

Latitude 38

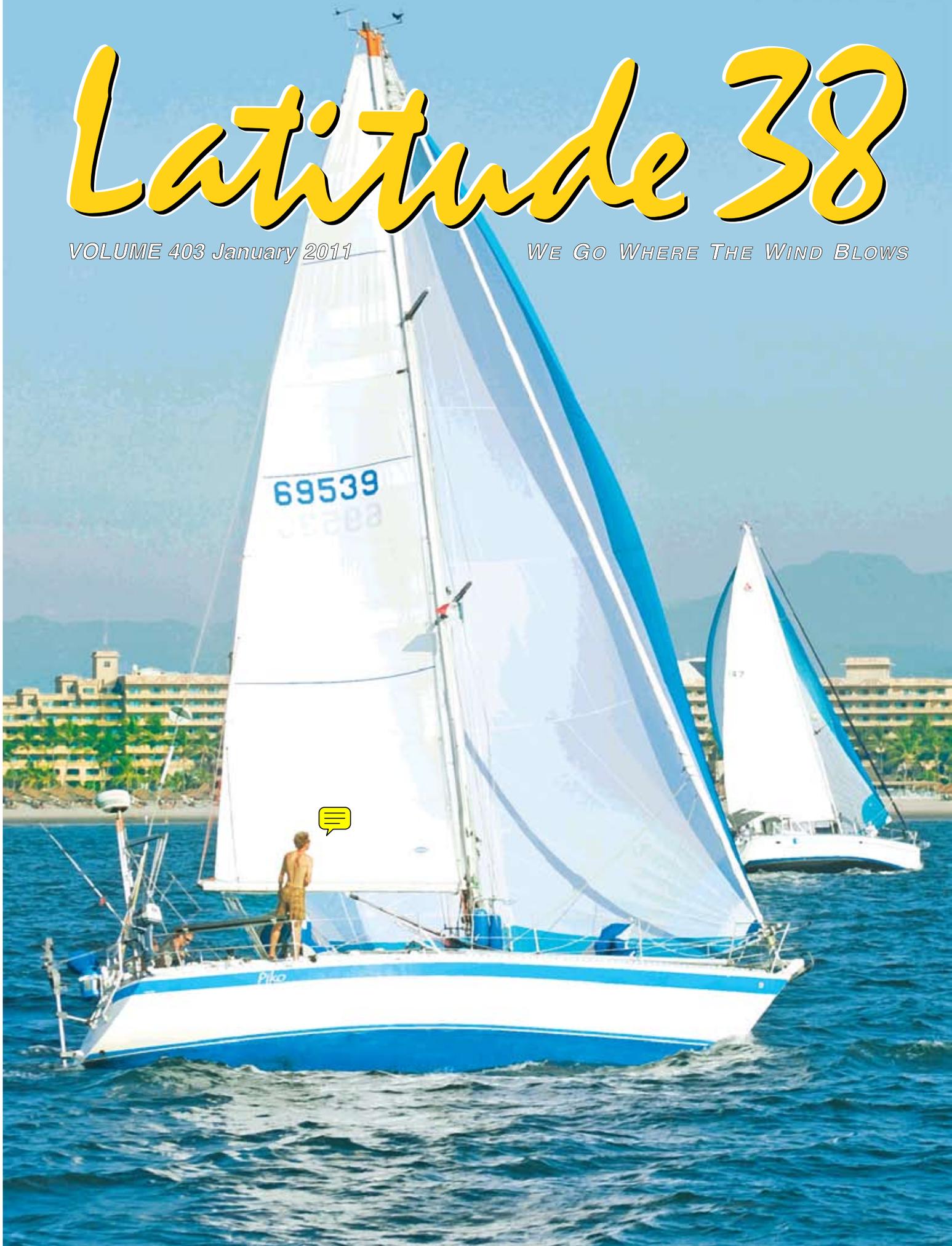
# Latitude 38

VOLUME 403 January 2011

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JANUARY 2011

VOLUME 403





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Cover: *Latitude 38*/Richard

Photo: *Piko and Di's Dream* battle it out under blue skies during last month's Banderas Bay Blast.

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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](mailto: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](http://www.latitude38.com/writers.html).

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Beneteau 43



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Island Packet 465

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**This Month's Featured Boats**



Beneteau 411  
1999  
\$135,000



40' Island Packet  
1998  
\$225,000



35' Dehler CWS  
1996  
\$82,000



34' Aloha Sloop  
1984  
\$49,500

**SAIL**

50' Hollman	1989	\$169,950
47' Beneteau 473	2004	258,800
47' Beneteau 473 3-cabin	2006	329,000
46' Amel Maramu	1985	124,000
45' Beneteau 45f5	1991	119,900
42' Beneteau 423	2005	199,500
42' Cascade	1971	47,500
41' Beneteau 411	1999	135,000
41' Tartan 4100	1996	224,500
40' Island Packet	1998	225,000
40' Hardin Seawolf ketch	1970	70,000
39' Carroll CM 1200	1995	59,500
38' Island Packet 380	1999	239,000
38' Tartan 3800	1995	129,000
37' Tartan 3700	2006	239,000
37' C&C 37	1985	57,900
37' Pacific Seacraft	1984	129,000
37' Tartan 3700	2006	239,000
36' Beneteau 361	2002	109,500
36' Beneteau 361	2000	114,000
36' Cape Dory ketch	1984	89,900
36' CS sloop	1988	62,500
36' Island Packet 350	1999	169,000
35' Dehler CWS	1996	82,000
35' C&C 35 Mk III	1983	49,900
35' J/105	1999	94,000
34' Aloha sloop	1984	49,500
32' Island Packet	1990	88,000
32' J/32	1997	87,500
31' Beneteau First 310	1993	44,900
30' Juno, classic wood	1960	38,000
28' Islander Bahama	1981	18,500

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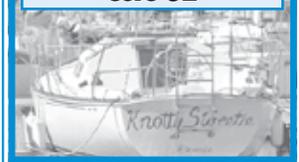
2003, \$429,000

