break. But it's good to see that PHRF now has two out of three of the rating vectors in place."

"Two out of three?" I asked.

"I still think we need winter ratings as the third number on the certificate. The base rating used to be defined as valid for 16-20 knots, triangle-windward-leeward. To reflect modern race courses, I'd change the regular summer rating to 18 knots windward-leeward. But in the winter we're usually racing in much less wind."

"Actually," noted the tactician, "our winter conditions are like the summer conditions on the East Coast, so if we had winter ratings, they would be directly comparable to PHRF ratings from other districts, which would make it easier to share benchmarks."

"No!" exclaimed the sled owner. "That would take away my last scrap of unfair advantage!"

"Sounds good to me," Lee remarked as she disappeared down the hall, still dripping sea water on the carpet.

— max ebb



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THE RACING

Summer is almost here, which means the racing schedule is in full swing. May was jam-packed with some truly memorable events; so many, in fact, that we don't have room for write-ups on all of them. We start off with a look at the **Stone Cup**, before reviewing the **Full Crew Farallones Race**. Next up we check out the inaugural **California International Blind Sailing Regatta** before moving on to the **J/120 Ocean Race**, **Elvstrom Zellerbach Regatta**, and **American Armed Forces Cup**. After that it's straight to the Race Notes for some important tidbits on the **America's Cup**, **Pac Cup** and more . . .

Stone Cup

The St. Francis YC's Stone Cup really heralds the arrival of "serious" big boat racing on the Bay each season. For the 33 boats in three divisions who showed up May 15-16, it was exactly that. Attendance overall was down, but the J/120s

were the 'winners' of the regatta, notching perfect attendance: all eight of the fleet's actively raced boats showed up for yet another closely-contested event. Dick Swanson's *Grace Dances*, Don Payan's *Dayenu* and



John Wimer

John Wimer's *Desdemona* tied for first after Saturday's racing, setting the stage for a battle on Sunday. Wimer reeled off a 1-3 to hold off a resurgent Steve Madeira and his *Mr. Magoo* crew, who in turn beat *Dayenu* on a countback.

"Our strategy was pretty simple," Wimer said. "All we were trying to do was stay between our competition and the mark. There isn't really any dialing-up in this class; the demeanor is fairly mellow, and I think because of it we'll be adding more boats."

Wimer was joined by Brian Gauny, Rod Marble, Christopher Ames, Elizabeth Little, Lindsey Johnson, Bill Devereaux, Melissa Mooney, Liz Ellison, Craig Watson

Susan 'Soozal' Woolery with husband Dan, of her IRC-dominating, near-namesake King 40.



and Nick Chirichillo.

Rumor has it that Keith Brown, former owner of the Peterson 46 *Aleta*, may be getting into the class, which means that the J/120s — one of the Bay's tightest fleets — will indeed be getting bigger.

Since the Stone Cup served as season opener for the SF Bay IRC series, we had expected it to draw a pretty sizeable IRC fleet. Unfortunately, the nine-boat turnout meant that everyone from Chip Megeath's R/P 45 *Criminal Mischief* to Daniel Thielman's Sabre 386 *Kuai* were racing together.

The weekend's flood tide, coupled with the fact that every race ended on a beat, meant the fleet was mighty stretched out along the Cityfront in each of the regatta's four races. It also meant medium-displacement IRC-optimized boats like Dan Woolery's defending season champion King 40 *Soozal*, Brad Copper's Tripp 43 *TNT*, and Philippe Paturel's Archambault A40RC *Ciao!* were untouchable. That's what the division order looked like, with *Soozal* at the top of the division, knocking off four bullets.

"The boat is a height machine," Woolery said. "We prepped it to do that, and it's just a great all-around boat as well."

Woolery had almost everyone back from his '09 campaign in which *Soozal* sailed to a perfect record in the Florida regattas and the SF Bay IRC series. Joining Woolery for the Stone Cup this year were North Sails' Pete McCormick, Chris Lewis, Greg Felton, Nick Gibbens, Gary Sadamori, Matt Siddens, Andy McCormick and Hogan Beattie. Scott Easom, who commissioned the boat and manages the program for Woolery, replaced Woolery's normal tactician, Robbie Haines, who will rejoin the program at the next IRC event, St. Francis YC's Aldo Alessio Regatta.

"Scott has a commitment to *Kokopelli*² for the Big Boat Series this year," Woolery said. "Rather than have him in the middle of the boat like we did all last year, we put him on tactics. That way Robbie will be able to just step right in, and the middle of the boat won't change."



ERIK SIMONSON/WWW.H2OSHOTS.COM

Attendance among the J/105s was also down, with only 16 boats — about seven fewer than came out for the previous season counter in April. Adam Spiegel's *Jam Session* sailed a consistent 1-2-2-4 to take the title after perennial contenders, Bruce Stone's *Arbitrage* — defending North American champion — and Scooter Simmons' *Blackhawk* — defending Fleet #1 season champion — had up-and-down first days before rebounding on Sunday with a bullet and another top-three apiece to finish second and third respectively.

ST. FRANCIS YC STONE CUP (5/15-16, 4r, 0t)

IRC — 1) *Soozal*, King 40, Dan Woolery, 4 points; 2) *TNT*, Tripp 43, Brad Copper, 11; 3) *Ciao!*, Archambault A40RC, Philippe Paturel, 14. (9 boats)

J/120 — 1) *Desdemona*, John Wimer, 9 points; 2) *Mr. Magoo*, Steve Madeira, 12; 3) *Dayenu*, Don Payan, 12. (8 boats)

J/105 — 1) *Jam Session*, Adam Spiegel, 9 points; 2) *Arbitrage*, Bruce Stone, 13; 3) *Blackhawk*, Scooter Simmons, 15. (16 boats)

Complete results at: www.stfyc.org



The crew of Dan Woolery's King 40 'Soozal' gives a clinic on hiking hard at the Stone Cup. 'Soozal' scored four bullets in the IRC Division.

Crewed Farallones

The OYRA's Full Crew Farallones Race brought out a high-quality fleet of boats for what was expected to be a breeze-on, pound-out, surf-back, 58-mile trip around the Rockpile on May 7. That wasn't exactly what happened. After beating out the Gate and around Pt. Bonita in a flood with breeze into the low 20s, it was looking as though it would be a pretty typical race. But as the boats left the Marin Headlands behind them, the breeze never clocked and it wasn't long before just about everyone was changing up to their biggest headsails and beating out to the islands in 8 to 12 knots of wind and balmy temps.

Distinct among other Farallones races, the Full Crew Farallones allows each boat to pick which way to go around and, at least in PHRO 1A, there wasn't any consensus — about half the fleet opted to

leave it to port while the other half left it to starboard. The former set kites while rounding, but the latter would ultimately find the near-shore pressure — which apparently hadn't gone anywhere — sooner on the way back in. Almost everyone we talked to said it was the closest they'd ever been to the island while rounding it.

Most boats got a great little ride through the Gate toward the end of their respective races, with breeze in the low 20s and slack water transitioning to the early flood at around 5 p.m.

Peter Stoneberg's Formula 40 *Shadow* was the only multihull in the race and, with a corrected time of just over 8.5 hours, took the nominal overall corrected time honors. Jim Quanci's Cal 40 *Green Buffalo* was the race's giant-slayer, coming home with the overall monohull corrected-time win and PHRO 3 honors — about four minutes faster than the

PHRO 1A-winner, Lani Spund's turboed SC 52 *Kokopelli*².

For Quanci, whose crew on *Green Buffalo* consisted of John and Sue Paulling, Bob Nance, John Dillow, Ian Matthew, Jeff Drust, Jeff Gould, Pat Lakner, Bill Merrick and Goran Borjesson, the race marked the third time in three years he's been the top monohull in an ocean race only to lose first overall to a multihull. He didn't sound too bothered; it was great opportunity for some "driver training."

"This year I have the 'problem' of too many crew," Quanci said. "I've had 11-13 crew for every ocean race, but how can I ask people to stay home and miss the fun? Ten of the 11 people on board drove the boat; most everyone had 30 minutes on the wheel. It keeps the crew happy and coming back. The one person that didn't drive doesn't like driving in under 20 knots!"

As the only multihull, Stoneberg's *Shadow* crew of Andy McCormick, Kyle Gunderson, John Bonds and Jody McCormack had the advantage of not having to deal with anyone in their way. But there was *something* in their way that almost tripped them up.

"It was more than just the normal hairy, breezy reach," Stoneberg said. "We must have hit something about two miles from the Gate, because our starboard rudder went out of alignment and we suddenly had a TON of leeward helm. I'd been driving for a while, so I turned it over to the younger, stronger guys who did a great job bringing her home safely. We did bury the bows twice, causing rather inspiring headstands Extreme 40-style. Fortunately we have a lot of volume in the bows, so they just popped back up and off we went again — no harm, no foul. A skinny Extreme 40 would have gone over for sure. The guys dubbed the move as the 'Shadow Double Rudder Check.'"

For those of you who see such things, you may have noticed that this year

Adam Spiegel's 'Jam Session' was steady and consistent, winning the J/105 division at Stone Cup with nothing lower than a fourth.



THE RACING

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Clockwise from upper spread — The Knarrs and Etchells mix it up at the San Francisco YC's Elite Keel Regatta; two of the nine Melges 24s blast downwind at the Elite Keel, whose write-up we ran out of space for; the Full Crew Farallones Race — Chip Megeath's R/P 45 'Criminal Mischief' works upwind with her massive new, offshore-only, square top main; Lani Spund's SC 52T 'Kokopelli²' was first overall in PHRO 1A; Peter Stoneberg's Formula 40 'Shadow' blasting back through the Gate on the way to an overall win; Jim Quanci's Cal 40 'Green Buffalo' was top monohull; 'Green Buffalo's' track shows just how much of a beat it was to the island; why Quanci brings 11 crew along; Andy Costello, Chris Hagerman, JV Gilmour and Mo Gutenkunst enjoy the day aboard 'Double Trouble'.

Shadow is carrying around a new sail inventory designed by Randy Smythe after sailing around last year with sails that looked too old even to be original equipment from the boat.

"The main and jib are about 34% bigger overall," Stoneberg said. "They're much, much less stretchy than the old ones. They transfer power to the boat —

right now. The goal in multihull sailing is always to fly a hull and reduce friction/wetted surface. We used to struggle to fly a hull in 13 knots and now we fly easily in 9 knots. Now we just need to de-power earlier by dropping the jib or reefing the main. At a certain point less sail area is much faster because it reduces drag and it makes it much easier to keep the shiny

side up."

Stoneberg — who's campaigned Farr 40s and TP 52s — added that he's enjoying the boat immensely.

"These Formula 40's are the most fun I have ever had sailing," he said. "They are more exciting, cheaper, easier and way more fun to sail than one design keelboats or TP52s. We actually love to



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sail it double handed as it is so easy to sail with two. Unlike a keelboat it doesn't load up, it just accelerates."

He said he knows of two that are available for about \$125K and that would only require another \$25K of investment. If you're interested, contact us and we'll be happy to put you in touch with him.

California International Blind Sailing Regatta

The Island YC and Marin Sailing School for the Blind teamed up to host

the inaugural California International Blind Sailing Regatta May 14-16. Sailed on the Estuary the regatta drew six teams from as far away as Japan and New Zealand for a practice day followed by two days of racing.

The boats were crewed by a combination of sighted and unsighted or visually impaired sailors. Each boat had a visually impaired driver and main trimmer, a sighted jib trimmer, sighted tactician, and for this regatta, the boat owner or owner's rep, who managed the vang and

cunningham and was the human pole for the jib when needed. Hailing from Canada, Japan, New Zealand and Boston, plus the two Bay Area teams, one from BAADS and "California One" from the Marin Sailing School, the teams raced borrowed J/24s, which were kept in slips donated by Svendsen's Marine. The racers arrived Friday for their first regatta briefing, lunch, and on-the-water practice starts to get familiar with the boats.

"The sailors were amazing in how

THE RACING

quickly they memorize the details of the boats, and how they're rigged," said Island YC Staff Commodore Dawn Chesney. "In most cases, if you watch the crew rigging the boat, you'll have a hard time knowing who is sighted and who is not."

After breakfast at the club Saturday morning, the teams got down to business, hitting the water for six races. There were protest flags a-flyin' but each incident was resolved on the water. The day's racing was followed by a benefit dinner for the Marin Sailing School attended by over 120 people. The proceeds from the dinner went toward helping the Marin Sailing School team attend national and world regattas like the '12 Worlds in Japan in the future.

On Sunday, the sailors had three races, which were all the New Zealand team needed to charge into a tie for first and win the countback on the strength of its three-bullet performance. At the trophy presentation that followed, the



JANE BROWN

It's not something you see at every regatta. The inaugural California International Blind Sailing Regatta hosted by Island YC was an international success.

beer and stories flowed and the awards were handed out, including the sportsmanship award, which went to Southern California resident Mitsuhiro Iwamoto, who raced on the California One team.

"Their sense of humor, and matter-of-fact way of dealing with their disability is really quite amazing," Chesney said. "I actually heard one visually impaired sailor helping another up the stairs at IYC say, 'it's like the blind leading the blind.'"

Two years in the making, the regatta represented the efforts of both the Marin Sailing School's Al Spector and the YC. And These two, small, non-profit organizations came up with not only the venue and boats, but housing for the competitors, Bay Area transportation, meals clothing and awards.

"The visually impaired sailors are people of amazing courage and determination who do not let their disability stop them, or limit the life they have yet to live," Chesney said.

Results and more information about the regatta and Marin Sailing School for the Blind are available at www.iyc.org.

THE BOX SCORES

Beer can series are in full-swing, and this month's Box Scores has both weekend and beer can events in it. 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*.

WEEKEND:

TIBURON YC BEHRENS REGATTA (5/15)

DIVISION 1(PHRF ≤ 165) — 1) **Joyride**, J/105, Bill Hoehler, 4 points; 2) **Frenzy**, Moore 24, Lon Woodrum, 7; 3) **Red Hawk**, Hawkfarm, Gerry Gunn/ John Sullivan, 7. (3 boats)

DIVISION 2 (PHRF > 165) — 1) **Wind Dance**, Cal 2-27, Ann Watson, 4 points; 2) **Galante**, Folkboat, Otto Schreier, 6; 3) **Don Wan**, Santana 28, Don Kunstler, 10. (4 boats)

DIVISION 3 (ULTIMATE 20s) — 1) **Salsa**, Matt Boroughf, 4 points; 2) **Breakaway**, John Wolfe, 5; 3) **UAgain**, David Woodside, 9. (3 boats)

Complete results at: www.tyc.org

WBR A CUMULATIVE THROUGH 5/17

BEAR (6r, 2t) — 1) **Chance**, Ansel Wettersten, 5 points; 2) **Smokey**, Stephen Robertson, 5; 3) **Kodiak**, Peter Miller, 10. (6 boats)

BIRD (4r, 2t) — 1) **Robin**, Cissy Kirane, 2 points; 2) **Widgeon**, David Cobb, 3; 3) **Curlew**, Heinz Backer, 5. (6 boats)

FOLKBOAT (6r, 2t) — 1) **Polperro**, Peter Jeal, 6 points; 2) **Windansea**, David Wilson, 7; 3) **Thea**,

Chris Herrman, 9. (12 boats)

KNARR (4r, 2t) — 1) **Fifty-Fifty**, Jon Perkins, 2 points; 2) **Three Boys and a Girl**, Chris Perkins, 3; 3) **Svenkist**, Sean Svendsen, 4. (21 boats)

Complete results at: www.yra.org

OYRA SPRING SERIES STANDINGS THROUGH 5/10 (3r, 1t)

PHRO 1A — 1) **Ocelot**, Fox 44, Greg Nelsen/ Kevin Flanigan, 2 points; 2) **Deception**, SC 50, Bill Helvestine, 3; 3) **Double Trouble**, J/125, Andy Costello/Peter Kreuger, 4. (5 boats)

PHRO 1 — 1) **War Pony**, Farr 36 OD, Mark Howe, 2 points; 2) **Bloom County**, Mancebo 31, Charles James/Jon Stewart, 3; 3) **Sapphire**, Synergy 1000, David Rasmussen, 5. (8 boats)

PHRO 2 — 1) **Split Water**, Beneteau First 10R, 3 points; 2) **Nancy**, Wyliecat 30 OB, Pat Broderick, 4; 3) **X-Dream**, X-119, Steen Moller, 6. (11 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci, 2 points; 2) **Ay Caliente!**, Benetau 36.7, Aaron Kennedy, 5; 3) **Tiki J**, J/42, Matthew Neumann/Scott Dickinson, 6. (10 boats)

SHS (SHORTHANDED) — 1) **Banditos**, Moore 24, John Kernot, 2 points; 2) **Moonshine**, Dogpatch 26, Dylan Benjamin, 4; 3) **Zsa-Zsa**, 1D35, Stan Glaros. (9 boats)

Complete results at: www.yra.org

WEEKNIGHT:

OAKLAND YC SWEET 16 SERIES # 2 (5/12)

PHRF ≤ 150 — 1) **Dark & Stormy**, 1D35, Jonathan Hunt; 2) **JetStream**, JS9000, Dan Alvarez; 3) **Golden Moon**, Express 37, Kame & Sally Richards. (7 boats)

PHRF 151-200 — 1) **Morning Dew**, Kiwi 29, Vince Boley; 2) **Popeye & I**, Cal 9.2, Ruth Summers; 3) **Nice Turn**, Cal 2-29, Richard Johnson.