**FORMOSA 51**



1979, \$75,000

**C&C 32**



1984, \$31,500

**NORWEST 33**



SISTERSHIP

1979, \$35,000

**32' WESTSAIL**



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**C&C 41**



SISTERSHIP

1984, \$73,000

**PETERSON 44**



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1976, \$115,000

**CATALINA 30**



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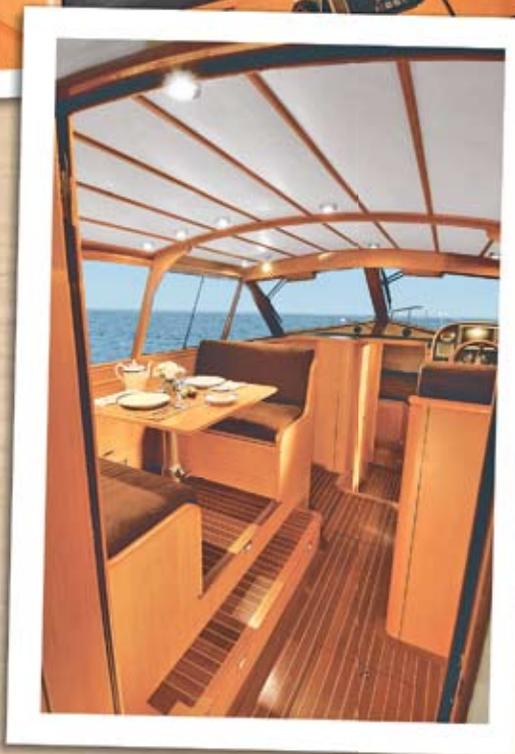
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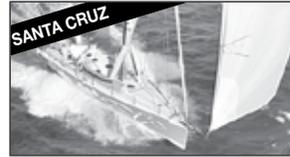
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— Herman Melville, 'Moby Dick', Chapter XXVI



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\$125,000



Islander Freeport 36, 1981  
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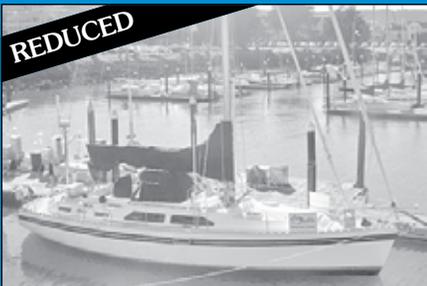
Beneteau 370, 1991  
\$79,000



Beneteau 33, 2002  
\$70,000



33' Hunter Sloop, 1980  
\$29,900



46' Moody, 2000  
\$350,000



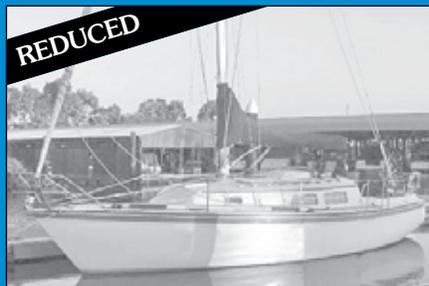
Hinterhoeller 26C Nonsuch  
1981 \$25,000



30' Cape Dory, 1978  
\$32,500



Carver 30, 1993  
\$59,900



Newport 30 MkIII, 1982  
\$23,500



28' Blackfin, 1981  
\$29,000

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Ranger 27 Tug, 2011 .....	NEW MODEL! 159,937
Ranger 25-SC Tug, 2010.....	NEW MODEL! 129,937
Ranger 21-EC Tug, 2011 .....	49,937

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Ranger 25 Tug, 2009 .....	125,900
Ranger 25 Tug, 2008 .....	110,000



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# CALENDAR

## Non-Race

**Jan. 1** — Make it your New Year's resolution to sail every week in 2011.

**Jan. 1** — 'Round the Island circumnavigation of Alameda. Starts at Island YC, then on to Aeolian and Ballena Bay YCs, finishing at Encinal YC. Info, [IslandYCEvents@yahoo.com](mailto:IslandYCEvents@yahoo.com).

**Jan. 2-30** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Jan. 4-Mar. 1** — America's Boating Course by San Luis Rey Sail & Power Squadron at Oceanside YC, 6:30-9 p.m. \$65 materials fee. Info, [www.usps.org/localusps/slr](http://www.usps.org/localusps/slr).

**Jan. 5, 1922** — Seven years after surviving a 15-day open boat journey in the Southern Ocean to save his *Endurance* crew, Sir Ernest Shackleton died at South Georgia Island.

**Jan. 5** — Club Nautique's Winter Wednesdays Seminar Series continues with 'Don't Get Hit by a Supertanker' by instructor Peter Leib at Club Nautique in Sausalito, 6-8 p.m. Seminars run at the same time at alternating locations (A=Alameda, S=Sausalito) and are free. **1/19**: 'From a Newbie to New Zealand in Six Years' by members Allan and Rina Alexopoulos (A); **2/2**: 'Chartering to Catalina' by Rod Witel (S); **2/16**: 'Singlehanded Sailing in the TransPac' by instructor and SHTP vet Max Crittenden (A); **3/2**: 'Heavy Weather Preparation Devices & Skills' by Arnstein Mustad (A); **3/16**: 'Understanding San Francisco Tides & Currents' by Kame Richards (A); **3/30**: 'Cruise Planning for North of the San Rafael Bridge' by owners Don Durant and Dave Moore (S). Info, (510) 865-4700 or [www.clubnautique.net](http://www.clubnautique.net).

**Jan. 5-26** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**Jan. 6** — Open House at Bow Yoga Studio in San Rafael, home to the Sailing Speaker Series with Yoga for Women, 5:30-9 p.m. Info, (510) 333-8846 or [www.bow yoga.com](http://www.bow yoga.com).

**Jan. 8-9** — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, [www.carquinez.org/public\\_courses.html](http://www.carquinez.org/public_courses.html) or (707) 55-BOATS.

**Jan. 12** — Ullman Sails Seminar Series continues with 'Town Hall - Ask the Pros' at Santa Ana loft, 7 p.m. Free unless noted. Seminars run at the same time and location. **2/2**: 'Unlocking the Race Course' (\$18); **3/2**: 'How to Win the U/S Offshore Series'; **4/6**: 'Team Building, Coaching & Management'; **5/4**: 'The Baja Ha-Ha Adventure'; **6/1**: 'World Class Yacht Designers Forum'. Info & RSVP, (714) 432-1860.

**Jan. 12** — 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](http://www.singlesailors.org) or (510) 233-1064.

**Jan. 12-16** — 51st Annual Portland Boat Show at the Expo Center. Info, [www.otshows.com](http://www.otshows.com).

**Jan. 15** — US Sailing Race Management Seminar at Encinal YC, 7:45 a.m.-5:30 p.m., \$50-80. Info, [www.ussailing.org/racemgt/Race\\_Officer\\_Prog/seminars.asp](http://www.ussailing.org/racemgt/Race_Officer_Prog/seminars.asp).

**Jan. 19** — Howl at the full moon on a Wednesday night.

**Jan. 21-30** — Seattle Boat Show Indoors & Afloat at Qwest Field Event Center and Lake Union's Chandler's Cove. The largest boat show on the West Coast. Visit [www.seattleboatshow.com](http://www.seattleboatshow.com) for more info.

**Jan. 25, 1878** — The clipper ship *King Philip* dragged anchor just outside San Francisco and was wrecked off Ocean Beach. Her remains, which are rarely visible, were last spotted in November 2010.

**Jan. 27-30** — San Diego Sunroad Boat Show at Sunroad Resort Marina on the east end of Harbor Island. Info, [www](http://www).

# And the winner is... **Catalina**. For the third year in a row.

The new **Catalina 355** has just been honored as the 2011 Best Mid-Sized Cruiser and 2011 Domestic Boat of the Year, joining the award-winning 445 and 375 and bringing to 11 the number of awards Catalina has received for its designs. No other sailboat manufacturer has ever achieved this distinction.

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Open Boat Weekend  
January 8-9**



**Boats are selling! List with us! 17 boats sold since November!**

**New Catalina Yachts in Stock**

- Catalina 445, 2010
- Catalina 375, 2010
- Catalina 355, 2011 ARRIVING SOON!

**Preowned Catalina Yachts at Our Docks**

- Catalina 440, 2005.....\$250,000
- Catalina 42 MkII, 1996.....149,900
- Catalina 42, 1993.....124,500
- Catalina 400, 2004.....209,900
- Catalina 36 MkII, 2005.....129,000
- Catalina 36 MkII, 2004.....126,000

- Catalina 36 MkII, 1999.....93,750
- Catalina 36, 1987.....49,000
- Catalina 350 MkII, 2004.....125,663
- Catalina 34, 2004.....109,500
- Catalina 34, 1988.....49,900
- Catalina 320, 2000.....74,900
- Catalina 310, 2007.....94,500

**Preowned Sailing Yachts at Our Docks**

- Hunter 36, 2004 .....119,000
- Hunter 31, 2007 .....84,900
- Nonsuch 30, 1981 .....49,000

**New Ranger Tugs in Stock (base price)**

- Ranger 29 Tug, 2011 .....\$229,937
- Ranger 27 Tug, 2011 .....**NEW MODEL!**.....159,937
- Ranger 25-SC Tug, 2010.....**NEW MODEL!**.....129,937
- Ranger 21-EC Tug, 2011 .....49,937

**Preowned Ranger Tugs at Our Docks**

- Ranger 25 Tug, 2010 .....139,500
- Ranger 25 Tug, 2009 .....125,900
- Ranger 25 Tug, 2008 .....95,000

**Preowned Power Yachts**

- Chaparral Signature 310, 2005...**JUST ARRIVED!**...95,900



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## CALENDAR

*bigbayboatshow.com.*

**Jan 29** — About Boating Safely class by USCGA Flotilla 12-1 at Encinal YC, 9:30 a.m.-3:30 p.m. \$35 materials fee. Info, [nancy@windwave.com](mailto:nancy@windwave.com) or (510) 601-6239.

**Jan. 29 & 30** — Baja Ha-Ha Assistant Poobah 'Banjo Andy' Turpin will present Ha-Ha and Pacific Puddle Jump seminars back-to-back on both days at the Seattle Boat Show. See [www.seattleboatshow.com](http://www.seattleboatshow.com) for times.

**January, 1980** — It Was Thirty Years Ago from the *Latitude* Interview with Bernard Moitessier by Frank DiMarco:

**38:** One of the stories that goes around is that you were well on your way to winning a very famous around-the-world race and for some reason turned around and went the other way.

**Moitessier:** When I turned around, I sent a message on my slingshot. I used to have pieces of lead and when I wanted to send a message to be cabled, I would try to attract ships with a signal mirror, then I would slingshot the message. In this case, the cable was addressed to the *Sunday Times*, the sponsor of the race. The message I sent was, "I am continuing throughout the Pacific because I am happy at sea and also to save my soul." That's all that was on the message. I just didn't feel like going back, going back into all that shit. Publicity, media, you know. When they want to make you some kind of hero, they drive you just crazy.

Their way of thinking is wrong to me. It's no good trying to make a hero of somebody because it's too easy. And that's what would have happened to me. I knew that very few boats would succeed in rounding those three capes without something that would make them have to stop. There was a journalist asking me, before I left, who I thought would win the race and it made me mad. I told him, "Any guy who will have gone around those three capes will be a winner anyway, even if seven of us arrive, or even two or three. So don't talk about it." There are different rules of the game when you go on such a trip. That's the fight against the 'dragon'.

**Feb. 5** — 22nd Annual Women's Sailing Convention at Bahia Corinthian YC in Corona del Mar, \$170. Info, [www.scya.org](http://www.scya.org).

**Feb 15-21** — Lake Havasu Pocket Cruiser Rendezvous. A great excuse to get your trailer sailer on the water, plus you'll sail under the London Bridge! Info, [www.sailhavas.com](http://www.sailhavas.com).

**Feb. 24-27** — Boat Fest at Marina Village Yacht Harbor in Alameda. Admission and parking are free for this winter boating celebration. Info, [www.boatfestival.blogspot.com](http://www.boatfestival.blogspot.com).

**Mar. 9** — Free in-the-water liferaft training class by Sal's Inflatables, 3-5 p.m. at Golden Gate YC, just before the Crew List Party. Reservations and info, (510) 522-1824.

**Mar. 9** — *Latitude 38's* Spring Crew List Party at Golden Gate YC, 6-9 p.m. It's early in the season so you can set up your crew sooner. \$5 for anyone 25 and under (with ID)! Only \$7 for the rest of us. See [www.latitude38.com](http://www.latitude38.com) for details.

### Racing

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

**Jan. 1** — Brrrr Rabbit. CPYC, [regatta@cpyc.com](mailto:regatta@cpyc.com).

**Jan. 1** — Frostbite Regatta on Lake Yosemite. LYSA, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org).

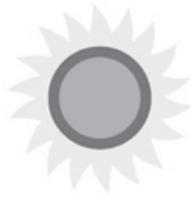
**Jan. 15** — Richmond YC Little Daddy Regatta. Big Daddy will follow in March. Info, [www.richmondyc.org](http://www.richmondyc.org).

**Jan. 17-21** — Key West Race Week presented by Nautica, the best regatta in the U.S. Info, [www.premiere-racing.com](http://www.premiere-racing.com).