(5 boats)

PHRF 201+ — 1) **Blueberry**, Nonsuch 22, John Foster; 2) **Chile Pepper**, Santana 25, Dave Lyman. (2 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller. (1 boat)

NON-SPINNAKER — 1) **Magic**, Mercury, Joey Hansen; 2) **Svenska**, Peterson 34, Fred Minning; 3) **Mardi Gras**, Santana 22, Ari Rubenstein. (6 boats)

COLUMBIA 5.5 — 1) **Tenacious**, Adam Sadeg; 2) **Alert**, Liem Dao; 3) **Sea Biscuit**, Peter Szasz. (6 boats)

MERIT 25 — 1) **Bewitched**, Laraine Salmon; 2) **Bandido**, George Gurrola; 3) **Dire Straits**, Steve Bayles. (5 boats)

Complete results at: www.oyc.org

SOUTH BEACH YC FRIDAY NIGHT SERIES (CUMULATIVE) (3r, 0t)

SPINNAKER (PHRF ≤ 99) — 1) **Alpha Puppy**, 1D35, Alex Farell, 9 points; 2) **007**, J/105, Bruce Blackie, 13; 3) **Tupelo Honey**, Elan 40, Gerry Sheridan, 18. (12 boats)

SPINNAKER (PHRF 100+) — 1) **Independence**, J/32, Joe Wells, 7 points; 2) **Northern Light**, Santana 35, Rod Neathery, 9; 3) **Highlighter**, Islander 36, William Hackel, 13. (12 boats)

NON-SPINNAKER (PHRF ≥ 154) — 1) **Carmelita**, Catalina 42, Christian Lewis, 3 points; 2) **All Hail**, Catalina 34, Page van Loben sels, 9; 3) **Rollover**, Catalina 34, Lynn Guerra, 9. (8 boats)

NON-SPINNAKER (PHRF 155+) — 1) **Star Ranger**, Ranger 26, Simon James/Tim Walsh, 3 points; 2) **Synergizer**, Ericson 28, Larry Weinhoff, 8; 3) **Ruth E**, Catalina 27, Bill Davidson, 9. (8 boats)

CATALINA 30 — 1) **Adventure**, Jack McDermott, 3 points; 2) **Friday's Eagle**, Mark Hecht, 8; 3)

J/120 Ocean Race

The J/120 class held its own ocean race May 1. After a rabbit start off Treasure Island, the seven-boat fleet headed out to leave G7 to port in a light south-easterly.

"The breeze slowly clocked and gained velocity until we were seeing close to 30 knots from the northwest as we approached the buoy," said the race's winner, *Desdemona* skipper John Wimer.

"From there, it was back to Fort Mason where the boats took their own finish times after a fabulous, windy ride back under the Gate."

J/120 OCEAN RACE (5/1)

J/120 — 1) **Desdemona**, John Wimer; 2) **Chance**, Barry Lewis; 3) **Mr. Magoo**, Steve Madeira. (8 boats)

Complete results at: www.sj-f120.org

Elvstrom Zellerbach

The Elvstrom Zellerbach Regatta

brought out some quality fleets at St. Francis YC May 1-2. Ten 29ers, nine Finns, 13 Formula boards, 12 Laser Radials and 17 Lasers sailed a seven-race, one-thro-wout series on the Cityfront in breeze in the low to mid-twenties.

ELVSTROM ZELLERBACH REGATTA (5/1-2, 7r/1t)

LASER — 1) **Steve Bourdow**; 2) **Tracy Usher**; 3) **Peter Vessella**. (17 boats)

RADIAL — 1) **Chris Boome**; 2) **John-Bernard Duler**; 3) **Domenic Bove**. (12 boats)

FORMULA BOARD — 1) **Xavier Ferlet**; 2) **Steve Bodner**; 3) **Eric Christianson**. (13 boards)

ies; 3) **Wile E Coyote**, Express 27, Dan Pruzan. (9 boats)

DIVISION B (168 RATERS) — 1) **No Name**, Merit 25, Scott Wilder; 2) **Bewitched**, Merit 25, Laraine Salmon; 3) **My Tahoe Tool**, Capri 25, Steve Douglass. (6 boats)

DIVISION C (PHRF 152+) — 1) **Shadow Fax**, Olson 25, Mark Simpson; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Tinker**, Wilderness 21, Matthew Beal. (8 boats)

DIVISION D (SANTANA 22) — 1) **Spitfire**, Tom McIntyre; 2) **Atuna Matata**, Bill King; 3) **Domina-trix**, Heidi Schmidt. (3 boats)

DIVISION E NON-SPINNAKER — 1) **Obsession**, Harbor 20, Lee Perry; 2) **Svenska**, Peterson 34, Fred Minning; 3) **Take Five**, Wilderness 21, n/a. (3 boats)

Complete results at: www.iyc.org

CORINTHIAN YC FRIDAY NIGHT SERIES #6 (5/14)

NON-SPINNAKER 1 — 1) **Basic Instinct**, Elliot 1050, Jan Borjeson; 2) **Willow**, Centurion 40s, Bob Braid; 3) **Henry Hannah**, Cal 40, David Holscher. (12 boats)

NON-SPINNAKER 2 — 1) **Amandla**, Catalina 34, Kurt Magdanz; 2) **Kira**, Cal 33-2, Jim Erskine; 3) **Mimicat**, Hinckley 38, Robert Long; 4) **Summer Sailstice**, Ranger 33 Turbo, John Arndt. (10 boats)

NON-SPINNAKER 3 — 1) **Sweet Reward**, Santana 22, Craig McDow; 2) **Mischief**, Hunter 295, Karl Belgium. (2 boats)

J/105 — 1) **Yikes!**, Peter Stoneberg; 2) **Alchemy**, Walter Sanford. (2 boats)

SPINNAKER 2 — 1) **Shenanigans**, Express 27, Bill Moore; 2) **Good & Plenty**, Soverel 33, Justis Fennell; 3) **Yucca**, 8 Meter, Hank Easom. (10 boats)

SPINNAKER 3 — 1) **Wuda Shuda**, Soverel 26 OB, Craig Page; 2) **Moxie**, Cal 282, Laurence Bekins; 3) **Big Wow!**, Rhodes 19, William Royall.



JANE BROWN

The flag exchange at the first ever California International Blind Sailing Regatta hosted by Island YC.

FINN — 1) **Erik Lidecis**; 2) **Henry Sprague**; 3) **Robert Kinney**. (9 boats)

29er — 1) **Antoine Screve/James Moody**; 2) **Max Fraser/David Liebenberg**; 3) **JP Barnes**/

(5 boats)

Complete results at: www.cyc.org

St. FRANCIS YC CABRINHA RACE SERIES (5/13, 3r, 0t)

OPEN — 1) **Johnny Heineken**, 5 points; 2) **Chip Wasson**, 5; 3) **Stefaans Viljoen**, 8. (24 kites)

MASTER — 1) **Chip Wasson**, 5 points; 2) **Marcello Segura**, 24; 3) **Eric Geleynse**, 30. (6 kites)

GRAND MASTER — 1) **Frank Wittke**, 36 points; 2) **Bret Hersher**, 48; 3) **Hugo Kenyon**, 81. (3 kites)

St. FRANCIS YC FRIDAY NIGHT WINDSURFING SERIES (5/14, 5r, 0t)

OPEN — 1) **Seth Besse**, 7 points; 2) **Steve Bodner**, 8; 3) **Chris Radkowski**, 8. (14 boards)

Complete results at: www.stfyc.org

SVENDSEN'S THURSDAY NIGHT SERIES TREASURE ISLAND SAILING CENTER

VANGUARD 15 (5/20, 4r, 0t) — 1) **Harrison Turner/Kristin Maberry**, 13 points; 2) **Chad Grey/Natasha Baker**, 13; 3) **Matthew Sessions/Avery Patton**, 15. (13 boats)

Complete results at: www.vanguard15.org
LASER (4/29, 4r/0t) — 1) **James Vernon**, 4 points; 2) **Nick Burke**, 11; 3) **Rob Way**, 13. (8 boats)

Complete results at: www.tilaserfleet.org

TIBURON YC FRIDAY NIGHT RACING #1 (5/21)

DIVISION 1 (PHRF < 157) — 1) **Joyride**, J/105, Bill Hoehler; 2) **Natural Blonde**, J/105, Kelsie Deisinger; 3) **Miramar**, Frers 41, Jeff Brucia. (6 boats)

DIVISION 2 (PHRF > 158) — 1) **Red Hawk**, Hawkfarm, Gunn/Sullivan; 2) **Siento El Viento**, C&C 29, Ian Matthew; 3) **Coaster**, Catalina 30, David Wegner. (4 boats)

Complete results at: www.tyc.org

Huge, Bill Woodruff/Tanya Keen/Peter Birch/Russell Houlston, 11. (7 boats)

Complete results at: www.southbeachyc.com

BAY VIEW BOAT CLUB MONDAY NIGHT MADNESS #1 (4/19)

DIVISION A — 1) **Chewink**, Golden Gate, Tim Donnelly; 2) **Chance**, Bear Boat, Ansel Wettersten; 3) **Wharwhoop**, Contessa 33, Chuck Hooper. (7 boats)

Complete results at: www.bvbc.org

BALLENA BAY YC FRIDAY NITE GRILLERS SERIES #4 (5/14)

PHRF — 1) **Tortfeasor**, Olson 34, Jeff Rude; 2) **Dixie**, Pearson 10M, Dan Watson; 3) **Second Verse**, Club Nautique Colgate 26, Doug Perry. (8 boats)

Complete results at: www.bbvc.org

SAUSALITO YC SPRING SUNSET SERIES #1 (???)

DIVISION A (SPINNAKER) — 1) **Streaker**, J/105, Ron Anderson; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Gammon**, Tartan 10, Jeff Hutter. (7 boats)

MULTIHULL — 1) **Origami**, Corsair 24, Greg Carter. (1 boat)

DIVISION C (NON-SPINNAKER) — 1) **Jarlen**, J/35, Jeff Dunnivant; 2) **J Hawk**, J/133, Dale Fleming; 3) **Grey Ghost**, Hanse 342, Doug Grant. (8 boats)

DIVISION D (NON-SPINNAKER) — 1) **Trasher**, Merit 25, Harriet Lehman; 2) **Tackful**, Santana 22, Cathy Stierhoff/Frank Lawler; 3) **Serendipity**, Cal 29, Phil Hyndman. (8 boats)

Complete results at: www.syconline.org

ISLAND YC ISLAND NIGHTS SPRING SERIES #2 (5/7)

DIVISION A (PHRF < 152) — 1) **Ruby**, Moore 24, Steve McCarthy; 2) **Twisted**, Farr 40, Mike DeVr-

THE RACING

Chris Rast. (10 boats)

Complete results at: www.stfyc.org

American Armed Forces Cup

There are plenty of people out there paying lip service to "supporting our troops", but Club Nautique in Alameda walks the walk with its American Armed Forces Cup. Celebrating its second anniversary on May 15, the regatta brought in teams from four of the five branches of service — the Marines were unable to sail due to troop deployments — for a one-day regatta on the Bay on May 15.

The teams of three sailors each were trained in the morning by Club Nautique instructors who stayed on board for the racing but weren't allowed to participate, except in case of emergency. This wasn't any pleasure cruise on the Estuary, it was a full-blown bash-fest on the South Bay off Ballena Isle, with boats having to tuck in one mandatory reef before resisting the RC's attempts to mandate another.

We'd expect a good result from the Navy and Coast Guard, and the latter's team of skipper SN Lindsey Schmid —



MARIANNE ARMAND/CLUB NAUTIQUE

The action at Club Nautique's second annual American Armed Forces Cup was as tight as it gets.

who hadn't sailed since she was a teenager — SN Cory Malstrom and SK1 Robert Dobrocke did, in fact, win the event. But you might be surprised to find

out that nipping at their heels in second place was the Air Force team of Lt. Robert Germany, Maj. Jason Funk and MSgt Lowell Olson! The Navy was third and the Army fourth. More info can be found at www.clubnautique.net/specials/armedforcescup.html.

Race Notes

PacCupdate — With the starts less than six weeks away, the '10 Pacific Cup is shaping up to be a great race. The final deadlines have passed and 56 boats are still signed up for the slide to Oahu's Kaneohe Bay.

At this point it looks as if either Australian Alan Brierty's R/P 63 *Limit*, or Philippe Kahn's turboed Open 50 *Pegasus OP-50* will be the scratch boat in a division that will also likely feature Ashley Wolfe's Bay Area-based TP 52 *Mayhem*, Hector Velarde's Peru-based SC 70 *Mirage*, Chip Megeath's Pelican Bay-based R/P 45 *Criminal Mischief*, Jim Partridge's Antrim 49 canter *Rapid Transit*, and possibly — if it's been shaken down in time, and doesn't end up in

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Mark Howe and the *War Pony* crew blast back from the Duxship Race in preparation for the 2010 Pacific Cup.



Farr 36 *War Pony*, rigged by GC Marine.
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the next division down, Buzz Blackett, Todd Hedin and Liz Baylis' brand new Antrim Class 40 *California Condor*.

There are two Santa Cruz 50s, Wayne Zittel's *J/World's Hula Girl* and Jack Taylor's successful *Horizon*. Quite a few boats are returning from '08, and good concentrations of boats of similar D/L and length should make for some good class breaks. All of which point to a close contest. As always, we'll be previewing the divisions and making our picks for the *Latitude 38* jinx . . . umm, we mean winners . . . in next month's issue, so stay tuned. In the meantime, check out the race's user-friendly website at www.pacificcup.org.

America's Cupdate — It's been an eventful month on the "where's the next America's Cup match gonna be" front. We're starting to believe there's a really strong possibility that the next Cup match will be raced on the Bay. That sentiment was first substantially encouraged by the press conference held by Golden Gate YC and the Club Nautico di Roma in Rome on May 6.

"Every candidate city knows that a very strong case has already been put forward by San Francisco," were the words from BMW Oracle Racing CEO Russell Coutts at the conference.

With those 17 words, Coutts immediately buoyed the hopes of every Cup fan who'd like to see the match for the 34th America's Cup contested on the Bay. Almost as tantalizing was one of the requirements that have been laid down for the next class of America's Cup boats: they should be able to race in any venue from 5-35 knots. And while there are certainly plenty of nuts-



MARIANNE ARMAND/CLUB NAUTIQUE

From left — SN Cory Malstrom, SK1 Robert Drobrock and SN Lindsey Schmid made the Coast Guard proud with a win at Club Nautique Alameda's American Armed Forces Cup on May 15.

and-bolts hurdles ahead, there's been another development that leads us to start believing that they might not be the impediments we once imagined. You



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VIP DINNER FEATURING AMERICA'S CUP CHAMPION, RUSSELL COUTTS

THE RACING

may recall that in our wrap-up of the 33rd America's Cup match we expressed skepticism about the ability of the teams to cut through the bureaucratic red tape in short enough order to establish the infrastructure needed to host the next match on the Bay.

But a resolution passed by the Bay Conservation and Development Commission on May 19 gives us a lot of hope. All but the last paragraph of the document starts with the word "Whereas" so we'll leave all that crap out. The final graph is where the message is.

"Now Therefore Be It Resolved, that the San Francisco Bay Conservation and Development Commission expresses its support for bringing the next America's Cup races to San Francisco Bay," was how the resolution concluded, a sentiment that we can only hope is carried into practice if the Defender and Challenger of Record bring it here.

The rest of the May 6 press conference in Rome had some points that are worth noting, especially regarding the timeline for the Defender and CoR's decisions: the protocol for the 34th Amer-



ERIK SIMONSON/WWW.H2OSHOTS.COM

Emmy nominee Vince Casalaina sailing his Snipe.

ica's Cup will be issued by August 31, the design rule will be released by September 30. The NOR and SIs will be published by December 31. The venue will

be confirmed by December 31 while the challenge period will open October 1 and stay open only until January 31.

We find the latter point surprising, but it would certainly indicate that the Defender and CoR are committed to having a world circuit of prelude events leading up to the 34th match for the Cup as they announced at the press conference. And last, but certainly not least, the most likely dates for the match will be between 2013-14 — insert a big "THANK GOD" here. We don't think anyone wants to wait around for five years like we all did for the first Auckland Cup match in 2000.

As expected, the teams have committed to having a professional and neutral race management team not controlled by the defender. BMW Oracle Racing will not be cherry-picking its way through the Challenger Series for giggles.

The announcement of the circuit-style racing in multiple cities preceding the Cup, plus the timing of the challenge period and the announcement of a three- or four-year Cup cycle point to a lot of

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activity very quickly on the Cup front. These guys are sending it, and that's exactly what needs to happen to capitalize on all the buzz created by ACs 32 & 33. The America's Cup website has been revamped; check it out at www.americascup.com.

18 Feet of Fury — There's good news for you 18-ft skiff fans out there: word on the street is that two containers of boats will be coming from Australia, and one from New Zealand for this year's 18-ft skiff International Regatta and Ronstan Bridge-to-Bridge race at St. Francis YC August 22-26.

With each container able to accommodate four boats, plus the West Coast's contingent of about four competitive boats, we should see a 16-boat regatta. And there's a chance that both New Zealand and Australia might send an additional container, and that European teams on their way across the world for the Australian summer season might send a container or two also. Imagine what 24 18-footers would look like on the Cityfront in late August . . . brilliant,

and scary!

Emmy Time — Diehard Bay Area Snipe sailor and professional videographer Vince Casalaina was nominated for a sports Emmy award in the "News Single Story or Series" category for a video he produced about the '09 Snipe Worlds in San Diego.

As part of a larger documentary on the class, the video represented a fraction of the work he's put into the film, which will be released next year in celebration of the 80th anniversary of his beloved class.