**Jan. 26-29** — The Superyacht Cup Antigua. Watch beautiful people sail beautiful boats in a beautiful venue. Info, [www](http://www).

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## CALENDAR

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**Jan. 29** — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, and the first SSS event of the season. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Feb. 5** — Double Up & Back. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Feb. 12-13** — Londerville Cup. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

### Midwinter Regattas

**BERKELEY YC** — Midwinters: 1/8-9, 2/12-13. Chowder Races: Sundays through March except when it conflicts with above. Bobbi, (925) 939-9885.

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

**CORINTHIAN YC** — Midwinters: 1/15-16, 2/19-20, 3/19 (bonus). Michael, [racing@cyc.org](mailto:racing@cyc.org).

**ELKHORN YC** — Frostbite Series: 1/23, 2/6, 2/20, 3/6, 3/20. Paul, (831) 724-3875 or [pputter@yahoo.com](mailto:pputter@yahoo.com).

**ENCINAL YC** — Jack Frost Series: 1/22, 2/26, 3/26. Chris, [rearcommodore@encinal.org](mailto:rearcommodore@encinal.org). Small Boat Winter Series: 1/29, 2/26, 3/26. Charles Hodgkins, [chodgkins@encinal.org](mailto:chodgkins@encinal.org).

**GOLDEN GATE YC** — Seaweed Soup Series: 1/8, 2/5, 3/5. Leslie Anne, (415) 931-3980.

**HALF MOON BAY YC** — Midwinters: 1/16, 2/20, 3/20. Info, [rcommadore@hmbyc.org](mailto:rcommadore@hmbyc.org).

**ISLAND YC** — Estuary Midwinters: 1/9, 2/13, 3/13. John, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

**LAKE MERRITT SC** — Robinson Memorial Midwinters: 1/9, 2/12, 3/13. Jackie, (510) 582-1048.

**OAKLAND YC** — Sunday Brunch Series: 1/2, 1/16, 2/6, 2/20, 3/6. John, (510) 366-1476 or [j\\_tuma@comcast.net](mailto:j_tuma@comcast.net).

**REGATTAPRO** — Winter One Design: 1/8, 2/12. Jeff, (415) 595-8364 or [jzarwell@regattapro.com](mailto:jzarwell@regattapro.com).

**RICHMOND YC** — Small Boat Midwinters: 1/2, 2/6, 3/6. Opti Midwinters: 1/1, 2/5, 3/5. Tony, (925) 200-4441 or [amcastruccio@sbcglobal.net](mailto:amcastruccio@sbcglobal.net).

**SANTA CRUZ YC** — Midwinters: 1/15, 2/19, 3/19. Info, (831) 425-0690.

**SAUSALITO YC** — Sunday Midwinters: 1/2, 2/6, 3/6. John Mount, [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 1/22, 2/26, 3/19. Redwood Cup: 1/9, 2/13, 3/6. Tim Peterson, [trp43@aol.com](mailto:trp43@aol.com).

**SOUTH BEACH YC** — Island Fever Midwinters: 1/15, 2/19, 3/19. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**TIBURON YC** — Midwinters: 1/22, 2/12, 3/12. Ian Matthew, [ian.matthew@comcast.net](mailto:ian.matthew@comcast.net) or (415) 883-6339.

**VALLEJO YC** — Tiny Robbins Midwinters: 1/8, 2/12, 3/12. Info, (707) 643-1254.

### Mexico and Beyond

**Feb. 1-6** — 10th Annual Zihua Sail Fest in Zihuatanejo, Mexico. Five days of parties, contests, potlucks, races, BBQs, auctions and chili cook-offs are what attracted more than 30 boats to last year's event, but the real payoff was raising money for local schools. These indigenous kids, many of whom are orphaned, can't attend Mexican schools until they learn to speak Spanish. Last year about \$45,000 was raised thanks in large part to matching funds raised by the Bellack Foundation and Pete Boyce, and a \$20,000 grant from Rotary International. To join in the fun and help some needy kids — even if you can't make it to the parties — go to [www.zihuasailfest.com](http://www.zihuasailfest.com).

**Feb. 4** — Pacific Puddle Jump Kick-Off Party at Vallarta YC in Nuevo Vallarta from 2-5 p.m. *Latitude 38*, Paradise Marina



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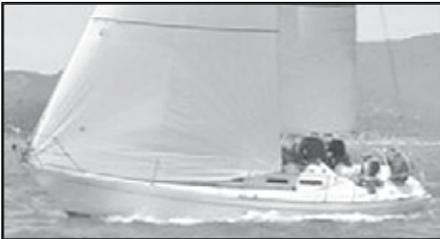
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**Santa Cruz 52, 1998, Hula**  
Deep draft for cruising, buoy and offshore.  
This boat has it all. Reduced to **\$449,000**



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Asking **\$429,000**



**Islander 36, 1972, Absolute**  
Best in fleet.  
Asking **\$45,000**



**Kernan 44, Wasabi**  
Turn key race winner.  
Asking **\$429,000**



**39' Schumacher, 1996, Recidivist**  
Well equipped, proven race winner.  
Asking **\$99,000**



**J/32, 2002, Tango**  
Well maintained and equipped.  
Asking **\$119,000**



**J/105s**  
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**\$75,000**



**40' Summit, 2008, Soozal**  
IRC super boat.  
**\$599,000**



**38' Sabre 386, 2008, Kuai**  
Cruise or race.  
Asking **\$289,000**

77' Andrews, '03*.....\$799,000	40' J/120, '04, <i>Mad Max</i> .....\$229,000	35' 1D35, '00, <i>Sweet Sensation</i> .....\$69,000
53' J/160, '00, <i>Novakane</i> ..... Reduced \$560,000	40' Summit, '08, <i>Soozal</i> .....\$599,000	34' J/34, '85, <i>The Zoo</i> *.....\$29,900
52' Santa Cruz, '00, <i>Isis</i> ..... SOLD	40' Avance, '85, <i>Caribou</i> *.....\$119,000	34' MJM 34z, '05*.....\$334,000
52' Santa Cruz, '99, <i>Renegade</i> .....\$595,000	40' Olson, '83, <i>Elka</i> ..... Reduced \$69,900	33' J/100, Hull #9, '05.....\$106,000
52' Santa Cruz, '98, <i>Hula</i> ..... Reduced \$449,000	39' Schumacher, '96, <i>Recidivist</i> ..... Reduced \$99,000	33' J/100, '05, <i>Hattie</i> ..... SOLD
52' Santa Cruz, '96, <i>Madusa</i> ..... SOLD	38' Sabre 386, '08, <i>Kuai</i> .....\$289,000	33' Back Cove, '08.....\$279,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....\$499,000	36' J/109, '03*.....\$189,000	32' J/32, '02, <i>Tango</i> .....\$119,000
48' J/145, Hull #9, '03*.....\$675,000	36' Islander 36, '72, <i>Absolute</i> .....\$45,000	32' Catalina 320*.....\$61,000
48' 1D48, '96, <i>Chaya</i> .....\$125,000	35' J/105, '92, Hull #44, <i>Orion</i> .....\$75,000	30' Peterson Half Ton*.....\$27,500
47' Valiant, '81, <i>Sunchase</i> .....\$125,000	35' J/105, '99, <i>Life Is Good</i> *.....\$82,500	30' Knarr, '80.....\$20,000
44' Kernan, <i>Wasabi</i> .....\$429,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i> .....\$109,000	29' MJM 29z, '07*.....\$269,000
44' J/44, '93, <i>Halcyon Days</i> *.....\$285,000	35' J/105, '00, Hull #343, <i>Nirvana</i> .....\$109,000	28' Alerion Express, '06*.....\$99,000
44' Wauquiez 43 Pilot Station*.....\$319,000	35' J/105, '01, Hull #469, <i>Streaker</i> ..... Reduced \$100,000	28' Alerion Express, '02*.....\$72,500
43' J/130, '96*.....\$209,000	35' J/105, '02, Hull #520, <i>Sea Room</i> .....\$109,000	28' Islander, '79*.....\$16,900
42' Custom Wylie, <i>Scorpio</i> .....\$169,000	35' J/105, '04, Hull #634, <i>Flying Dutchman</i> ..... SOLD	26' J/80, '04, <i>Heart Attack</i> .....\$34,900
41' J/124, '07, <i>Sea Wolf</i> ..... SOLD	35' J/35, '84, <i>The Boss</i> *.....\$34,000	26' Aquapro Raider, '02, enclosed hard top.....\$59,000
40' J/122, '07, <i>TKO</i> ..... Reduced \$429,000	35' J/35C, '93.....\$89,000	

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## CALENDAR

and the Vallarta YC team up to host the final Mexico get-together for South Pacific-bound cruisers. For details, email [andy@latitude38.com](mailto:andy@latitude38.com) or go to [www.pacificpuddlejump.com](http://www.pacificpuddlejump.com).

**Feb. 12** — Pacific Puddle Jump Kick-Off Party at Balboa YC in Panama City, Panama from 12-4 p.m. Andy 'Mr. Puddle



LATITUDE / ANDY

**Thinking about joining the Pacific Puddle Jump to Tahiti? Be sure to check out one of several PPJ talks in the coming months.**

Jump' Turpin and officials from French Polynesia will be on hand to answer everyone's questions and explain the various programs. For details, email [andy@latitude38.com](mailto:andy@latitude38.com) or go to [www.pacificpuddlejump.com](http://www.pacificpuddlejump.com).

**Mar. 8-12** — The 19th Annual Banderas Bay Regatta is five days of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is free. It's the perfect time and place to have family and friends fly down to join you in the tropics. In fact, you'd have to be nuts to miss this one. The regatta is part of the month-long Festival Nautico Vallarta. For details, visit [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**Mar. 12-Apr. 30** — The 2nd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is donating \$1,800 in prizes. Info, [elsalvadorrally.blogspot.com](http://elsalvadorrally.blogspot.com).

**April 7-10** — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2011 can be found at [www.clubcruceros.org](http://www.clubcruceros.org).

**Apr. 29-May 1** — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit [www.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com).

**May 2-7** — The Sea of Cortez Sailing Week will be just after Loreto Fest and sailed from Puerto Escondido 120 miles south to La Paz, with plenty of stops and lay days along the way. Don't miss the potlucks, hiking, volleyball, snorkeling, cocktail cruises, sunshine, instant friends and, of course, some of the most fabulous sailing you will find. Entry fee of \$25 is a tax deductible donation to Fundación Ayuda Niños (Foundation for Helping Children). The number of entries is limited to ensure room for the entire fleet on the infamous cocktail cruise aboard *Profligate*. Enter by emailing Patsy on [Talion at patsyfish@gmail.com](mailto:Talion@patsyfish@gmail.com)



SOTO 40



STAR



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Irish Dragon Championship — 1st, 2nd

J/22 World Championship — 1st, 2nd,  
4th, 5th, 8th

J/24 European Championship — 1st, 3rd

J/24 Italian Nationals — 1st

J/24 World Championship — 1st, 3rd, 5th

J/80 World Championship — 1st, 2nd, 6th

Lake Garda Optimist Meeting,  
Cadet and Junior — 1st

Melges 20 Nationals — 1st, 2nd, 3rd

Melges 24 US Nationals — 2nd

Melges 32 US Nationals — 1st

Nordic Youth Championship, Optimist —  
Boys - 1st; Girls - 1st, 3rd

Optimist Turkish Federation Cup — 1st

Rolex IRC Nationals (Combined) — 1st

Snipe — US Women's Nationals — 1st

Snipe North Americans — 1st

Snipe US Nationals — 1st, 3rd, 5th, 6th

Star European Championship — 1st, 3rd,  
4th, 6th, 10th

Star North Americans — 1st, 2nd, 4th, 10th

Star Western Hemisphere Championships — 1st,  
2nd, 5th, 6th, 7th

The Henri Lloyd J22 Worlds — 1st, 2nd,  
4th, 5th, 7th 10th

X-35 Nationals — 1st

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MELGES 24



J/80





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**Tayana 58**  
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 3 stateroom version in great shape.  
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 Perfect shape with lots of new  
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1974 BREWER 43 CUSTOM TEAK KETCH.....	\$40,000
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# CALENDAR

**June 24-26** — 6th Annual Tahiti-Moorea Sailing Rendez-vous, 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 races. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

## January Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
12/31Fri	0107/2.6	0740/6.6	1446/-0.6	2157/4.5
1/01Sat	0210/2.8	0832/6.7	1533/-0.8	2247/4.7
1/02Sun	0306/2.9	0919/6.7	1617/-1.0	2333/4.9
1/08Sat	0230/5.1	0750/2.6	1331/5.0	1954/0.5
1/09Sun	0301/5.2	0844/2.4	1419/4.5	2030/1.0
1/15Sat	0051/3.1	0711/6.0	1432/0.1	2154/4.2
1/16Sun	0149/3.2	0801/6.2	1514/-0.4	2235/4.5
1/22Sat	0132/5.7	0648/1.8	1255/6.1	1911/-0.3
1/23Sun	0211/5.9	0747/1.5	1353/5.5	1954/0.3
1/29Sat	0103/2.9	0722/6.3	1434/-0.3	2147/4.6
1/30Sun	0209/2.9	0819/6.4	1522/-0.5	2233/4.9