Mea Culpa — In last month's issue, we incorrectly credited John Dukat with the photo of a Laser Sailor "Waterboarding," i.e. being towed behind a chase



ERIK SIMONSON/WWW.H2OSHOTS.COM

Ever heard the term Charley-Foxtrot? The Formula boards and a 29er demonstrate an example at the Elvstrom Zellerbach Regatta at St. Francis YC. No sailors were harmed in the making of this photo.

boat atop his daggerboard.

In fact, it was Pat Grey who caught that moment of Laser sailor ingenuity. Sorry Pat!



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*We depart from our usual format this month to bring you our first-time-ever report on **Chartering in Cuba**. It serves as a perfect companion piece to the feature article on cruising in Cuban waters that appeared in our May edition. As you'll read below, Americans are allowed to travel to Cuba — they're just not supposed to spend money.*

Forbidden Waters: A Cuban Bareboat Cruise

At the end of each bareboat charter that we do, our Bay Area-based chartering gang usually starts talking about where to charter next. Because we've already chartered in many places around the globe — and because we love the Caribbean — Cuba always seems to enter the conversation. It has always been the elephant in the room. Questions come up like: What islands did Hemingway cruise? What are those cays south of the main island? Can Americans even travel to Cuba?

After researching those questions, we ended up putting together a trip to the islands off the southern coast known as Los Archipiélago de Los Canarreos, roughly thirty miles southwest of La Bahía de Cochinos (the Bay of Pigs).

This piece describes our trip and accurately records key trip details. Crew names have been changed to protect the innocent from prosecution of strange anti-Cuban laws. After reading Hemingway's *Islands in the Stream*, I chose Roger Davis as my alias.

We were a crew of eight, in addition to myself: six Americans, one Italian and Lalo of Cozumel. They were Aldo,

Cuba's distinctive musical styles are among the island nation's greatest cultural treasures. It's hard to sit still while listening.

El Capitano; Carmen, Head Chef; Marie, Spiritual Leader; Spencer, Dispenser of Boonerisms; Grasshopper, Resident Playboy and Chief of Security; Jasmine, Herbologist; and Lalo of Cozumel, Dive Master. As you'll read later, my title became: The Napigator.

How do you get in and out of Cuba? Our Italian/English Capitano, Aldo, went in and out via London, England. As the holder of both British and Italian passports, he could fly nonstop from his home in London to Havana.

On a trip to Cuba, you should find someone like Aldo. Or maybe just find Aldo himself — he is recently separated and available. Cuba takes Aldo's credit cards. Thankfully, Aldo was able to use his credit card at *La Floridita*, a well-known Hemingway haunt that we frequented in Havana, which is home of the best daiquiris ever. Aldo also used his credit card in ATM machines in Havana. He was able to put our boat's damage insurance deductible on his card, and also charged the provisioning at the marina. Americans cannot do these things. We need cash. And even then the Cuban government penalizes the use of U.S. dollars by 10%. More on this later. American credit cards and cell phones do not work in Cuba.

As Aldo was arranging a flat-bed, first class, nonstop flight from London on Virgin Atlantic, the American contingent was handwringing about vague and ridiculous U.S. travel restrictions and details. Should we give our passport information to a website called *www.cubatravelsusa.com*? This website gives lots of information about how to enter and exit Cuba as an American citizen, and also gives advice

about legal issues.

It is supposedly not illegal to travel to Cuba, but only to spend money there. Reportedly, Americans are rarely prosecuted in any event. And there is also a law that deals with exempting those who provide humanitarian aid. So I highly recommend packing very basic things to give away like soap, first aid items, T-shirts, sunscreen, etc. Not only are these items needed and appreciated by Cubans — who suffer from chronic shortages of very basic supplies — but you can trade them for lobster!

We decided to fly through Mexico, and chose to go via Cancun. But I cannot recommend Cancun, as it is strictly a tourist town with wall-to-wall American-style high-rises. On our next trip to Cuba, I will travel through Mexico City — or fly to London and continue nonstop across the Atlantic with Aldo.

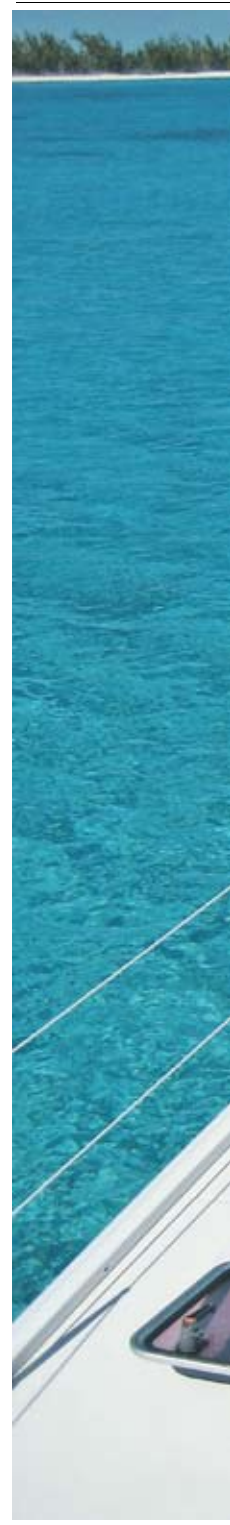
We were nervous about supplying passport and personal information to *www.cubatravelsusa.com* for the Cancun-to-Havana leg. But luckily, Lalo of Cozumel stepped in with a local contact, and handled the transaction locally.

Even if you have a personal contact in Mexico, if you fly to Cuba you will have to supply passport and personal information, both to the airline, and also to the Cuban authorities who issue your tourist visa. My recommendation (unless you know Lalo) is to find a travel agent in Mexico City (ideally, one recommended by someone you trust), fly to Mexico City, and book a flight to Havana from there.

Cuban officials *do not* stamp your passport on the way in to or out of the country unless you ask them to. They do have a camera at immigration that takes your picture. But basically, entering and exiting Cuba is no problem. They don't even go through the motions of looking at your bags when you leave, presumably because there is nothing valuable to take away. Remember, you need 25 CUCs



ROGER DAVIS



OF CHARTERING



Deserted anchorages, tranquil turquoise waters and the most prolific reserves of lobster in the Caribbean add to Cuba's allure.

(Cuban "Convertible pesos") to exit. Get your tourist visa stamped to verify this payment before you join the long and tedious exit line. I also recommend having some emergency cash on you in case you miss your flight and have to spend another night. Remember, there is no way for Americans to get money from a

bank or elsewhere.

Mexicana Airlines has flights to Havana, and it's a great airline. The planes are new, the flight attendants are professional, and the airline food is better than most. Be warned that you may be shocked by the pesticide spritzer within the cabin just as you enter and exit Cuba. According to the airline, it is perfectly safe and, well, you just have to get over it.

A taxi from the Havana Airport to the Hotel Nacional costs about 35 CUC for seven of us in a van. (\$1.08 U.S. = 1 CUCs, plus they penalize U.S. dollar conversions an additional 10%. So it's smart to convert to Euros before you go.) You soon learn that everyone in Cuba seems to love Americans. Many Cubans we met were happy to hear that Americans were visiting.

Cuban law restricts import of certain items, including handheld GPS and VHF radios. Our delightful captain, Aldo, likes doing old-school navigation, and the boat was supposed to have GPS, so I left behind my trusty Magellan handheld and only brought a VHF radio. As it turned out, my customs declaration form did not ask any questions about such items, and no one looked in my bag. (Our bags were x-rayed on the way through Havana customs, but no one seemed to care about the VHF radio.)

Aldo really does enjoy good old-fashioned coastal navigation techniques, with bearings, running fixes, distance/time/speed calculations and other dead reckoning skills. He also likes to run around, drive the boat and do just about everything else (except raise and lower the mainsail) at the same time, which freed up time for the rest of us to snooze. What a luxury! But every time I would settle in for a good nap, Aldo would inevitably yell out: "Where is the navigator?" At which I would jump up from my berth and show him how to use the electronic chart plotter. Using this technique, Aldo only ran aground three times — nothing serious, though. Always a very soft, sand landing that we could back off of. That's when I earned the nickname 'the navigator'.

With that as background, we'll share some highlights of our trip. After a large breakfast buffet at Hotel Nacional, we met our bus — a large luxury motor-coach that seats 24. In addition to the driver, a fellow named Carlos served as our tour director. While we sat comfortably watching rock videos, the driver passed many locals who were hitchhiking along the highway.

Our galley guru, Carmen, insisted that we stop at a local market to pick up vegetables to add to our provisioning. Carlos dutifully complied. But the food stalls had little to buy except sausages, potatoes, tomato sauce and oranges. Carmen assiduously searched for fresh produce during the trip. Otherwise we would have gone without as there are chronic shortages throughout Cuba.

ALL PHOTOS ROGER DAVIS

WORLD

The trip from Havana to Cienfuegos is about four hours. Marina Cienfuegos is gated and guarded (as are all marinas we saw in Cuba). After meeting Omar Morales from Platten Sailing Cuba, Aldo and I were impressed with his thoroughness and great attitude. He kept saying: "This is a German company; everything works." I told him that is not possible, there is always something broken, and we will find it. But Omar was essentially correct. Our boat, *Cohiba*, an F-P Bahia 46, was clean, and nothing was non-functional. Our crew had sailed Bahia 46s before, and we like them.

The Cuban Socialista style is that everything going in and out of a marina is searched by customs. If you have extra *cerveza*, offer them some, and they will take it. They do not appear corrupt, but they do accept gifts. On the way out, I offered some beer to the customs guy, but told him it was not cold. "No problema," he said as he stashed it in an ice chest next to his desk.

The provisioning system at the marina is quite similar to what you might find at a Moorings or Sunsail base, except



ALL PHOTOS ROGER DAVIS

Cuba has few commodities to export, but its cigars are sought-after all over the world by connoisseurs who pay dearly for them.

for variety. They have lots of beer, rum and soda, as well as eggs and some cheese. But they do not have any meat or produce. Omar told us not to worry, as plenty of fishermen would offer us lobster and fish along the way.

Grasshopper, being the twenty-something on board, was constantly urging us to go clubbing. He'd gotten a tip on a

good club nearby, the Club Cienfuegos, and enlisted Captain Aldo as a chaperone. The place was wild. Sexy girls were all over Captain Aldo and Grasshopper, grinding, downing rum, dry humping, train dancing, crotch grabbing, propositioning, kissing, and other antics. Grasshopper introduced Aldo to Claudia, a fantastic dancer and great beauty, but Aldo later discovered she was a transsexual, so he eventually stumbled back to the cat to assure proper order, and to ready *Cohiba* for an early departure the next morning.

Grasshopper arrived at dawn, after making new friends in Cienfuegos. I awoke the Captain, and we were soon underway after topping off the water tanks and clearing immigration and customs, and paying our cruising tax of 8 CUC/person/day

Navigation aids in Cuban waters are similar to U.S. coastal conventions: red right returning. I found the marks generally well maintained, with various exceptions. A catamaran is the way to go because in some areas — like on the way

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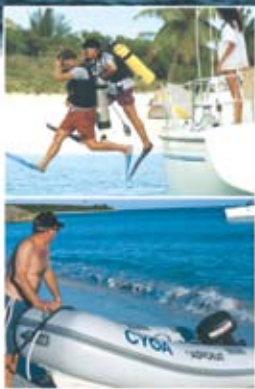


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to Cayo Largo — depths are very shallow. You get used to sailing in 6 to 12 feet of water.

The navigation into and out of Cienfuegos was straightforward, with most major buoys intact. It is about 45 minutes from Marina Cienfuegos to the mouth of the harbor.

From Cienfuegos you can go southwest to the cays that stretch from Cayo Largo to Isla de La Juventud, or you can go southeast to a group of islands near Trinidad, known as the Archipiélago de los Jardines de la Reina. This area looks fantastic on the charts, and we will hopefully be able to cruise those islands some day. This time, though, we chose to go southwest after hearing that those islands had better — sandy — beaches.

It was a tough 65-mile slog to Cayo Largo, and five of our eight crew members got seasick. But we managed not to turn on the engine until we were about four hours out from our destination.

Before the trip, we'd considered visiting the Bay of Pigs (Bahia de Cochinos), as well as other spots along the main-

land. But that area is all "*prohibido*." In fact, the rhumb line from Cienfuegos to Cayo Largo also crosses *prohibido* territory. But Omar told us he had sailed that course many times and it was not a problem (as long as we didn't turn north toward the mainland).

At about 1400, while en route to Cayo Largo, we were joined by a school of about thirty dolphins. Some were far off, but enthusiastically joined the others, and it was a dolphin party for about ten minutes until they became bored and swam off. We didn't see a single boat, however, during the whole trip.

Just off Cayo Guano, the sea bottom shelves at El Banco de Los Jardines and Jardinillos, with depths dropping from 3,000 feet to under 60 feet. The water



If walls could talk, those inside La Floridita could describe the glory days when Papa Hemingway often 'bent his elbow' here.

turns a beautiful blue, and the depths stay shallow along the whole string of cays from Cayo Largo to Isla de La Juventud.

Beware of coming in too hot, and too close to Punta del Este, the eastern tip of

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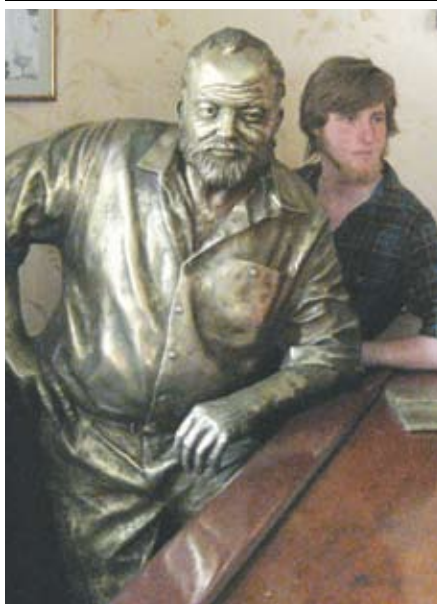
WORLD

Cayo Largo. We ran aground, but backed off quickly, and made our way about 600 meters southwest to deeper water. We saw one fishing vessel far away but no others in our anchorage off a beautiful, long, white sandy beach.

The next day we did some exploring. *Cohiba* came with a fine dinghy with a 25hp outboard. It sucked a lot of gas, but was fast, and planed with four people in it. Lalo, Spencer, Grasshopper and I dinged up the deserted, white-sand beach to explore. After hiking up the berm, we could see lagoons on the other side of the island. There was nobody around. It was perfect.

We set a stake in the sand to mark our spot, so we could bring *Cohiba* up nearby to anchor. Because we are naturally silly people, we named the marker "Wilson" after the volleyball in the Tom Hanks film *Castaway*. We spent that wonderful day swimming, beaching, eating, sleeping, recuperating, rejuvenating, smoking Cuban cigars, reading — you know the drill.

Carmen is a fabulous chef. She thinks a lot about what she is going to cook,



ALL PHOTOS ROGER DAVIS

If you ever wished you could share a drink with Hemingway, this Havana bar is probably about as close as you can get.

sometimes several days ahead of time. We ate well, and some of us even gained a few pounds. For your next charter, you might want to think about recruiting someone like Carmen to your crew. She

had nonstop control of the galley, and we loved her for it.

A Note about Beer and Rum: There are two beers made in Cuba. Bucanero Fuerte is a perfectly decent and robust beer that is listed at 5.4% alcohol. But we preferred the Cristal, a delicious, light, Heineken-like beer listed at 4.9%. You need extra beer to trade, so don't be skimpy with the provisioning.

As for rum, it seems the only game in town is Havana Club. It is quite good and there are several types, *Blanco*, 3-year-old, 7-year-old, *Reserva*, etc. Again, a bottle of rum will get you lobster, so think ahead.

CUBA CHARTERING NOTES

- Arrange bus transport to and from Havana to Marina Cienfuegos (about a 4-hour trip) via www.cubaselecttravel.co.uk

- Roger's group chartered from the German company Platten Sailing Cuba. Email: PlattenSail-Cuba@aol.com Website: www.platten-sailing.de/English/index.htm

They also offer 'cabin charters' (where you book a cabin rather than the whole boat).



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OF CHARTERING

The following day we leisurely weighed anchor and sailed about 14 miles up the coast in 10 knots of breeze to Playa Mirena — it's advertised as one of the most beautiful beaches in the world. We liked it, but there were people on it from nearby all-inclusive resort hotels, some of whom were taking parasailing rides around the anchorage.

After we dropped the anchor right off Playa Mirena, Grasshopper and I dinged in to the Cayo Largo Marina to have a look around. We figured we needed a few items, like some fresh bread and perhaps a mojito. No sooner had the dinghy touched the dock than we were met

by Customs and Immigration officers, who told us we had to bring *Cohiba* in to clear customs. We were told it simply was not possible to have a quick look around.

We brought *Cohiba* in, and four Immigration officials came aboard to go through the paperwork, check passports, look in every cabin, account for every crew member, and allow a dog to sniff for drugs. We were told that every time we touched the island of Cayo Largo, we had to bring the cat into the marina, and go through the same drill. Personally, I don't like marinas, and would have preferred not to stop at any, but we ended up entertaining these immigration



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officials three different times.

They accepted cold beers, and then began eyeing items on our salon table. We gave them a headlamp, which they accepted graciously. But when they began checking out our iPods we thought,

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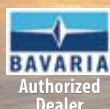
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WORLD OF CHARTERING

"Enough is enough." They were friendly enough, and were just doing their jobs, but the whole thing seemed a bit over the top.

The Cayo Largo Marina does not have much in the way of supplies, but the bar has the best mojitos we have ever tasted. Their secret: a touch of Angostura bitters. There is fresh water available at the dock, so we topped off *Cohiba's* tanks. The marina store had very few supplies, though. No fresh fruit, vegetables or meat, and only moldy bread.

We took *Cohiba* back to Playa Mirena, and promptly ran over the dinghy painter while backing down on the anchor. Aldo took responsibility, dove in, and cut the line after trying to wrench it free.

A fishing vessel signaled us to come over and get fish, so Grasshopper, Spencer and I took money, a six-pack of beer and a half bottle of vodka over to see if we could trade. We ended up swapping our beverages for 17 lobster tails! We were in lobster heaven. The fishermen



You'd be hard pressed to find a Toyota Prius in old Havana. But vintage American classics like this one are a common sight.

didn't want money. In fact, none of the fishermen we encountered during the trip wanted money. Apparently there is not much they can buy with it.

After we'd gorged ourselves on lobster, Carmen made a stock so we could have lobster risotto for a future meal. God bless Carmen.

At the marina we had tried to get more

dinghy gas, but there had been none immediately available. Eventually, Aldo negotiated a ride on the back of a motorcycle with an empty gas can, and came back with it full. But there was no oil for the two-stroke outboard motor. No problem, said the Marina Captain, he would get us some for 10 CUC, and we could pick it up later.

The next morning we dinghied in to pick up the oil, supplied in a used screw-top water bottle, then departed Cayo Largo for Cayo Rosario as soon as we could, as it lay 18 miles to the West.

— roger davis

Readers — Rather than editing out too many details of Roger's report to make it fit in our allotted space, we'll take a break here and pick up where we left off next month. With bareboating infrastructure already in place, it seems a real shame that Americans are discouraged from traveling to this forbidden island that lies only 90 miles from U.S. soil.



*Thanks to Donna Norell
for Dreams into Reality*

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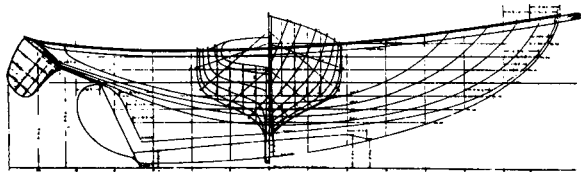
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CHANGES

With reports this month from the traditional 38-ft Polynesian **Manu Rere**, caught in a Kelvin Wave in the Pacific; from **Fleetwood's** Jack van Ommen in the second part of his interview; from **Pacific Star** on the pros and cons of the Indonesia Rally; from **Traveler** on nearing the completion of a 56-country circumnavigation; from **Coyote** on great help from the Mexican Navy in the Caribbean; from **She Wolf** on the future of Club Nautico in Cartagena; and **Cruise Notes**.

Manu Rere — 38-ft Poly Cat Glenn Tieman Caught In a Kelvin Wave (Ventura)

After waiting weeks in Funafuti, Tuvalu, for the contrary northwesterly winds to stop, I was rewarded with several days of smooth sailing bound for Tarawa, Kiribati. Instead of the direct course northwest, I sailed north, hoping for continued easterly tradewinds that seemed less common farther west. Just when I was far enough north to make a turn to the northwest, the wind came back from that direction, so I had to beat north. In addition to the contrary winds, I also saw that I was being set by a current to the east. This was very unexpected south of the equator. Mind you, it wasn't a weak current, but one that carried me some 50 miles per day in the wrong direction!

There has been a major El Niño event this winter. The wind just south of the equator changes from the easterly trades to westerly trades, and the current also reverses its flow to the east in what's called a Kelvin Wave. It was bad timing for me, because I had zero chance of sailing the 50 miles per day against fickle equatorial northwesterlies, and I needed to do that just so I wasn't losing ground! In fact, for several days

This file photo shows 'Manu Rere', the 38-ft traditional Polynesian cat that Tieman was able to build for just \$14,000, at Turtle Bay.

I was helplessly swept directly away from Tarawa. However, I knew that the surefire way to reach Tarawa was to get far enough north to ride the rock-solid northeast trades. Fortunately, I had lots of food and water, and books to read, so I was perfectly at home. I might even have ended up visiting Baker Island, which is not far to the east.

I had some very beautiful days and nights at sea while I inched my way north. I tried to take advantage of the stormy squalls at night, but sometimes they were so fearsome that it was best to drop the main and heave-to for the night. But nothing broke. Otherwise, I tried to make the best of the one or two knots of breeze between the calms.

As it happened, the adverse current stopped at the equator, so I skipped Baker Island. A few days later, the trades filled in. As a result of making 150 miles per day instead of just 20-30, I made Tarawa in just three more days.

Twenty-one days to cover just 800 miles. I've been caught in a Kelvin Wave!

— glenn 05/07/10

Fleetwood — Naja 30 Jack van Ommen You Still Don't Know Jack! (Gig Harbor, Wash. / The World)

[Part One of this interview appeared in the May issue of Latitude.]

38: Are there a lot of older single guys like you out cruising?

Jack: There aren't too many Americans, but I've seen a lot of French, Italian and English singlehanders. The numbers have been growing because things like GPS have made it so much easier. But there should be a lot more people like me out there cruising, enjoying life, even if they have to singlehand. Some guys tell me they don't like being by themselves, but I make more friends when I'm travelling alone. But I have an advantage in that I speak German, French, and Dutch, and am often a go-between.

And it's not like I don't meet women. I was at a marina in the Chesapeake talking to a guy about my adventures when a lovely woman from Boston overheard my conversation. Before long, she



came up to me and told me she wanted me to take her sailing! She was 24 years younger than me. I've never been interested in younger women, so I said, "Don't you know how old I am?" But she didn't care. I also told her I thought sex was overrated. She said she didn't care about that either. Eventually, we started sailing to the Caribbean together, much to the chagrin of her mother, who is a year younger than me. (Laughter.) But the young woman began to have nightmares that she was going to drown at sea, so she asked if I minded sailing to St. Martin alone, and she'd fly down to meet me. I didn't mind because I love singlehanded passages. It turns out she never did fly down, and I later got an email from her that was actually intended for another love interest. (Laughter.) But she'd sold everything she had — which admittedly wasn't much — and at some point had really intended to join me. During the time we were together, I totally fell in love with her.

As it was, I'd met another woman

MANU RERE

LATITUDE/RICHARD

IN LATITUDES



ALL PHOTOS COURTESY FLEETWOOD

COURTESY FLEETWOOD

Jack, a modest man with a modest boat on a very modest budget, has nonetheless managed to cruise much of the world in five years. Spread: 'Fleetwood's \$6/night berth in Amsterdam. Inset left: At sea with the chute up in the Pacific. Inset right: Inhaling from a pipe on the streets of Hanoi.

before I left the Chesapeake, a very experienced sailor, who also wanted to sail to the Caribbean with me. I had put her off because I thought the younger woman was going to meet me down there. As it turned out, this older woman decided she wanted to travel with me in Vietnam this last winter. We did travel in Vietnam for a while, but I found her to be too bossy, so we parted ways. As she walked out of the place where were staying to catch the train from Hanoi to Hue, I fell into a conversation with a wonderful half-French, half-Vietnamese woman from La Rochelle. She was 61, which is more age appropriate for my 73. We ended up spending three wonderful days together. It wasn't a sexual relationship, we just enjoyed one another's company. But no, I don't find myself getting lonely at all.

38: A singlehander such as you can't be on watch 24 hours a day. What's been

your strategy for 35,000 miles to not get rundown?

Jack: When making a passage such as from South Africa to Brazil, my goal is to get away from the coast — and the fishing boats — as quickly as possible. So I'll leave at dawn, and for the first couple of days will get up every hour or two. Once I'm well offshore and not in a shipping lane, I'll get up once or twice a night to take a piss. But otherwise I'll just sleep through the night.

38: What lights do you keep on?

Jack: Before I got a LED tricolor, I would only leave my anchor light on because the regular running lights used so much electricity. But after getting super energy efficient LED navigation lights, I now leave the running lights on throughout the night. Even though I keep the navigation lights on, I think I should get

a radar detector — although I haven't had much luck with them in the past.

38: What about AIS, which is way more informative and reliable than radar detectors? AIS will warn you of ships more than 50 miles away, tell you how close they'll approach, what their names are, and much more. And AIS alarms seem to be very reliable. More than a few cruisers have told us they'd rather have AIS than radar.

Jack: Well, I won't need one until I head for the Med about a year from now.

38: It's one item we wouldn't hold off buying. Have you had any close calls with other ships in the middle of the ocean?

Jack: When people ask me that question, I tell them that I may have, but how would I have known? (Laughter.) Actually, a guy drove a ferry right behind my transom one night on my way to Bali. But he did it to harass me.

I did have one collision, but it was a result of my own stupidity. I was going from Da Nang to Nha Trang in Vietnam, and I'd sailed as far offshore as I could in one day to get clear of the very active fishing fleet. By 11 p.m., I turned to parallel the coast. There were still fishing boats around, so I decided that I'd only sleep for about an hour at a time. Unfortunately, I wasn't using an alarm clock, and I fell into a deep sleep. All of the sudden there was a big crash. When I stumbled on deck half asleep, I found that I'd sailed into the side of a big

A very happy Jack, having crossed the Pacific singlehanded and made it to a port in North Vietnam. He loves all of Vietnam.



FLEETWOOD



Jack points in the direction that he's always going—forward!

CHANGES

fishing boat at anchor. I didn't do any damage to the fishing boat, but I broke my starboard running light, bent some stanchions, and ripped my genoa. As I backed away from the fishing boat, I looked behind it and saw that there was a fairly narrow — about 250 feet wide —



A former millionaire, Jack now happily cruises on just \$25 a day.

entrance to a bay. So if I hadn't hit the ship, I would have sailed onto the shore. That's what can happen when you're sailing on an wind-vane as opposed to an autopilot.

38: Let's talk money. You didn't start cruising with much, did you?

Jack: I'd been a millionaire until '95, which is a year after I got married for the third time. But then I had a bad loss in the wood export business. I cashed my 401(K) and sold the house to raise new capital, but things went from bad to worse. So in '00, I had to file for business and personal bankruptcy. I then worked on commission for four years. Some months were so bad that I was unable to pay my apartment rent on time. But through it all, I had managed to hang onto *Fleetwood*, which had been sitting on a trailer since I'd done the Singlehanded TransPac in the '90s.

I was single again in '02, when my Social Security kicked in at age 65. That gave me the money to go along with the time I had to get *Fleetwood* ready to go again. But when I finally set off across the Pacific from Santa Barbara, I'd spent all the money I had at the time.

38: So how have you done financially since then?

Solo sailing has meant Jack has made more, not less, friends. Acquaintances in Vietnam insisted he joined them dancing at a wedding.

Jack: It's now more than five years later, I've sailed 35,000 miles, visited 30 countries, have made three round-trip flights to the West Coast from Virginia, two flights to Amsterdam, and just did a three-month tour of Indochina. Plus, I even have some savings in the bank. So things have been going well. I want readers to know that my Christian faith has been one of the reasons for my gratitude, and also one of the reasons that I seldom feel lonely.

38: If it's not too personal, what do you spend a year?

Jack: I'm happy to tell you, because a lot of folks should know that it doesn't have to cost that much money to cruise. My total income is the \$1,750 a month I get from Social Security. That's a decent amount of money to live on if you cruise wisely. I try to live on \$25/day or \$750 a month. As such, I get to put aside about \$1,000 a month for big expenses such as my recent vacation in Vietnam. But even with the vacation, I was still saving money. (Laughter.) In fact, I figure that a thrifty couple with a 32 to 36-foot boat can do what I've been doing on less than \$50 a day.

38: We've often written that it's possible for people, if they already have a boat, to cruise inexpensive places — such as Mexico, Central America, Southeast Asia and other parts of the world — at below the poverty level.

Jack: I couldn't cruise the United States on my Social Security benefits, but it's possible to cruise many other places. For the winter in Amsterdam, for example, I've only had to pay about \$6 U.S. a day for a slip. There are lots of state and municipal-owned marinas in Holland that are kept inexpensive. Of course, it won't be like that when I get to the Med.

38: When we went to the Med, we hardly ever had to pay for a slip. With a little planning, it was possible to anchor just about everywhere.

Jack: Well, I anchor whenever I can. But I have to admit that I've had some good luck, too. For example, I know a woman who is a retired flight attendant for United. She gave me a buddy pass to fly from Amsterdam to Seattle to Vietnam. So not only did it hardly cost me anything, but I got to fly most of the legs in First or Business Class. But I did have to fly standby. (Laughter.)



38: What kind of medical coverage do you have?

Jack: I have Medicare, which means I usually have to pay 20% of any costs. I've only had some minor procedures.

38: So what's next?

Jack: In a few months I'll start making my way down to the Med, and then I'll spend the winter in Turkey. I'll cruise west across the Med in the summer of '11, and that winter will sail to the Caribbean. I plan to keep my boat in Cartagena for a year, using her as a base for traveling around South America. I know some Spanish, but after a year I should be fluent. But I'm looking forward to land travel in Brazil, Argentina, Ecuador, Peru and Bolivia. After that, I'd like to spend time cruising Central America.

38: It sounds like a healthy and mentally stimulating lifestyle to us, and a testament to the simple life in which people and experiences count for more than 'things'. Happy voyaging!

— latitude 03/10/10



IN LATITUDES



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PACIFIC STAR

When in Indonesia, Horst and Julia had fun wearing local attire.



The paperwork required to cruise Indonesia may be daunting, but the people, animals, sites and scenery make it worth the trouble.

Pacific Star — Island Packet 35 Julia Shovein and Horst Wolff Indonesia Rally (Emeryville)

Having heard tales of bureaucratic nightmares, corruption, theft, piracy and other difficulties while cruising in Indonesia, we saw the Aussie-based Sail Indonesia Rally as a solution to those problems. Although vets of the '07 Ha-Ha and the '08 Pacific Puddle Jump, we found Sail Indonesia, which cost about \$500 U.S., to be a mixed blessing.

Ultimately, the '09 Sail Indonesia Rally included 135 boats, and was combined with the Indonesian Sail Bunaken group, which was headed north to make a 'sail pass' in front of the newly-elected President of Indonesia — along with various tall ships, Indonesian naval vessels and the *USS George Washington*.

There was some obvious tension between the Australian and Indonesian organizers before the start, apparently having to do with the change to the usual Sail Indonesia route — one that would add 1,500 miles the course. As a result, 100 boats elected not to go north for the Bitung-Manado 'sail pass', but instead peeled off from the Sail Indonesia-Sail Bunaken fleet and headed west on the traditional rally route via Alor, Flores, Komodo, Lombok, Bali, Kumai and Batan.

There were many advantages to joining the Sail Indonesia Rally, the most important being that rally officials either arranged for or facilitated all the official paperwork. This included the Import Exemption Certificate and the Clearance Approval for Indonesian Territory (CAIT), aka the cruising permit.

The need for the former certificate was made clear

in '07, when some port authorities began to enforce a Ministry of Finance regulation that stated luxury items — including foreign-flagged yachts — had to put up a refundable import duty bond equivalent to 50% of the value of the boat when she arrived in Indonesia. The alternative to posting this bond is to use an approved Indonesian body, such as Sail Indonesia, to provide a Letter of Guarantee to the government saying they will take responsibility for the yacht while she's in Indonesia. So when you enter Indonesia, you are issued an Import Exemption Certificate, which you surrender at your exit port, where you are given a Certificate of Export document.

Upon arrival in Indonesia, there was other paperwork to be taken care of: Certificate of Pratique for the Vessel (inspection showed vessel is free from disease); Health Alert Card in duplicate; Port Health Quarantine Clearance (our body temperatures were taken onboard by masked officials alert for signs and symptoms of H1N1 virus; Declaration of Cargo; Customs Clearance Form; Master Declaration of Inspection Form; Port Clearance by Harbor Master (save yourself a huge future headache by clearing out to your departure port); Port Clearance for Vessel; and Crew List (provide your own official stamp with vessel name). Since our Indonesian social visas were only good for two months, the rally would later assist us with a less expensive renewal process, supplying us with

With over 17,000 islands and 230 million people — fourth most populous country in the world — Indonesia has a rich heritage and culture.



PACIFIC STAR

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the necessary sponsor letter.

Sail Indonesia suggested we arrive in Darwin about two weeks before the July 18 departure date. Most of us dropped the hook in Fannie Bay just in front of the Darwin Sailing Club, at which point a



Orangutans of Kumai.

long, wet dinghy ride in was followed by a back-breaking haul of the dinghy up the beach. Good dinghy wheels advised!

We felt Sail Indonesia's greatest weakness was the lack of information they gave the participants. For example, the briefing meeting in Darwin lacked basic data about conditions, routes, anchorages and ports — although the rally folks did provide written material and a CD of other participants' experiences that was helpful. The rally organizers left out a lot of valuable practical information. For instance, we would not be able to change money at Saumlaki, our first port of call. Nor were we provided with accurate information about which Indonesian immigration offices could provide us with visa extensions. There were many examples of basic information not offered that would have saved us all a lot of bother, time, and money. As a result, the participants set up an informal VHF net to try to help each other out.

The arrival of our 135-boat fleet at Saumlaki overwhelmed the local administrative system, so it took days for all the boats to be cleared. The frustration of the participants was palpable in the

The town of Ubud, named after the Hindu word for medicine, is the cultural, yoga — and apparently bathing — center of Bali.



sweltering heat, as once again, there was little or no information forthcoming from the organizers. It was the Theatre of the Absurd, with no director, yet the actors tried to anticipate where the play was going and what their roles were.

It was hard not to smile when a new vessel arrived, and announced their finish time to the minute, thinking this put them in some kind of line-up for the clearance process — especially after you, along with everyone else, you had been patiently waiting for two days already. Thank god for watermakers and cool down showers!