## January Weekend Currents

date/day	slack	max	slack	max
12/31Fri	0920 2308	0022/1.9E 1244/4.8E	0331 1650	0629/2.7F 2000/3.6F
1/01Sat	1014	0124/1.9E 1338/5.0E	0429 1742	0725/2.8F 2053/3.9F
1/02Sun	0003 1103	0221/2.0E 1427/5.1E	0522 1829	0816/2.8F 2140/4.0F
1/08Sat	1009 2228	0050/3.2F 1246/2.1F	0411 1536	0633/2.5E 1839/3.6E
1/09Sun	1103 2306	0127/2.9F 1337/1.9F	0448 1629	0717/2.6E 1925/3.0E
1/15Sat	0908 2300	0003/1.5E 1228/4.1E	0316 1643	0615/2.1F 1946/2.9F
1/16Sun	0955 2349	0100/1.6E 1318/4.6E	0408 1727	0705/2.3F 2030/3.3F
1/22Sat	0313 1453	0545/3.5E 1759/4.7E	0905 2136	1157/3.3F 0634/3.8E
1/23Sun	1005 2221	0037/4.0F 1254/3.1F	0354 1554	0634/3.8E 1850/4.1E
1/29Sat	0907 2258	0021/1.6E 1235/4.4E	0324 1639	0621/2.5F 1953/3.5F
1/30Sun	1003 2346	0131/1.8E 1331/4.6E	0423 1729	0720/2.6F 2041/3.7F

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## LETTERS

### ↑↓ **DETAILS ON THE LOSS OF WATER PEARL**

A few months ago, mention was made in *Latitude* of the loss in the early '80s of the Bequia-built traditional schooner *Water Pearl* on the Caribbean side of Panama, near the entrance to the Canal. The incident probably would have been forgotten long ago were it not for the fact that the schooner had been built for and was owned by Bob Dylan — although he wasn't aboard when she was lost.

I was working as a Canal pilot and living in Panama at the time *Water Pearl* was wrecked off Fort Sherman. For those not familiar with the area, Fort Sherman is the old U.S. Army Jun-



BOB GRAY

**It's possible that an outdated chart was the cause of 'Water Pearl's' being lost on a reef.**

gle Operations Training Center (JOTC). In fact, it was the Special Forces guys stationed there who rescued the crew of *Water Pearl* — although the rescue primarily consisted of their helping the crew walk ashore. Fort Sherman is no more, having been replaced by the Shelter Bay Marina.

Speaking from memory, if you look at the chart of the entrance to Cristobal, the westernmost end of the breakwater is on Toro Point, which has a white light. The seaward side of Toro Point has a very shallow reef. Only the crew of *Water Pearl* knows what really happened, but those of us around the boathouse figured that *Water Pearl* had old charts, which caused them to confuse the light on Toro Point with the



BO JANGLES

**Bob, on the deck of 'Water Pearl', as he's rarely been photographed before.**

white light on the east point of the entrance through the breakwater. That also assumes that *Water Pearl's* radar either wasn't on or wasn't working. There were strong northerly winds the night *Water Pearl* was lost, so once the crew realized the situation they were in, it was too late to save the boat. Once again, this explanation is not from the crew, but rather speculation by some of us on shore.

Attempts were made to pull *Water Pearl* off the reef, but the tugs couldn't get very close to her because of the reef. In addition, the tow lines kept getting snagged on the coral.

After the wreck was abandoned, she was stripped of almost everything. A local even cut a hole in the hull and salvaged the engine — piece by piece! He transported the pieces in a rowboat. I ended up with the anchor windlass and the grating from the shower. I made the latter into an end table.

I couldn't see any trace of *Water Pearl* the last time I was down at the wreck site. As best I can figure, the schooner was lost in '83 or '84.

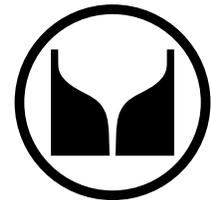
Bob Gray  
Whidbey Island, WA



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# LETTERS

Readers — The loss of any sailboat is sad, but the loss of a traditionally built wood schooner seems particularly sorrowful. The only thing we can't understand is why ol' Bob — and we'll admit to being a big fan, particularly of the early stuff — didn't use the loss as the basis for a mournful kind of song.

## ↑↓KEEP YOUR FINGERS AND TOES CROSSED

The America's Cup Race Management team has worked hard, says Iain Murray, CEO and regatta director for the 34th America's Cup, to reduce the cost of participation. For example, they've reduced the entry fees and bond requirements, reduced the penalties for not competing in AC World Series pre-events, and done other stuff.



R. N. MARLEY

**By the time you read this, we hope that the Board of Supes and Larry Ellison were able to reach a joint agreement.**

As a result, it shouldn't cost more than \$50 million for a group to build their AC72 cat and compete. It might be because I just smoked a big doob, but as I think about it, \$50 million is still a whole lot of money. There is no way that my friends and I could put together an effort. On the other hand, I can get pretty high on the idea of smoking a doob while watching — for free — the 34th America's Cup play out on the windswept waters of San Francisco Bay. I'm keeping my fingers crossed.

Sam Anderson, Jr.  
Fairfax

Sam — As we write this, the San Francisco Board of Supervisors has signed onto the deal, but Larry Ellison has yet to agree on behalf of BMW Oracle — and almost seems to be shopping the deal to Newport, Valencia, and Italy. Why? This is total speculation on our part, but we think he's weighing the fact that if the event were to be held elsewhere, there would be far fewer critics than if it's held in San Francisco.

## ↑↓SMELLS LIKE ILLEGAL TAXATION

I keep my boat at Emeryville Marina in Alameda County. Because of the bad economy and the lower prices boats are being sold for, I tried to get her reappraised at her actual value instead of the price I paid for her. The clerk in the Assessor's Office told me that the valuation I pay taxes on includes the estimated value of the sales tax that the new owner will have to pay.

When I told her that there is a possibility that the new buyer may be from outside the county, I was told that it didn't matter. When I responded that it doesn't seem right that I should have to pay taxes on possible future taxes, she said they were just following the verdict in *Xerox vs. Orange County*.