The upside in Saumlaki was that there was a roomy anchorage for all the boats, and the locals gave us a wonderful welcome when we finally got to go ashore. The rally provided shuttle buses, the local police provided an escort, and the local organizers welcomed us with a wonderful night of food, dances, stories, awards, and official speeches in a beautiful hotel ballroom. Everyone bonded, had a good time — and commiserated about the disastrous aspects of the rally.

We would later meet some cruisers who entered Indonesia independently through Kupang, and who had simply hired an agent to facilitate their entry paperwork. Although they ended up paying about \$250 U.S. more than we did, they reported they had no problems entering or sailing through Indonesia on their own.

Cruising guides offer advice for those wishing to enter on their own — and even do their own paperwork — as well as giving a wide variety of cruising information. We found the Southeast Asia Sailing Guide helpful, and supplemented it with the very practical and helpful *101 Anchorages within the Indonesian Archipelago*. A land travel guide is a must. Lonely Planet has several titles that include Indonesia. Websites by sailors who have recently completed the journey — such as www.scorpiosail.com — were also an accurate and detailed source of information about everything. But keep in mind that it's not easy to find internet access in Indonesia.

The people of Indonesia were warm and hospitable to everyone, but what a change for us Americans to receive an exceptionally warm welcome! On our first encounter with Indonesians, when the three



masked quarantine health officers — in pressed, clean uniforms with shiny gold buttons and polished shoes — boarded our boat, they asked if ours was an American vessel. When we nodded, we got smiles and enthusiastic thumbs up from all three, as they called out "Barack Obama!" Everyone seems well aware that our President spent time growing up in Indonesia, and that his stepfather was Indonesian. We could not even enter a bank carrying an American passport without excited discussions — from everyone from doormen to bank officers — about Barack Obama. We also saw the president's picture and the American flag painted on the side or back of trucks.

[More next month.]

— julia 03/15/10

Traveler — Northwind 47
Michael Lawler
The Home Stretch
(Newport Beach)

As I write this in late April, I'm cruis-

IN LATITUDES



ALL PHOTOS COURTESY TRAVELER



For Michael, his son Brian, and Michael's sweetheart 'Motorcycle Barb', the good times and adventures came one after another.

ing up the coast of Costa Rica between Quepos and Papagayo with my 21-year-old son Brian. Having transited the Panama Canal three weeks ago, we are now on the home stretch, with just 2,400 miles to go to complete my three-year westabout circumnavigation. Barbara Burdick, my girlfriend, was with me for the first two wonderful years, but had to leave the boat in Nice, France, in order to return to Manhattan Beach to resume her teaching career. Fortunately, Nice is where Brian rejoined the boat for his third time during the circumnavigation.

We left the Balboa YC and my home port of Newport Beach in July of '07 as part of the TransPac, and took second in Class B. After cruising the Hawaiian Islands, we dropped down to Tahiti, where we met Liz Clark of the Santa Barbara-based Cal 40 *Swell* and had her

over for dinner. We very much enjoyed all of the Society Islands, then worked our way across the South Pacific to Australia. From there we continued on to East Timor, Indonesia, Singapore, through the Malacca Strait to Malaysia and Thailand, then over to Sri Lanka and the Maldives.

After sailing northwest to Oman, through the Somali pirate-infested waters of the Gulf of Aden, we continued on to the Red Sea and Suez Canal. Once in the Med, we called on Turkey, Greece, Albania, Montenegro, Croatia, Slovenia, Italy, Monaco, France, Spain and Gibraltar. After cruising Morocco and the Canary Islands, we crossed the Atlantic in November of '09 as part of the Atlantic Rally for Cruisers. We followed that up with four months cruising the Caribbean, including a stop in Haiti

to deliver food and aid. After a visit to Cartagena, Colombia, we cruised the San Blas Islands of Panama, then did our Canal transit. To date, *Traveler* has called on 56 countries in six continents.

I just finished reading the March *Latitude* cover to cover, and was surprised at how many *Latitude* advertisers I've done business with. I'd like to say 'thanks' and 'hi' to all of them, who, in alphabetical order are: Boat/US, with whom I have worldwide towing insurance; Forespar — Hi Peter! — from whom I purchased Leisure Furl in-boom



Barbara, at the bow transiting the Corinth Canal in Greece.

furling and a carbon fiber spinnaker pole; Gentry's Kona Marina, who did some work on my boat when we were at Honokohau Harbor in Kona; Hotwire Enterprises — Hi John and Libby — from whom I got a Kiss Wind Generator; Mariner's General Insurance — Hi Craig! — who sold me my cruising policy; Minney's Marine Surplus — Hi Ernie! — from whom I bought charts, a spare spinnaker, and many other items; The Orange Coast College School of Sailing and Seamanship — Hi Brad! — where I earned my Coast Guard Captain's license; Raiatea Carenage Services — Hi Dominic — who did some work on my boat; Sail-Rite, whose sewing machine Barbara and I used many times; Ullman Sails — Hi Dave! — who built a whole set of sails before I left; Ventura Boatyard, where I had the boat hauled for survey

The plentiful and naturally ripe produce at Sri Lanka probably made Barbara forget about Whole Foods and Wild Oats.



TRAVELER

TRAVELER

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and to have work done; and West Marine, where I bought a ton of gear.

In the upcoming months, I plan on doing business with some other

Latitude advertisers: Puesta del Sol Marina in Nicaragua, Barillas Marina in El Salvador, the Nayarit Riviera Marina in La Cruz, the El Cid Marina in Mazatlan, and the Coral Hotel and Marina in Ensenada. During our circumnavigation, I found *Latitude* to be both relevant and entertaining — a must-read, both for the stories and the

The trip helped Brian get over his justifiable phobia of cobras.

ads. Thank you.

We're hoping to have about 200 people for our homecoming party on July 3 at the Balboa YC in Newport Beach.

— michael 04/24/10

Coyote — Freedom 44 Fred Evans and Robin Whitley Help From The Mexican Navy (Mendocino)

Since the publisher of *Latitude* meet with us and did a story on us in St. Barth in the winter of '08-'09, we've had many cruising adventures. Of course, we cruisers always do.

We left *Coyote* in Salinas, Puerto Rico, for that hurricane season under the capable watch of Steve Kemsley. If a hurricane approached, he would move my boat deep into the mangroves. To my thinking, it felt much safer than if *Coyote* had been hauled and stored on the hard in a boatyard.

When we returned for this winter season, we spent a month in Salinas — a really wonderful place — getting *Coyote*

Robin and Fred — in his '95 Ha-Ha t-shirt — during an interview with *Latitude* 16 months ago in St. Barth.

ready for another six months of cruising. We figured that we'd end the season with *Coyote* on the Rio Dulce in Guatemala.

But on our first day out, I suddenly went blind in my right eye. I'd previously experienced the same thing in my left eye, the result of the savage beating I'd received during a robbery on what was supposed to be a taxi ride from the airport to a hotel in Caracas, Venezuela.

After extensive laser surgery and a short recuperation in Puerto Rico, Robin and I were off again on a series of fantastic downwind sails thru Puerto Rico, the Dominican Republic, and Haiti. We arrived in Haiti a week after the big earthquake, and that's a story in itself.

As we reported, we'd planned on sailing the south coast of Cuba, but a broken motor mount and a whole series of other minor breakages caused us to cancel that plan. The problem was that we'd been told it was impossible to get any kind of boat work done in Cuba. I still question and regret that decision, but there you go. So Jamaica's Port Antonio, an interesting and wonderful place, was our next stop.

It was in the Cayman Islands that we began to be hit by a succession of strong, cold northers. It was a new experience for us, and one we really could have done without. When one hit, we'd dash around to the other side of whatever Cayman we were at, seeking shelter. Although we draw six feet and most of the small lagoons used by dive and fish boats showed seven feet at MLW, we found that not to be the case, so they weren't really accessible to us.

We had a great two-day sail to Cozumel, Mexico, from where we planned to visit the Mayan pyramids in the Yucatan. But before we could finish our check-in, a customs official mentioned that a very strong norther was going to arrive that night — 36 hours earlier than forecast! It was not going to be possible for us

to reach shelter on the mainland behind the reef at Pt. Hut, and since we hadn't finished our check-in, we couldn't leave anyway.

Since San Miguel, Cozumel, is totally open to the North, we hurried up to Puerto Abrigo and Club Nautico, accessible through a tiny opening. But when we got there, we found it was



packed with fish and dive boats, as well as two Interceptor gunboats and two of their support craft. Club Nautico very graciously helped us into their Travellift slip for the night, but warned us that we had to move in the morning so they could haul boats.

The norther struck at midnight with heavy rain and 35-45 knot winds. *Coyote* was soon slamming into the concrete walls of the slip. Using every line and fender we could come up with, we soon had everything secure. At about 2 a.m., two more Navy Interceptors crowded in behind us. By dawn, the wind was a solid 45 knots, the sea outside was a white froth, and some swell was making its way into the marina, causing a lot of rolling and pitching.

The marina said we had to move, creating a big problem for us because *Coyote* is difficult to maneuver under power in close quarters. But soon there were four men aboard to help with lines,



IN LATITUDES



What's this monohull doing on the sand in the San Blas Estuary? How come she's not tipped over? And what's this diver, the boat's captain, doing with a 75-lb 'pargo' off Punta Mita? Find the answer to these and other pressing questions in this month's Cruise Notes.

and the navy tied a line to our stern, and with no small amount of yelling and confusion, we were soon tied up to the navy boats. The problem then was that these boats were coming and going all the time.

But not once did the boat crews treat us with anything but the greatest respect and courtesy. Before long, we were surrounded on all sides by these sleek grey fighting machines, almost as though we were in a cocoon. Yet every time a sailor wanted to cross our deck, he asked permission. And every time they had to change position, they informed us, and protected us with fenders. We felt like their pampered friends. I would name the boats and their officers and crew, but I don't know the rules and regs, and don't want to bring trouble down on them if they were breaking any. There was never

any question of legal responsibility, and never hesitation about lending a hand.

As I write this, it's two days later — and the wind is still blowing and we're still in the hands of the navy. What they have done has been so way beyond the call of duty that Robin and I can only express our heartfelt thank you. The conditions are supposed to moderate tonight, so we'll be sailing on tomorrow. But Robin and I will be taking with us very fond memories of the help we received from these wonderful people. Fair winds and good vibes to all.

— fred

**She Wolf — Tayana 42
Rick and Marsha Stone
Club Nautico Lives On!
(Alameda)**

I had an extended con-

versation with John, manager of Club Nautico in Cartagena, which is easily the most important cruiser facility between the Eastern Caribbean and Panama, and he wants everyone to know that what he describes as the "funky, friendly, family marina" is not only still in business, but will be for the foreseeable future. But there have been changes.

As in many places, there has been a struggle over waterfront property by competing interests. After Club Nautico's concession was renewed last year, the old clubhouse was demolished and the new one started — conditions of the concession being renewed. Since then, opposing forces started what the club believes to be a marginally valid action against the waterfront property, but which has nonetheless halted construction. Currently, the lawyers are slowly fighting it out, and it's expected to take a long, long time before there is any resolution.

While the process works itself out, the club is operating its business as close to normal as possible. The things that haven't been affected are the new docks, a dinghy dock, and the temporary showers and toilets. The three new cement docks, all with electricity, water and Wi-Fi, provide more berthing at the club than ever before. And the club still offers its many services. A sunshade has been erected over the new clubhouse floor, and the club is resuming the famous Sunday potlucks, as well as providing a refrigerator for beverages and a BBQ for grilling.

The free anchorage off the club is still available for use. At the height of last

The photo of the new docks at Club Nautico also answers the question of where John Haste's Perry 52 cat 'Little Wing' has been.



The new docks at Club Nautico.



BOTH PHOTOS COURTESY EYONI

SHE WOLF

SHE WOLF

CHANGES

season, some 150 boats were anchored out. For a fee, Club Nautico continues to extend dinghy dock access, potable water service, and Wifi to those in the anchorage.

— rick and marsha 04/30/10

Cruise Notes:

My Santa Barbara-based Cal 40 **Swell** was finally put back into the water — leak-free!” proclaimed singlehander Liz Clark. “It ends an era I won’t soon

forget — a total of 11 months out of the water since August of ‘08.”

Here’s a wild sailing story, complete with British eccentricities and a Titanic-style drama in the Antarctic. Carl Lomas and Tracey Worth, who use the titles Lord and Lady Hollinsclough, were rescued from drowning with their teenage

daughters Caitlan and Morgause, by a Royal Navy protection vessel on May 7. A little more than two years before, the family had departed Ipswich, England, aboard their Oyster 55-ft **Hollinsclough**. After stopping at France, Spain, Brazil and Argentina, they headed east across the Southern Ocean for Cape Town. After a wonderful stop at remote South George Island, they continued on, in and around ice, for 175 miles before having to turn back because of autopilot problems. By the time they left South Georgia a second time, it was April 29 and winter was upon them, with snow on the ground, the boat, and her lines. Some 285 miles northeast of South Georgia, while sailing in rough conditions, they hit a low-lying iceberg — with no better results than the Titanic. **Hollinsclough** started to take on water

When you sail in the Southern Ocean, you’re likely to see both icebergs and lots of rough weather. It’s pleasure sailing for masochists.

and the engine failed, so a day later the family had no choice but to set off their EPIRB. The mayday signal was picked up by the coast guard in Cornwall, England, which alerted the Royal Navy in the Falklands. The **HMS Clyde**, on Falkland protection duties, raced 300 miles in two days to save the family from their yacht, which was low in the water when they arrived. Had the family needed to take to their liferaft, they almost certainly would have quickly died of exposure.

Adding a delicious Brit twist to the story is the fact that the names of Lord and Lady Hollinsclough don’t appear in the pages of Burke’s and Debrett’s peerage and baronetages. However, Carl and Tracey are known by those titles in the Derbyshire village of Chelmorton, where they lived in Primitive Hall, a converted Methodist chapel. A website describes Carl as a former motorcycle courier who was appointed a Member of the British Empire (MBE) for services rendered in improving the training of courier and forklift drivers. Seriously. We think it would be more fun and appropriate if their titles were Lord and Lady Forklift, don’t you? Anyway, we’re glad their entire adventurous family were rescued without any major problems.

May might not have been the best month to do a **Baja Bash** from Cabo up to San Diego. “I just returned to Punta Mita after helping a friend deliver a 50-ft sportfisher from Barra de Navidad to San Diego,” reports John Foy of the Alameda/La Cruz-based Catalina 42 **Destiny**. “The trip took 12 days, including a five-day layover in Turtle Bay waiting out the weather with 11 other boats. Some of them had already spent five days in Bahia Santa Maria doing the same thing. During the 12-day delivery, we probably had 48 hours of decent weather, with the balance being nasty, with winds in the 25-knot range. While in Turtle Bay, Annabelle served a delicious chicken dinner to 22 hungry refugees for 60 pesos — about \$5 U.S. — accompanied

by 15-peso beers. I can’t vouch for this, but it’s my understanding Annabelle will build a pier and floating dock in Turtle Bay, and will become an official Pemex facility. The one thing I know for sure is that we paid less for fuel at remote Turtle Bay than we did at either Cabo or Ensenada. Go figure!”

If anyone else wants to report on their Bash, be it good or bad, we’d love to



hear from you.

Of all the addictions in the world, an addiction to **Kindle**, the Amazon wireless reading device — now \$259 — has the potential to be one of the most educational and least destructive to humans. “I was skeptical of the Kindle when my husband Greg [Dorland] of the Tahoe-based Catana 52 **Escapade** gave me one for Christmas,” says Debbie Macrorie. “But once I started using the Kindle, I realized it was phenomenal for the boat. It’s not only convenient and easy to read, but you don’t clutter the boat up with hundreds of books and magazines. One of my biggest surprises was having the *New York Times* electronically delivered to me each day while we were out at the remote San Blas Islands of Panama! It got to the point where Greg and I were almost fighting over who got to use it.”

When Debbie’s Kindle went missing in Cartagena, she said she had “Kindle withdrawals”. Fortunately, a friend was able to bring down a replacement. And after a phone call to Amazon, all of the publications Debbie had previously

SWELL



Local kids gave Liz a heart of hooks as a sweet but unusual departure gift.

SFREDERICK PRINCE



IN LATITUDES



ALL PHOTO BY LATITUDE / RICHARD

'Kindle Cruisers' are everywhere. Spread; Debbie Macrorie of 'Escapade' was thrilled to get the New York Times at the San Blas Islands. Insets; Doña de Mallorca loves to Kindle on her boogie board, while the Wanderer prefers to peruse the Financial Times while snorkeling in the Caribbean.

purchased were updated to her new device. Ever since, she's been able to download newspapers, magazines, and books wherever 3G service has been available — which has been just about everywhere except for Cuba. *Escapade* is about to leave St. Barth — only because their insurance requires it — for Bermuda and the East Coast, so we expect the Kindle will get a good workout during that 900 miles. For in addition to being a reading device, the Kindle will also read the books to you, at whatever speed you want, and in a male for female voice. Perfect for those long night watches.

We had a Kindle for about a year, and loved it as much as Debbie does. Ours, however, was an earlier version which wasn't set up to receive digits outside of the United States. It was possible to download publications from a computer and transfer them over, but it was a real pain. So if you're looking to buy a used Kindle, make sure you get the interna-

tional version. We downloaded about 20 books to read during our month-long research trip to the Caribbean, but foolishly fell asleep while reading it on our bunk. It bounced off the fake teak and holly cabin sole, and the screen froze in half gibberish, half crazy lines and squiggles. We tried recycling it by using it for bait for a big barracuda — they like shiny stuff — who took up residence behind **'ti Profligate**. When that was unsuccessful, we decided to give it the underwater test. We were surprised to see no change in the screen at all, so maybe it is waterproof.