My question is whether this is legal. And if there is anyone else out there who thinks that it's wrong.

P.S. I read *Latitude* every morning.

David Zucker  
Starbright, Morgan 43  
Emeryville Marina

David — We thought *Xerox vs. Orange County* had something to do with the fact a county on one side of the United States copied the name of a county on the other side of the United States. So that's outside our area of expertise.

Whether the concept of taxing possible future taxes is right

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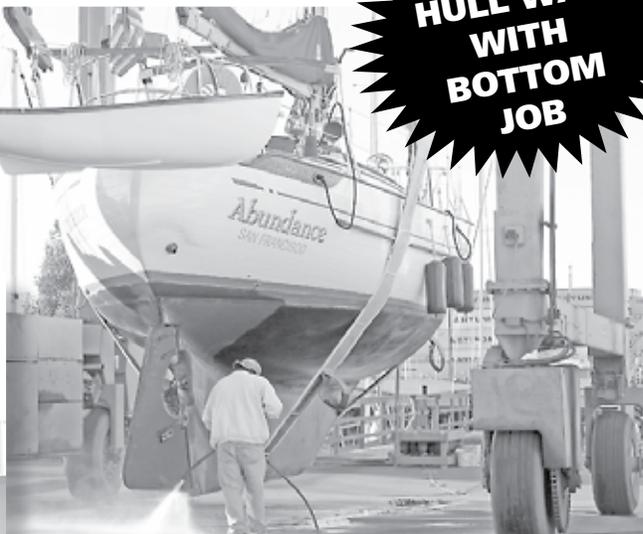
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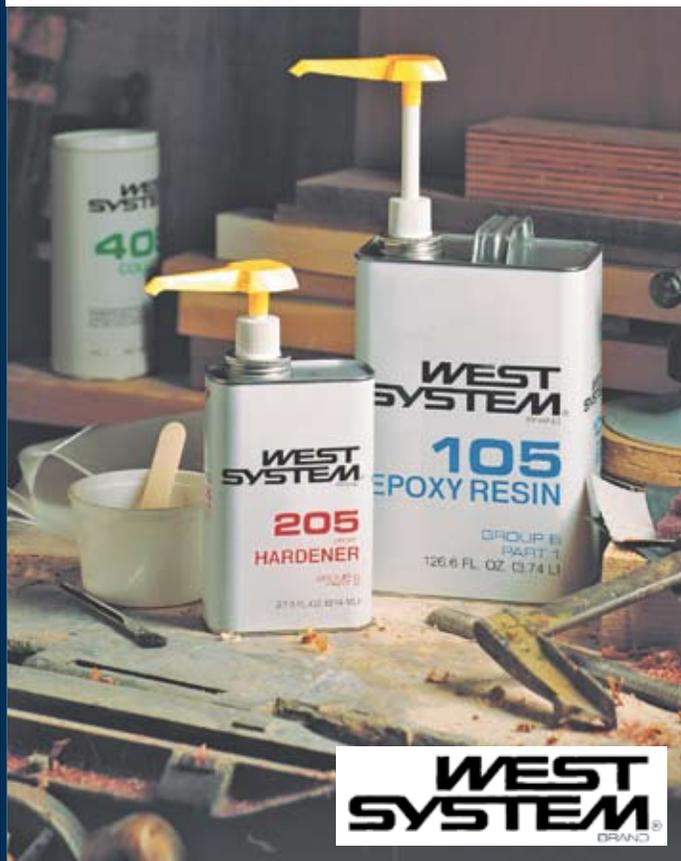
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## LETTERS

or wrong doesn't have anything to do with it. California has a \$28 billion dollar deficit this year — that's 28 thousand million for all you fishermen — so all levels of government in the state are going to try to grab for every bit of money in every way they can. Thank god the federal government can print money willy-nilly 24/7, which allowed the President, Republicans, and Democrats to add another pork-laden trillion dollars to the nation's deficit. Not to worry, however, because as soon as the economy gets back on track, the politicians are finally going to address the deficit. No, really, they mean it. It's not like all the other times. Right. There is a fiscal day of reckoning that's coming, and when it does, that boat of yours might suddenly become your most valuable asset.

### ↑↓LET 'EM TAKE WHAT THEY WANT

I read your December 6 *Lectronic* piece about Canadian cruiser Milan Egrmajer dying as a result of being shot four times by robbers attempting to board his Ericson 35 MkII Adena at a remote cove on the northwest coast of Honduras. Please alert your readership that the first rule when being boarded by pirates is to not resist. Rule two is to try to memorize everything possible to help authorities with their apprehension.

I've read every article I could find to understand Milan Egrmajer's death, and found two in which police mentioned that he resisted, so I suspect this is true. If someone was ever to compile statistics on this subject, I'm quite certain that when the cruiser does not resist, they have a much better chance of surviving the ordeal without injury or loss of life. Please get this simple message out!

I've written before on this subject. You may remember that in August of '08, Daniel Dryden of the Anchorage-based Southern Cross 39 *Sunday's Child* was killed during a robbery while his and his wife Nancy's boat was anchored in the Rio Dulce. He resisted, too.

We sailors are a relatively hardy and independent lot who need to swallow our pride when accosted by pirates, and acquiesce to live another day.

Michael Gahagan  
*Flamingo IV*, Catalina 30  
San Francisco Bay

*Michael — While we're inclined to agree with your first rule, we think the circumstances vary tremendously, and therefore we aren't about to second guess the response of anyone in such a dangerous situation.*

*As for your second rule, circumstances can again vary tremendously. The sad truth is that police in remote regions of Third World countries — particularly very violent ones, such as Central America — have about as much motivation to solve murders of foreigners as do homicide detectives in San Francisco to solve thug-on-thug murders. That is to say, about zero. Justice is often left to others in such places. In the case of Dryden, it was reported that various interests in the Rio Dulce, perhaps a combination of local authorities and business interests, had the area "cleansed" of the perpetrators — two of them were murdered a short time later, and the other two soon found themselves in prison. No matter if you're talking about murders in gang areas of the United States, or robbery-murders in Third World countries, it's rarely a secret who the perpetrators are.*

*You also have to take the police versions of what happened with a small grain of salt. There is often confusion, a language barrier, and reason for locals to obscure the truth.*

*In an interview with the Montreal Gazette, 24-year-old*



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## Upcoming Events

**January 8** - MSC Race Team participates in GGYC Mid-Winter #3

**January 16** - Club Sail (10am - 4pm), Chili Chow Down @ 3:30pm

**January 20** - Afterguard: Young Professional's Mixer @ GGYC (6 - 9pm)

**January 22-23** - Cruising Catamaran Course (ASA 114)

**January 27** - Racing Fundamentals @ MSC (6:30 - 10pm)

**February 1-3, 8,10** - Coastal Navigation Course (ASA 105) @ MSC (7-10pm)

**February 27** - North Bay Cruising Destinations @ GGYC (6 - 9pm)

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## LETTERS

Myda Egrmayer, who was aboard Adena with her father at the time of the shooting, told an entirely different story from the police versions that you read. She reported that four men, "who didn't look like nice people," came out to their boat and asked to borrow a screwdriver to fix their engine. Later they said they needed a jackknife.