How does the Kindle compare with the **iPad**? We don't know. But given that it's lighter, smaller and less expensive, we think there will still be demand for them, even though they don't have the graphics or versatility of the iPad. One thing is for certain — 10 years from now we're all going to be reading off electronic

devices that are the offspring of Kindles and iPads. And it will not only be good for the environment, it will be good for us users, too.

Speaking of the San Blas Islands, Greg Dorland reports their funniest incident they had was when one of the **Kuna Indians** rowed out from his tiny islet in a dugout canoe and asked if they would charge his cell phone.

"Have you heard about the doubling

of lease rates for **shoreside facilities at Catalina**?" wonder Jerry and Jan Tankersley. "While we are inactive members of the Blue Water Cruising Club, which has long had their facility at Big Geiger Cove just to the west of Two Harbors, our concern is for the current active membership."

We know there have been changes taking place at Catalina. For example, both the **Cal YC** and the **Del Rey YC** no longer have leases on the Cat Harbor facilities they'd been leasing from the Santa Catalina Island Company. The later after spending a bundle just four years ago to get connected to the sewer system. We'll try to look into the situation more for the next issue, but it's complicated by the fact that some of the places are leased from the Catalina Conservancy and some are leased from the Santa Catalina Island Company. And wonder of wonder, there might be politics involved. For example, according to one source, clubs like the **Newport Harbor YC**, **Balboa YC** and **San Diego YC** seem to have the Santa Catalina Island Company by the shorthairs because so many members of those clubs are USC alums,

The Blue Water Cruising Club has a wonderfully but astonishingly simple facility at Big Geiger. We hope they can continue to afford it.



No cell phone recharge here!

BABE RUTH



LATITUDE / RICHARD

CHANGES

and USC owns 51% of SCI Company. Their percentage of voting shares, however, is much smaller. But fight on!

"My wife Roberta and I are here in San Carlos, Mexico, having come south with the '06 Ha-Ha, and yesterday got a rude shock," reports Vic Kelley of the Sonora-based F/P 45 cat **Apollo II**. We went to the local bank to exchange U.S. dollars for *pesos*, and were told that due to a new federal law, they cannot make such exchanges. However, we were able to get *pesos* from the ATM. *Latitude* readers need to know that they need to leave their cash cruising kitty in the bank at home because they won't be able to get *pesos* in exchange for them in Mexico. Do you know the reason for the new law?"

The reason for the new law is simple. **Drug traffickers** bring billions of U.S. dollars in drug profits back to Mexico and want to exchange them for the local currency. The Mexican government wants to make this as difficult as possible. While in Mexico a couple of months ago, we went to four banks before we were told about one bank that was allowed to exchange up to \$400 U.S.



LATITUDE/RICHARD

If you're a drug trafficker with millions of these, the Mexican government doesn't want you exchanging them for pesos in banks.

dollars for pesos. But it required having a U.S. passport and filling out some paperwork. While cruisers shouldn't bring huge sums of U.S. currency down, it's a smart idea to bring lots of ones, fives

and tens.

"After the Banderas Bay regatta, we hit San Blas, La Cruz, Mazatlan and Atlata, and are now in Topolobampo," writes Ethan Smith — he's the guy holding the big pargo two pages before — of the Ya Ta Hey, New Mexico-based Ovni 36 **Eyoni**. The "we" includes his wife Nancy Jones and son Zada Smith. "San Blas was interesting, and we had a fantastic river trip. We also spent a day surfing the famous break at Mantanchen Bay, where Zada, 5, had his first real surfing success with a 180-yard long ride! I'd been carrying spare blades for my Kiwi prop, which needed to be replaced, so we dried *Eyoni* on the sandbar across from the library in the San Blas estuary. With plenty of managerial and oversight support from our friends the Temmes on the 45-ft Kauai-based cat ketch **Meshach**, and the Borens' on the Morro Bay-based Pearson 365 **Third Day**, the blade-swap came off without a hitch, and we managed to get rid of the plague of barnacles that we'd picked up in Nuevo Vallarta. And to think some of

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the townies and Singlar crew thought we were going to be on the sandbar for good.

"Atlata and Novolato were fun," Smith continues, "and the bay was home to the best seafood we've found since the northern *estero* of Mag Bay. Novolato was *muy autentico* Mexico, if a bit subdued, and it was the only place we've been in Mexico where we constantly got second looks because we were *gringos*. Everyone we passed who spoke English wanted to chat. It's worth noting that the entrance waypoints given in the oft-circulated instructions put together by **Spindrift** in '02 and circulated by *Latitude* in amended form in '07, are still marked by the Atlata sea buoy. But they are approximately 1/4-mile northwest of the current entrance channel. We had a local *panga* guide us through the entrance, as it appeared closed out from the sea buoy.

"Despite the beat to get here against a northwesterly that had not been forecast, we're glad to have come to Topo. The marina is new, Alberto the manager

speaks some English, he's over-the-top helpful, and at \$12/day the slip fees are very reasonable. For info, contact Alberto Arreola, Club de Yates Palmira, Topolobampo, 01 66 88 62 15 44. Topo is the perfect place to jump off for an inland trip to the Copper Canyon — the bus station for the train at Los Moches is two blocks from the marina — and it offers a terrific angle for sailing across the Sea to the Baja peninsula. Provisioning is all right at Topo, but you can get anything you want or need after a 30-minute bus ride to Los Moches. If you're adventurous or have a shallow draft boat, the Bahia de Ohuira is ripe for exploring and underwater hunting and gathering."

What a great grouping of names:



Ovni designs, such as 'Eyoni', are among the few monohulls designed to intentionally be put on sandbars and calm shores for repairs.

Smith and Jones, with son Zada, on the Ovni *Eyoni* from Ya Ta Hey! We don't see stuff like that very often, and we love it!

"We pulled into Spanishtown in the British Virgins, and signed off my wife Jane and the boys RJ and Leo, whom I'd been cruising with for six months,

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and then signed on Victor and Jamie, my crew for the trip to 823-mile distant Bermuda," reports Rodney Pimentel of the Alameda-based Leopard 47 cat **Azure II**. "What a pleasure it was to sail with experienced crew, as they took the initiative. The cat — our family's other boat is a Cal 40 — handled well in the 15 to 20 knots from the northeast, sailing at 7 to 9 knots. After a fast night in 25 knots and six-foot seas — with some scary bombs going off under the bridge-deck — we managed to cover 180 miles in the first 24 hours. The second day was lighter, and we were doing eight knots in 15 knots of wind, with great boat motion over a really, really blue ocean. In the lighter winds we made 145 miles. There is normally a large high that sits between Bermuda and the Azores that provides northeast winds all the way to Bermuda. But a small high moved in over Bermuda, resulting in north winds. We made as much easting as possible to counter it. Had we not gotten GRIB files via the Ham radio, we'd have been sailing by Braille. But it got cooler — down to 79 degrees from 84. It looked as though I might have to put on a shirt after all



AZORE TOURISM

'Azure II's next stop is the Azores, one of the most beautiful places in the world. You must paint your boat name on the quay at Horta.

these months. We continued to make easting to set ourselves up for a great final approach to Bermuda in northerly wind. Alas, day three turned out to be as flat as an open grill. We had to motor all

night, which gave us 61 miles of easting, but only 135 miles made good. Nonetheless, we crossed the halfway point, so we opened a bottle of bubbly. But day four, what a bore! We motored most of the time, but were still able to make 140 miles despite sailing at just four to six knots for six hours. I was surprised at how well the cat, which has lots of wetted surface, sailed in the light air. That night a front passed through with driving rain and 25- to 35-knot winds. Too much wind is great if it's from astern, but this was on the nose. Cats are great for reaching and off the wind, but aren't very good for short tacking. Luckily we'd expected the wind on the nose, so we sailed about 80 miles past Bermuda to put some money in the bank. When the weather file said there would be only 15 knots of wind, we ended up giving back all of our 80 miles and then some. However, our strategy of making easting and then dipping below Bermuda in a pocket of no wind worked out well. Once in light wind, we motored right toward Bermuda and were soon tied up for the first of our five days in Bermuda. Our Leopard cat

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performed as well as I expected, and I was really happy about how well she reefed when the wind came up. It was a perfect shakedown for the longer trip to the Azores, at which point the family will be rejoining me for the rest of the way to Portugal."

Explaining their motivations for organizing the first annual **Cruisers Rally to El Salvador**, Bill Yeargan and Jean Strain of the Hawaii-based Irwin 37 **Mita Kuuluu** write: "Our goal was to help cruisers get together to discover the less-traveled, unspoiled and spectacular destination of El Salvador. In addition to this, our aim was also to create awareness among Salvadorians about the cruising lifestyle. We feel that we achieved these goals and are looking forward to next year."

By all accounts, the March 15 to May 15 Rally — headquartered at the Bahia del Sol resort — was a great success. Seventy-one boats participated, and upon arrival each was given a welcome bag full of goodies and were offered generous discounts at the hotel restaurant and marina. During the

two-month Rally the hotel provided discounted buffets, weekly happy hours and a number of special celebrations.

If you're cruising south next season, you'll want to put this free, low-stress event on your calendar.

"So what is with this guy who wrote from the Sea of Cortez and said it sucks?" wonders Tom O. of **Calypso**, type of boat and hailing port unknown. "Maybe his GPS failed him and he is on a lake in Arizona. We spent an entire summer in the Sea of Cortez during our two-year cruise, and while it was hot as hell, it was beautiful in every way. I would do it again tomorrow. I also can't mention the fellow who thinks he has a handle on what happens in Thailand with regard to young women. Maybe he should run



Some people don't like Sea of Cortez beauty, while others love it — but don't want others to so they can have it all for themselves.

for a government position so he can attempt to control what everyone does here in the States — as well as around the world. Go sailing, dude, and you'll see how meaningful you are."

The fellow who wrote about how bad cruising is in the **Sea of Cortez** was, if we're not mistaken, was trying to dis-

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CHANGES

courage more cruisers from going there because he likes it so much.

"Looks like we'll be coming home from the South Pacific sooner than we thought," wrote Mike and Cindy Miller of the Tacoma-based McIntosh 47 **Airwego** to one of their many friends. "For on May 7, while entering a narrow pass through the reef at Savaii, Samoa, our boat hit bottom. She was picked up by huge swells and driven farther onto the reef. Needless to say, our boat is a total loss. But thank you, Jesus, there were no injuries. We were rescued by **Charisma** and several Samoan men. We have free room and board at a resort here until everything is resolved. Savaii is so remote that there is no internet and the phone is terribly expensive. Even if the phone was free, the phone numbers and email addresses of all our friends are stored in our damaged computers. Bugger! We are too emotional to talk about this freak accident anyway, but we have many blessings we can share later."

Also lost in the South Pacific last month was the British-flagged Westsail 32 **Stray Dog**, skippered by Brit Robert

LATITUDE / ANDY



We didn't get to know Mike and Cindy that well during the '07 Ha-Ha, but their friendly, smiling faces stuck in our mind. We regret their loss.

Marshall, with his Republic of Taiwan fiancée Yung-Ching Cheng as crew. Details are sketchy, but according to the Coast Guard, at 4:30 a.m. on May 12, they picked up an EPIRB signal from **Stray Dog** showing the distressed ves-

sel 2,240 miles south of the Hawaiian Islands. The U.S. Coast Guard Joint Rescue Coordination Center watchstanders then issued a 'Safety Net' broadcast asking for any Automated Mutual Assistance Vessel Rescue (AMVER) system vessels in the area to assist. The crew of the container ship **Mineral Noble** responded immediately. Upon making contact with **Stray Dog**, they learned the Westsail was taking on water faster than it could be pumped out. The source of the incoming water was not identified. Arriving on the scene about 11 hours after the *mayday* was issued, **Mineral Noble** took the **Stray Dog** crew aboard their ship.

Sources report that **Stray Dog** had left Mexico for the Marquesas last spring, but had turned back after 600 miles because of what was reported as lots of little problems. The boat departed from La Cruz this spring. We're also sorry for Marshall and Cheng's loss.

After 33 years of writing about sailing all over the world, we just learned that we've been ignorant about **the irregular and complicated relationship between**

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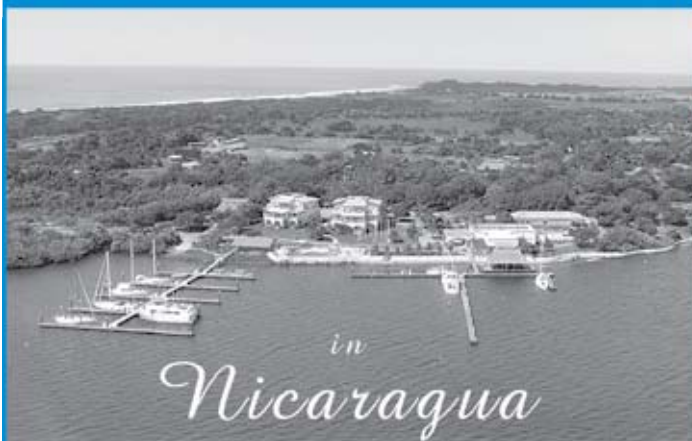


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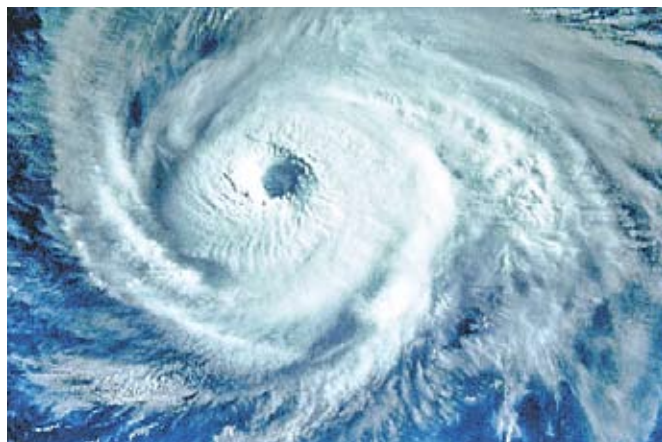
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tropical cyclones and hurricanes. It's all because of NOAA, which has long written, "The term hurricane is used for northern hemisphere tropical cyclones east of the International Dateline to the Greenwich Meridian, and the term typhoon is used for Pacific tropical cyclones north of the equator west of the International Dateline." It turns out that NOAA is way off base. For what the Aussies and folks of the southwest Pacific call a Category 1 Tropical Cyclone only requires 34 knots of wind, which is a full 30 knots less wind than is required to meet the minimum standard for a hurricane in our part of the world. It's a huge difference, because 64 knots of wind has almost four times the force of 34 knots of wind. On the other hand, in the Indian Ocean, all you need for a Severe Tropical Storm or a Severe Cyclonic Storm is 48 knots of wind. When you get over 64 knots of wind, there are no fewer than five official names, depending where in the world you are: Severe Cyclonic Storm, Severe Tropical Storm, Category 2 Tropical Cyclone, Typhoon, and Cat-

egory 1 hurricane. At over 120 knots, there are no less than seven official names. Thank God we can rely on the Beaufort Scale, you might be thinking. But that's deceiving, too. In the Beaufort Scale, categories 1 to 11 cover everything from 0 to 64 knots, a total range of 64 knots. But then there's category 12, which covers everything from 64 knots to as hard as it can blow — which is a range of about 160 knots. Strange, isn't it?

And to clarify another oft-confused point, no matter what these storms are called, they have to be "**warm-core non-frontal synoptic-scale cyclones that originated over tropical or subtropical waters, with organized deep convection and a closed surface wind circulation about a well-defined center.**" Once formed, a tropical cyclone/



NOAA

No matter if local authorities are calling them hurricanes, typhoons, severe tropical storms or severe cyclones, you want to avoid them.

hurricane/typhoon/whatever is maintained by the extraction of heat energy from the ocean at high temperatures and heat export at the low temperatures of the upper troposphere. In this they differ from extratropical cyclones, which derive their energy from horizontal temperature contrasts in the atmosphere. Whatever you call them, tropical 'storms' rotate counterclockwise in the northern hemisphere and clockwise in the southern

Yacht at Rest, Mind at Ease



Photos by Onne van der Wal

VANCOUVER → LA PAZ → PORT EVERGLADES → PALMA DE MALLORCA, JUNE / JULY
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CHANGES IN LATITUDES

hemisphere. We hope that you paid close attention because there will be a test on all this material at the end of *Cruise Notes*.

You can't keep a good young sailor down! Stefan Ries, a young German, lived aboard his Coronado 25 **Ky-Mani** at various locations between Cabo and P.V. since '06. For the last couple of years, he's worked at the Palladium Resort, which is right at the famous Burro's surf spot on the north shore of Banderas Bay. He kept his small liveaboard boat anchored just outside the break. Alas, last year there was a pretty good blow from the south, putting *Ky-Mani* on a lee shore. Her rode broke, and Ries only got there in time to ride his boat to the rocks onshore. There's a pretty good YouTube video of it.

Undeterred, Ries announced that he had a budget of \$5,000 for a replacement boat. We're not sure what he paid, but he managed to buy a classic Triton 28



SOUTHERN CROSS

Stefan Ries during sailing trials aboard his new-to-him Triton 28 'Mintaka'.

that he christened **Mintaka**. As of late April, Ries got a seven-month sabbatical from the Palladium, and headed south in search of great surf in Central America. Ries is happy with his new, larger boat. "*Mintaka* has a much better motion than *Ky-Mani*, and she feels more seaworthy and strong. And even after I added a lot of weight, she's still floating on her lines."

Typical of most budget cruisers,

Ries has more time than money. As such, he's had to be patient with 24-hour runs of just 35 miles. But other runs have been much better. And then there has been the surf. "I made it on the hook at Punta Galera/Bahia Chacahua before dark, and went surfing the next morning. The break was a long right, with waves three to five feet. I also had sessions in the afternoon and at sunset. And the swell is supposed to get much bigger in a few days."

Ries plans to make it as far south as Costa Rica and Nicaragua — watch out for that summer rain and lightning — before returning to the Palladium on November 1 for the start of a new season.

Out cruising? We at *Latitude* and our readers would love to hear from you. Short and sweet reports with a couple of high res photos are best. Send them to richard@latitude38.com. Merci!



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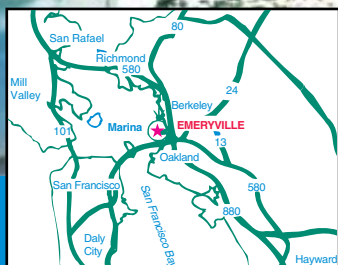
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26-FT MACGREGOR 26S with trailer, 1994. Palo Alto. \$8,950/obo. Great shape, little use. Sails with plenty life, no tears. Main, jib, genoa and storm jib. 8hp engine w/electric starter. Trailer w/brakes. Always stored in dry dock. (650) 917-1996 or richard.aguinsky@yahoo.com.



27-FT CATALINA 270, 1994. Pt. Richmond. \$29,500. Brickyard Cove Marina. Well maintained, in very good condition. All standard equipment, including 2 roller furling headsails, plus asymmetrical spinnaker, navigation instruments at helm, autopilot, VHF radio, stereo. Roomy aft stateroom w/queen bed and hanging locker, V-berth forward. Galley w/alcohol stove, ice box, microwave, and plenty of storage. Perkins 18hp diesel w/320 hrs. Cockpit cushions, helm cover, dodger, teak cockpit table. Miscellaneous equipment included, trailer available. (916) 342-2546 or kbell34@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 BBQ. 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.



25-FT CORONADO, 1967. Stockton, CA. \$2,000/obo. Located at the Stockton Sailing Club. New bottom in '07. 9.9 Mariner O. VHF-CD/radio. Auto-tiller, -newer instruments. Hull in very good condition, several bags of sails. (209) 969-4982 or jerry.schwartz1513@sbvglobal.net.

ERICSON 26+, 1983. Richardson Bay Marina. \$9,900. Yanmar GM1 with new head, low hours. Harken roller jibs 85% and 125%, spinnaker, deep keel, tall rig. Lightly used only in SF Bay. (415) 450-8455 or (415) 389-5458 or dirk.strasser@yahoo.com.

25-FT O'DAY, 1979. Vallejo. \$5,500/obo. Wheel steering, new mainsail and cover, roller furling jib, 2003 Honda 9.9 outboard. Must see. Teak inside, well cared for. (707) 435-8111 or (707) 803-0162 or mikeo257@comcast.net.



25-FT SANTANA 525, 1980. Lake Don Pedro Fleming Meadow. \$3,000/obo. New North Sail mainsail, gennaker & rigging, 24-volt electric motor with solar panels for recharging. Excellent condition. (209) 575-2653 ext:303 or (209) 471-9968 or mb@modestocpas.com.



27-FT NOR'SEA, 1980. Monterey Bay. \$20,000. Tough, basic little cruiser with unique junk rig and custom mods for blue water work. Monitor vane. Fiji vet, offshore gear including liferaft, para anchor, etc. www.kabai.com/seablossom. (408) 218-9604 or kabaii@yahoo.com.



25-FT CHEOY LEE FRISCO FLYER. 1958. \$17,995. Beautiful, great sailing, all teak, copper riveted, outstanding condition. No surprises: five years recent major work from mast to hull, plus all new: sails, rigging, electrical, boom, cast bronze hardware, engine overhaul. http://friscoflyer.net. (360) 325-5022 or inquiry@friscoflyer.net.

25-FT C&C, 1976. San Diego. \$4,600. New Sunbrella cushions, battery, Porta-Potti. 5hp Nissan OB. Good main. VHF, charger, lights work. Ready to sail. Mooring for \$150. (619) 402-8036. Email for pictures, info@pacific-comp.com.



27-FT NORSEA, 1992. Sonoma. \$75,000. This is a fine example of a NorSea 27. Excellent condition. She's ready to cruise anywhere. This is the one you've been looking for! http://s1004.photobucket.com/albums/af167/whoisvincent/Sea%20Juliett. (707) 732-3727 or vinny@sonic.net.

29 TO 31 FEET



CATALINA 30 MK I, 1979. West Delta. \$9,000/obo. Good stiff basic family boat. Atomic 4, tiller, recent roller furling/110 Genoa. Dodger needs new canvas, nice teak interior, needs bottom job - but fresh water vessel, no barnacles! (559) 284-2144 or rdunne@ddmattorneys.com.

31-FT BENETEAU 310 FIRST, 1993. Richmond. \$46,000. Racer cruiser loaded with extras - spinnaker, furler, fluxgate compass, wind, depth, wheel steering, autopilot, GPS. Beautiful wood interior, 2 separate cabins, enclosed head, refrigeration, oven/stove, hot water and more. Excellent storage & ventilation, all great condition. ch2o4me@yahoo.com.



30-FT CATALINA, 1976. Fortman Marina, Alameda, CA. \$13,100. Universal 25 diesel, pressurized water, stove w/oven, refig, 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, extra jib, offshore running lights, dodger w/stainless, 20 amp charger, 50ft shore cord, AM/FM/VHF. Teak holly flooring available for install. (408) 219-4920 or susoz@hoganlaw.com.

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30-FT YANKEE, 1972. San Francisco Marina. \$14,500. Classic design by Sparkman & Stephens. Hull #90. Slip title transferable. Westerbeke diesel with low engine hours. All rigging in great shape. Needs minor hull painting for cosmetics. Extra jibs, chute, ST2000, etc. (408) 365-0302 or sukagic@pacbell.net.

28-FT + MACWESTER English Cruiser, 1973. Alameda. \$3,300. Solid GRP pocket cruiser. English design CSJRoy. Documented HN8704, RT6, 8.5ft beam. Good custom Neil Pryde sails, oversized rigging, Harken furler, new bottom, Yanmar YSM12 needs rebuild. I owned, rebuilt Catorce 1993-02, \$20k invested. Recovered from unappreciative fellow who let her deteriorate. Needs TLC to bring her back to cruising shape. I don't have the time I did 15 years ago. Contact me for pics and a list of needs. (510) 421-6712 or rds3000@hotmail.com.



30-FT CATALINA, 1980. Alameda. \$19,000. Low price, must sell. Diesel engine-runs great, propane stove/new stainless & brass wall heater, self tending jib traveler, 2 year old upholstery/carpet, pedestal steering, Adler Barbour refrigeration, lines led aft, external aluminum propane tank + more. Clean teak, interior and exterior-no cooties. Could use: some dodger stitching-canvas good, main halyard, galley pump. Bottom OK. (510) 522-6288 or pjohnd281@aol.com.

30-FT CORONADO, 1969. Rio Vista. \$17,500. Diesel, wheel, dodger, radar, chart plotter, all new, Harken roller furling, boom, sails, all standing and running rigging, too much to list. (916) 837-2386 or sinner696@gmail.com.

30-FT PEARSON, 1970. Richmond, CA. \$20,500. Mexico vet. Yanmar, Monitor vane, VHF, radar, EPIRB, DS, solar, chartplotter, 5 sails, 3 anchors, Lewmar winches, manual anchor windlass, 10' 6" Avon, Honda 2hp outboard. Contact Roland. (916) 988-0341 or (916) 802-8009 or debrajan50@hotmail.com.



30-FT OLSON, 1978. Pt. Richmond, CA. \$14,000/obo. Very fast Olson 30, excellent race history. It comes with 18+ sails. Trailer redone in 2009. All go fast mods done. Need to sell ASAP, I have 1 boat too many. (530) 416-6100 or wilsonsr@charter.net.

30-FT CAPE DORY, 1982. Morro Bay. \$30,000. Wonderful sea-kindly cutter. One of Carl Alberg's best designs. Volvo MD7A, VHF, radar, chartplotter, autopilot, depth meter, roller furling headsail, dodger, cockpit shade and more. Bought bigger boat - must sell. bobjenkiziar@sbcglobal.net.

J/29, 1985. Seattle. \$19,950. Great race record, masthead rig, hydraulic backstay, B&G, stereo, rod rigging. Restored in 2002. (253) 288-0117 or stevemil@grahamus.com.

30-FT NONSUCH, 1979. Newport Beach. \$35,000. Possible Newport slip. Electric halyard winch, GPS, autopilot, VHF, LPG cabin heater, LPG water heater. Solar panel, solar vent, Volvo diesel and Sail-drive. Extra sail and sailcover. New fixed propeller, dodger. Lots of gear and spares. Best priced Nonsuch in the country. (949) 675-1134 or jeansliechty@gmail.com.

30-FT PEARSON, DELTA. \$9,995. New bottom last May. 2002 model Volvo diesel, cabin heater, clean and ready. Call for info. (916) 777-5510 or chardonnaymoon@att.net.



30-FT OLSON, 1982. Richmond, CA. *Runs With Scissors.* 1982 Olson 30, Hull number 209. Fully restored/upgraded in 2004. Extensive sail control systems. Multiple sails, including Sobstad Pentax main and #1 (racing sails). For additional photos and full specs, please visit website. Please contact Brett McLarney with any questions or to arrange a time to see the boat. <http://s1024.photobucket.com/albums/y309/1982Olson30/?start=all>. Email brettmclarney@yahoo.com.

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.



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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 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 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. (650) 450-3496. Email for more photos/info to david_vieregg@intuit.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 LANCER, C&C DESIGN, 1980. Marina Bay, Pt. Richmond. \$25,000. Fractional sloop, wheel steering, with inboard Yanmar QM15. Redecorated cabin, new electronics, VHF, GPS & chartplotter. New sails, safety lines, shrouds, dodger, wheel pilot, roller furling and more. (916) 487-5351 or barronsdesign@surewest.net.

NEWPORT 30 MK II, 1981. Sausalito Yacht Harbor. \$8,000 or best reasonable offer. 15hp Universal diesel, 3 jibs, spinnaker. Wheel steering, water heater, new head. Gary Mull design, good sailing condition; needs cabin cosmetics. (510) 414-2796 or (415) 302-4182 or email psmarbury@gmail.com.



29-FT COLUMBIA SLOOP, 1967. Sausalito. \$12,500. She loves the wind! Sparkman & Stephens design, Yanmar diesel with low hours. Propane stove, marine radio, safety equipment. Wired for shore power. Excellent condition! (707) 312-0860 or (707) 253-7935 or larrystofer@yahoo.com.

30-FT NEWPORT, 1974. Sausalito. 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 COLUMBIA, 1964. Tiburon. \$5,000. Brand new main. Brand new depth sounder. Yanmar diesel. An absolute joy to sail. Call or email for photos or to visit. (415) 381-2653 or jaspervvliet@gmail.com.



30-FT ANDREWS, 1982. Santa Cruz Harbor \$15,500/obo. Alan Andrews Custom 30 fast design sailboat in excellent condition. You won't find a better deal or boat!! Very responsive & fast displacement boat. New hull, topsides paint and non-skid. Brand new balto plate bottom paint! Decent sail inventory. Rod rigging. New hydraulic backstay. Excellent running Yanmar diesel. New head. Elliptical rudder. MB YRA PHRF 120. Should qualify for SFA 30 fleet. Only 7000 lbs. Full ownership price of only \$15,500! Or make offer now! Details: Andrews 30 2002 Fall SCORE Series 1st Fleet B 1982 MORC International Championships, 1st. john@palapasresort.com or (831) 334-4963.

32 TO 35 FEET

34-FT SAN JUAN, 1984. \$39,000. Price reduced. Fast comfortable, blue water cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib. 3GMD Yanmar, Achilles dinghy, large bimini. Original owner. (510) 420-8956 or nino@access-print.com.

32-FT ATKINS THISTLE, 1985. Sausalito. \$17,000. Experienced cruiser. Flush deck, roomy interior, heater, stove, many new additions. Tanbark sails, Lewmar hatches. Rebuilt Westerbeke diesel; professionally installed 2008. Well built, low maintenance ferrocement hull, 2009 haulout. Ready to sail. (415) 637-4851.



35-FT BENETEAU OCEANIS 352, 1999. Sausalito. \$89,500. Less than 300 hours on engine. Never raced. Roller furling main and jibs, 120% and 85% (new in 07), transferable berth in Sausalito. Bottom painted May 10. (916) 409-0302. Email for list of upgrades to salc_sr@yahoo.com.

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.

34-FT TARTAN YAWL, 1974. \$45,000/obo. High quality S&S design. 10'2" beam. Farymann diesel with 350 hours. 6.1' headroom. Barient winches, chain winch, centerboard 3 to 8 ft. Wheel steering. Main, jib, mizzen and sail covers. Electronics. 5,000 lb solid lead keel. Lots of teak. Like new. Best US built sailboat. Tartan uses the highest content of resin in their fiberglass. Fast passagemaker. Inflatable dinghy. (209) 952-8814.



33-FT RANGER, 1975. Santa Cruz. \$22,750. Great boat! Rebuilt Yanmar 2008, new topside paint, self-tending jib, new Raymarine GPS, new cushions, davits. Race, cruise or live aboard. One year South Harbor slip possible. See website for photos and inventory www.elkhornyc.com/Tequila. Email iadoption@yahoo.com.

34-FT DUFOUR, 1975. F-204 Berkeley Marina. \$32,000. Rare to West Coast excellent racer/cruiser, in a 1975 way. This boat is in excellent shape for her age. Two large hatches seal this boat up for ocean sailing and yet she has over 6 feet of head room below. The perfect live/sail combination. Reluctantly for sale. Call Peter to view. (510) 910-2886.



32-FT CATALINA 320, 2000. South Beach Harbor. \$59,000. Winged keel, 5'6" draft, 11'9" beam, 32'6" LOA, 28' LWL, 12K lbs displacement, anti-slime bottom paint, full batten main, Dutchman, roller furling, Destroyer wheel, Autohelm, chartplotter, Yanmar 29hp fresh water cooled diesel, 3-blade prop, 6 knot motoring, windlass, plow & Danforth, walk thru stern with swim deck shower, aft cabin, fridge, microwave, stove, propane locker, H&C pressurized water, macerator pump, overboard pump, heat & air. Fun boat! Lost slip-must sell. (415) 305-6917 or sucha2L@yahoo.com.



35-FT C&C MK III, 1983. Richmond YC. \$49,950. Prettiest C&C 35 MkIII in the water. Awlgrip, new boom, MaxProp 3 bladed feathering, North 3DL headsails, many extras. Have fun racing or cruising! yuzuru2@earthlink.net or (415) 457-4434 or (415) 454-1275.

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.



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.

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32-FT ERICSON, 1971. Brickyard Cove Marina. \$15,000. Westerbeke 21A diesel, roller furling 90% jib, main with reef points, nice interior, wheel and single throttle control, traveler, asymmetric spinnaker, air speed, knot and depth instruments. Fine Bay boat. (707) 310-0952 or granberg@aol.com.



33-FT HANS CHRISTIAN, 1980. San Diego. \$119,000. Change of plans! Fully refitted for S. Pacific voyage. New Yanmar, electronics, watermaker, sails, rigging, batteries, solar, canvas, dinghy and spares. Loads of cruising gear. Ready to go. (619) 319-0136.



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. See more at <http://mamasdiamonds.blogspot.com>. (480) 650-3162 or (480) 632-0189 or kevin737320@msn.com.

32-FT SLOOP, 1970. Designed by Gary Mull. Sausalito Yacht Harbor. \$35,000/obo. *Chico* was built by John Lidgard in NZ in 1970. She is cold molded out of Kauri using the West system. I have owned *Chico* for over 20 years. Age forces sale, mine not *Chico's*. She has new sails, three cylinder Yanmar diesel, fathometer, log/knotmeter, VHF, compasses, Awlgrip topsides, backstay, full cover, wiring, etc. A great boat and reputation. Call or email Jim Hobart. (415) 488-4110 or hobart_james@hotmail.com.

34-FT HUNTER, 1984. Sausalito, CA. \$29,000. If you can find a cruise ready sailboat at this price, take it! This is a 34-ft sailboat that could leave for Mexico tomorrow. Just fill up the water and fuel and turn left after leaving the Golden Gate. Any takers? This is an excellent first time boat that is rigged for singlehanded and operates well under all conditions. I love this boat, but I am now the owner of another boat, so it is time to sell. The boat is priced to move. Photos and a detailed description of the boat can be found at: <http://witchdoctorsailboat.webs.com>. Call (415) 497-6116 or medicrene@yahoo.com.

36 TO 39 FEET

37-FT HUNTER, 1982. Hidden Harbor, Rio Vista. \$29,900. 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 CREALOCK/PACIFIC SEACRAFT. 1985. Anacortes, WA. \$159,000. Proven offshore cruiser. Newer Yanmar, Max-Prop, standing rigging, lifelines, interior, portlights. Comes with all offshore gear, liferaft, Monitor, watermaker, step-down transformer, Wavestopper dodger, Icom SSB, VHF, AIS, Avon dinghy. Refurbished and well-maintained. (360) 301-6878 or crealock168@yahoo.com.

36-FT CATALINA, 1983. Point Richmond. \$44,000. Radar, chartplotter, autopilot, speed and depth by Raymarine. New head, new stereo, new bilge pumps, new Balmar alternator, new batteries. Lots of sails, dinghy, OB, dodger, bimini, VHF and more!!! (415) 309-4476 or (415) 883-5721 or bob@lesnettrealstate.com.



38-FT BLUEWATER INGRID, 1977. Fortman Marina. \$15,000. Bluewater Ingrid project boat, beautiful teak interior. Former liveaboard. Great hull, beautiful boat with work. Full stats and pictures available. donalddhardy@yahoo.com.

36-FT SLOOP, 1975. Marina Bay Yacht Harbor, Richmond, CA. \$30,000. Good running condition, ready to sail. Survey report from 2009 available. Contact Butch at Tradewinds Sailing School and Club. (510) 232-7999 or (510) 415-2747 or butch@tradewindsailing.com.



CATALINA 36 MKII, 2002. Long Beach CA. \$114,900. *Glory Road* is fully equipped and ready for a new owner. Extremely well cared for by the original owner. Complete with Raymarine 5000 autopilot, RL70C GPS chartplotter with radar, ST60 speed, wind, depth, data repeater with laptop interface. 1000 watt inverter charger, Espar heating system, 12-CD Clarion stereo indoor & exterior speakers, (remote at helm), LED-backlit HDTV with DVD, microwave, BBQ. Oyster white Ultraleather interior. (949) 751-9723 or michael_weir@cox.net.

36-FT ISLANDER FREEPORT, 1981. Half Moon Bay. \$50,000. Plan B interior, new mattress, Froli sleep system. 45hp Pathfinder diesel, rebuilt 2003, many spares. Last haul-out/survey 2008. VHS, radar, depth, speed, main good, 135 jib OK, dodger, bimini, more. (650) 560-0260 or hmbdave51@yahoo.com.



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.

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.



37-FT TAYANA, 1979. Richmond. \$68,000. *Tricia Jean* spent 2004-2006 cruising the South Pacific and is ready to go again. She's well equipped, comfortable, fast and easy to handle. Details available at website, <http://dbsail.org/TriciaJean>. (559) 970-9858 or (559) 960-5085 or Dan@dbSail.org.

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.



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. More details at: www.sailk38.com. (916) 847-9064 or steve@paradigmpilgrim.com.

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 little sailing ship. Price firm. ddatpbio@gmail.com.

36-FT HUNTER, 1980. San Francisco. \$21,000 FIRM. Full enclosure, wheel steering, Yanmar 3HF30 diesel, new running & standing rig. New furler, recent survey. (916) 533-0007 or vvebay@gmail.com.



39-FT CAL, 1971. Oceanside, San Diego \$40,000. New professional racing bottom, just splashed Nov 5, '09. Great racing inventory, new 3/4 oz. Ullman spinnaker, double spreader tall rig. Gas engine. Good shape and fast. <http://knot-a-clew.com>. granahan@cox.net or (949) 280-6220

40 TO 50 FEET



41-FT HUNTER A.C., 2002. Bay Area. \$149,900. 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.

43-FT MORGAN CATALINA, 1985. Moss Landing Harbor. \$99,000. Catalina tall rig. Refit completed. New bottom paint. New rigging including Hi-Mod turnbuckles, new interior, ports, wiring. Engine room re-insulated, low hours Perkins 108. New lifelines, plumbing, electronics. Autohelm, A/C, refrigeration, windlass. Completely enclosing dodger. Two large berths, two large heads with shower. Comprehensive renovation. Respected cruising boat. Great liveaboard. Ready to sail. Pictures at website, www.capitolareef.com. Contact Jay. (831) 464-0234 or (831) 464-0318 or capitolareef@yahoo.com.

42-FT TAYANA, 1988. Sausalito. \$149,500. Price reduced \$10,000 for quick sale. A real beauty in excellent condition. Aft cockpit, cutter rigged with too many amenities to list. See ad in previous *Latitude*. Prime Sausalito slip. Pictures and specs available at website. (530) 848-0285 or donandmandy@hotmail.com.



40-FT PETERSON, 1980. Sunroad, San Diego. \$49,000. Doug Peterson design offshore blue water racer/cruiser. We bought the boat in 2003 in San Diego and sailed her to France. After 1 year of refit and several regattas in the Mediterranean, we came back across the Atlantic (2007), making the crossing in 13 days. She has an open plan design with space to sleep 8-10 crew. Ideal for someone looking to do some racing, but also with serious offshore capability. (619) 573-3525 or mark.richards@gmail.com.



40-FT CHOATE, 1980. Delta. \$35,000/obo. Fun Boat. 2002 refit. 20hp Volvo. (ST60 speed, depth, multi, GPS chart-plotter). Harken roller. Cockpit compass p/s. 10 cockpit winches. SS rod rigging. Rigid vang. Hydraulic back stay. 8 sail bags. Maple interior, etc. (707) 374-5467 or propspec@yahoo.com.

46-FT CAL LAPWORTH / Jensen Marine, 1972. Stockton, CA. \$Best offer. Great liveaboard capacity. Perkins 4-236 84hp engine installed in 2000, low engine hours. Roller furling sails. Equipment includes: Winslow life raft 60 SLOP (manufactured 8-08), Seafari water maker (purchased 2008), 3.5 kw generator. Boat needs work and TLC to restore to life. cal46sailboat@yahoo.com.

42-FT VALIANT, \$295,000. Never used. Never in salt water. Quantum sails, ProFurl on jib, autopilot, microwave, Westerbeke diesel. Boat is as new, location Valiant factory in Texas. Contact Dick May. (480) 513-7136 or boatseller@aol.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 at <http://sailboatvagari.blogspot.com>. Call (520) 825-7551 or stanstreb@gmail.com.



40-FT PASSPORT, 1985. Anacortes, WA. \$169,000. I am the original owner that had this boat custom built with many extra features, such as insulated hull, removable headliner, and much more. Beautifully maintained, over \$100,000 spent to restore her to near Bristol condition, including full Sterling paint, bright work, refinishing the teak decks, bottom paint, Raymarine instruments, engine work, plumbing, and much more. Included is a 10-ft RIB dinghy with a 4hp Tohatsu 4-stroke engine. (206) 295-2049 or 1985passport40@gmail.com.



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. Dickinson diesel stove/oven and coldplate Technics refrigeration. Boat is in great condition and ready to go anywhere. (310) 991-1119 or elpescador47@gmail.com.



CATALINA 42 MKII, 2001. \$167,000. Good racer, great cruiser, 2 staterooms, 2 heads, electric halyard winch, RL80C GPS/chartplotter/radar with 10" color monitor, Waltz radar leveling system, Navtec hydraulic backstay, 3-blade MaxProp. 2 mains, 2 jibs, 3 kites, spinnaker pole stowed on mast. For additional upgrades and photos go to website, www.beniciayachtclub.com/boats/glory.html or call Rob (707) 746-1128.



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47-FT CUSTOM FIBERGLASS CUTTER. 2004. Coos Bay, OR. \$499,000. Price reduced. Blue water high latitude cruising sailboat, two helms, one enclosed, sleeps six, premium equipment, electronics, 85HP diesel, 4.2KW generator, workshop, 200+ fuel and water, refrigeration, washing machine, insulated. See pictures at www.hysop.com/boat. (541) 888-5688.

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51 FEET & OVER



65-FT FREEDOM, 1981. Berkeley, CA. \$75,000. 3-Carbon fiber mast, sail plan not finished. 200hp Volvo Penta diesel about 100hr - runs great. Fiberglass/balsa core hull, bottom in great shape. Needs work inside and out. (510) 701-5846 or ronwmail@yahoo.com.

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41-FT LAGOON 410, 1998. Ft. Lauderdale, FL. \$229,000. Returned from winter cruise & ready to go! Safe, comfortable, blue water cruiser. Sleeps ten - four queen cabins with four heads, two singles forward. Many upgrades. Email for specs & list of equipment. (408) 717-1300 or abelene@captaincranky.com.



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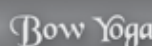
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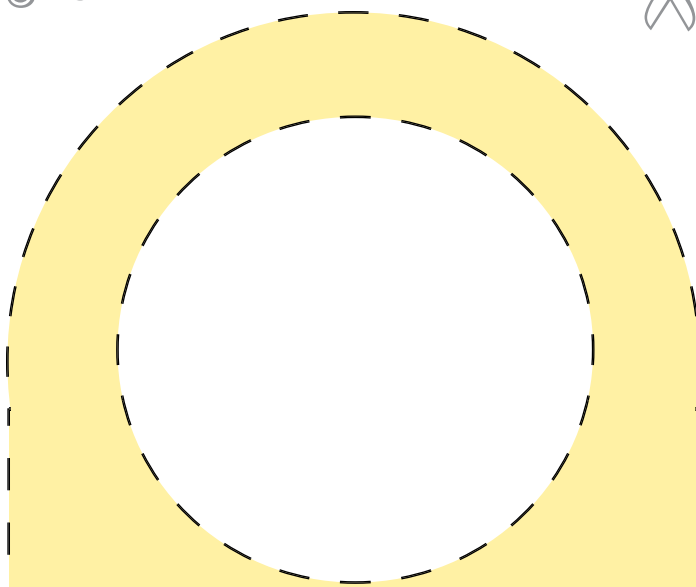
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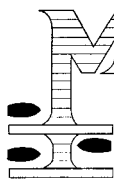
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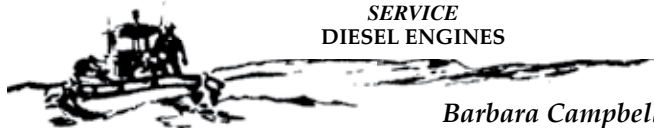
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Hinckley Bermuda 40 MkII Yawl CB (1968)

Bill Tripp design B-40 is highly regarded for her classic beauty, superb workmanship and many quality details. New sails, dodger, intelligently updated. Excellent condition.

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Nelson Marek Custom

A 92-ft aluminum world cruiser. Recently repowered. Immaculate throughout and in perfect condition.

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Little Harbor 51 (1996)

Very comfortable Ted Hood designed pilot-house with full stand-up headroom and 360° visibility. Set up for shorthanded sailing and superbly maintained by an experienced owner.

Asking \$619,000



Swan 45 (2003)

Race or cruise. *Rancho Deluxe* won her class in the TransPac and was second twice in the Big Boat Series. This boat has all the gear to go cruising and is in perfect condition.

Asking \$625,000



Swan 40 (1996)

Frers design, exceptionally well maintained, 2-cabin performance cruiser. Awlgrip Flag Blue hull, comprehensive sail inventory, and full in-slip cover.

Asking \$299,000



Baltic 42 DP (1984) Since 1973, Baltic Yachts of Finland have been building fine pedigree yachts with the philosophy that a comfortable, safe, long distance cruising boat should have very good sailing and performance characteristics. Doug Peterson design, superbly maintained, hull #29 of 30. Asking \$165,000



DeVries 86' Motor Vessel (1949/1999)

'Elegant', 'Exceptional', 'Exquisite' are just a few words that easily characterize this vessel. *MV Far Niente* clearly defines the term 'Classic Motor Yacht'.

Asking \$1,950,000



Jarvis Newman 36 (1978)

Classic flybridge 'lobster boat' of Maine build quality. Single engine (160 hours), queen V-berth with enclosed head. Excellent condition, well maintained and lightly used.

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Santa Cruz 52 (1993)

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NEW LISTING



58' HATTERAS MOTORYACHT, 1973 Once the flagship of the Hatteras fleet, the 58 is a Jack Hargrave-designed classic with lines as attractive today as 30 years ago. Three staterooms, galley down, enclosed aft deck, extensively updated. **\$198,000/offers**

See at: www.marottayachts.com



41' SCEPTRE RAISED CABINTOP CUTTER, 1985 Professionally maintained local boat shows VERY nicely inside and out. Leisure Furl in-boom system w/Hood main, Harken roller furler and 105% Hood jib, updated electronics, more. **\$195,000**

See at: www.marottayachts.com



40' BENETEAU FIRST 40.7, 2003 The First 40.7 combines the excitement of a sleek racer with all the comforts of a luxurious cruiser. This one is a well-equipped beauty that shows new inside and out. She's the deep version (preferable for the Bay). **\$179,000**

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43' HANS CHRISTIAN, 1978 Classic offered for sale by original owner. New teak decks (this was a \$40,000 job alone!), Awlgrippied hull, updated interior, optional larger diesel and Telstar performance keel. **\$169,000**

See at: www.marottayachts.com



38' HANS CHRISTIANS, 1984 & 1979 Two Hans Christians. Both in nice shape with the '84 in particular extensively updated. Motivated owners encouraging offers; full specs and many photos online. **\$124,000 & \$94,000** respectively.

See at: www.marottayachts.com



37' HUNTER 376, 1999 Very spacious, light and airy, this vessel shows as new; must see to appreciate. Out-of-country owners motivated; offers encouraged. Sausalito Yacht Harbor slip can be arranged. **\$97,000**

See at: www.marottayachts.com



32' CATALINA 320, 1998 Very clean (down below shows as new) and well fit out (chartplotter, AP, heat/AC, dodger, bimini, etc.) deep draft model that's competitively priced and lying in a transferable Sausalito slip — a nice turn key package! **\$79,000**

See at: www.marottayachts.com



30' CAPE DORY PH M/S, 1988 Only one currently on the market anywhere in the country, this particular example shows very nicely inside and out. Note full canvas, bronze portholes, interior shows practically as new, very clean. More. **\$69,000**

See at: www.marottayachts.com



41' MORGAN OUT ISLAND, 1979 Center cockpit ketch. Never cruised and fresh water kept, she shows much newer than actual age. Note all new stainless steel ports. **\$64,000**

See at: www.marottayachts.com



44' BREWER KETCH, 1985 Tried and true design is incorporated in this bulletproof center cockpit cruising ketch built in the Philippines. Lightly equipped but in good shape overall and VERY competitively priced. (Originally on market at \$90k.) **\$59,000**

See at: www.marottayachts.com



38' MORGAN, 1981 Morgans are well known for quality construction and seaworthiness; high D/L ratio of 265 and long fin keel provide a comfortable ride in the Bay's boisterous conditions. Very clean in and out, with recent, dark blue Awlgrip. **\$55,900**

See at: www.marottayachts.com



36' CATALINA, 1985 With almost 2,000 hulls launched, this is one of the most popular 36-ft sailboats ever built. Diesel, dodger, roller furler, new main and rigging and a bristol interior, she shows well. Transferable Sausalito Yacht Harbor slip. **\$49,900**

See at: www.marottayachts.com



30' NONSUCH ULTRA, 1987 Professionally maintained, the interior is flawless and the exterior comes close. Note the transferable Sausalito Yacht Harbor slip with great view. **\$49,700**

See at: www.marottayachts.com



40' CHALLENGER KETCH, 1973 Recently Awlgrippied in beautiful Flag Blue, incredibly spacious below with 6' 5" headroom. **\$52,500**

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31' HUNTER 310, 1999 Vessel in GREAT shape inside and out with \$15k+ spent on upgrades, including new mainsail w/Dutchman flaking and Harken Battcars, Raymarine 4000 AP, Garmin 492 GPS/chartplotter, more! Owner motivated, make offers. **\$39,500**

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40' X-YACHTS X-119 SLOOP. Famous Danish builder, racer-cruiser one design by Neils Jeppesen. Loaded with gear, radar, new Volvo Penta diesel in 2000 and MORE! Proven ocean winner in Melbourne-Osaka Race. Asking **\$109,000**



CALYPSEAUX is a beautiful **39' BENETEAU 393** Slip. Light use; presents as near-new. Dsl, dodger, 2 private stms, 2 heads w/showers, furling, self-tailers, new genny, main, Pryde 95 & 150 jibs, wheel/pedestal, pulpits, inverter, full galley midship, conv't settee/ship's table, ++. **\$158,950**



NORSEMAN 447 Cutter design by Perry. 44'7" + center cockpit, dsl, watermaker, genset, solar, radar, wheel, aft S/R w/double, 2 heads, AP, furling, self-tending, dodger, bimini & MORE! Asking **\$229,950**



41' CT-41. Exquisite example of this revered Garden design w/many custom features. Fiberglass, big dsl, teak deck, cabin heat & fireplace, tiled shower & head, gorgeous interior, alum. spars, full galley, refrigeration & much MORE! MUST SEE... Asking **\$78,950**



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36' ISLANDER Slip. Well respected and outstandingly popular Alan Gurney design. Wheel steering, dsl, full dbl linefiles w/pulpits, modified fin w/skeg-hung rudder, self-tailers, rigged for short-handed sailing, furling, well laid out and comfortable down below. New trans, dodger and MORE! Asking **\$44,950**



37' HUNTER CHERUBINI w/cutter rig. Yanmar dsl, AP, cruise equipped, dodger. Mexico veteran & MORE! Very popular; well thought of design. Asking **\$34,900**



The **33' PEARSON VANGUARD**, designed by legendary Phil Rhodes, is among the very best smaller cruising yachts ever built. Cutaway forefoot full keel & fine entry help provide good performance on/off the wind w/good stability & sea-keeping. She is an excellent value. Asking **\$19,995**



38' MORGAN Slip. Yanmar dsl, roller furling, 2 spinnakers & big inventory. Self-tailers, radar, GPS/plot ++. Solar, invert, full galley. Cruise ready. Dink and outboard. Lots of gear and VERY NICE. Asking **\$44,950**

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22' ALUMINUM PLEASURE TUG. Bufflehead live/cruise. Loaded Asking 108,250



64' SCHOONER (78' LOA). 1971. Excellent condition. Cummins dsl. Exquisite teak construction, fully fitted out for world cruising. Genset, 10 berths. Beautiful, spacious, seakindly and comfortable. Too much to describe. A fantastic vessel, incredible opportunity, rare find, and fabulous value. **MUST SEE!** Asking **\$298,950**



44' STEEL Canoe-stern cutter by Geo. Buhler/Fred. LeJure & Sons. John Deere diesel. Stout steel construction. Awesome bluewater cruiser built to go to sea and stay there. Radar, GPS, etc. Here's your world beater! Asking **\$89,995**



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