"One of the men juggled the knife, and when my dad leaned over, I guess one of the other guys felt threatened," said Myda.



MYDA EGRMAJER

**According to 24-year-old Myda, her father was shot while providing tools to the robbers. Flashing a flare gun, Myda managed to scare them away.**

"He pulled out a handgun and shot my dad in the chest four times. I couldn't believe it. I can still hear the gun in my ear. When I saw my dad fall, I went out to be, like 'Dad, are you ok?' It didn't cross my mind that someone had just shot him. The robbers were still in the boat when my father was down. He'd

put the flare gun he'd brought out with the jackknife behind me, so I picked it up and yelled at the robbers, and waved the gun at them. I think they thought it was real — thank God — because they took off fairly quickly."

For what it's worth, we believe Myda's version of the terrible incident.

One can never predict the behavior of thieves and other miscreants, so it's hard to know how to respond. Some of them will only go after the weak and those separated from the flock, so resistance drives them away. Others are more bold, more desperate, or high on drugs, in which case resistance may provoke an extremely violent response. We find it difficult to make generalizations, other than if it looks as if you can reason with them, give them all the shit they want. If they look crazy, you may have no choice but to fight for your life.

### ↑↓ MAI TAI'S LOSS WAS PREVENTABLE

We anchored our Catalina 27 *Mai Tai* off Santa Barbara on the night of November 20 in rough but tolerable weather. We alerted the Santa Barbara Harbor Patrol as soon as we arrived. They informed us that they don't allow boats to anchor within one mile of Stearns Wharf in the winter — for the safety of the wharf. So we moved a mile from the wharf to comply with their request, and re-anchored.

The following morning we headed into the harbor to use a phone. I then went up to the Harbormaster's Office to ask if we could take refuge in the harbor if the weather got too bad. After all, NOAA was calling for gale force winds, cloud-to-ocean lightning, and an outside chance of waterspouts.

The female clerk in the Harbormaster's Office was pushing for us to be able to stay a little longer, but her supervisor said — and I'm quoting — "We need the money for the slip." But we didn't have any money for the slip. As we were leaving, the girl at the counter told us to call from the anchorage if we needed anything.

We had *Mai Tai* held to the bottom with a 40-lb anchor, 50 feet of 3/8" chain, and 300 feet of 5/8" line. While anchored, I came up with an alternative plan, if needed. It was to sail downwind to Channel Islands Harbor and take protection there. Ventura would have been closer, of course, but the harbor entrance becomes too dangerous in rough weather.

In the beginning, being on the hook didn't seem to be too bad. But after an hour, I realized it was going to get too rough for us. So we secured everything and set sail for Channel



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## LETTERS

Islands Harbor.

We sailed for five hours in increasing winds and building seas, and arrived off the detached Channel Islands breakwater at about 8 p.m. It being November, it had already been dark for some time. Since the seas had been so rough, we'd been a little too busy to really look closely at the charts. So we entered by the northwest end of the detached breakwater. The water depth got down to three feet under our keel before I finally saw the piss-poorly marked shoal buoy.

I would have started the engine to motor out of the trouble we'd gotten into, but the battery was too low from our having run the lights so long without charging the battery. We attempted



CHANNEL ISLANDS HARBOR

*The western entrance to Channel Islands Harbor has become much narrower in recent years.*

to sail — upwind — back around the breakwater to get to the deeper water at the southeast end of the breakwater. But we were overcome by 7- to 10-ft surf, and couldn't make any progress. We dropped our monster anchor to try to keep us off the shore. But then the tiller slammed over against a winch, splintering the tiller. The next wave parted our monster anchor line, and sent our boat — with us on her — up the beach on her side.

We jumped from *Mai Tai* when it seemed to be the safest, and the boat, pushed by the surf, seemed to almost chase us up the shore. As we made it up the beach, we were surrounded by the Harbor Patrol. They took us in and offered us warm showers and dry clothes. After taking our report, they sent us on our way.

I'm still really emotional as I write this, and just want to get back on the ocean. I was in San Diego for the start of the Ha-Ha, and had really enjoyed cruising the California coast before this happened. But now I keep hearing the sound of the waves slamming against *Mai Tai* and my terrified mate screaming in the dark. It really pisses me off that the Watch Commander or whatever he was in Santa Barbara made it seem as if they don't give a damn about sailors — unless they have the ability for pay for a berth.

I know I'll never have *Mai Tai* again, but I hope the gentleman I gave her remains to can get her off the beach. She was a wonderful boat, and had taken us many places in the Delta and along the coast of California. And she'd always taken care of us no matter the conditions.

I don't know what the Santa Barbara Harbor Patrol considers to be rough weather, but I know if they hadn't turned us away the way that they did, we'd still be sailing and loving the sea. It's time for us to find another boat and get back out there where we belong — on the open ocean. Right now I'm looking for a replacement Catalina 27, dinette model, preferably one with an Atomic 4 engine.

John Gardner  
ex-*Mai Tai*, Catalina 27  
Isleton

*John — We empathize with your situation, but it's not as easy as we'd like it to be. After all, are you telling us that you didn't even have \$20 to pay for a night's slip in Santa Barbara?*

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## LETTERS

*If not, where were you going to get the money to pay for a slip in Channel Islands Harbor? It's possible to cruise very inexpensively, but you've got to have some money. And you must have known that there are very few natural shelters on the coast of California during the winter, Cat Harbor on Catalina being one of the few.*

*We also empathize with the difficulty you had trying to enter Channel Islands Harbor in rough conditions at night. First of all, we visited that harbor several times this summer, and the western entrance is much more restricted than it would seem. Secondly, in the early '80s we were singlehanded our Freya 39 Contrary to Ordinary in boisterous weather and trying to enter that harbor at 4 a.m. Confused by all the background lights, and having not adequately familiarized ourselves with the layout of the entrance, on three occasions we came within just a few feet of piling our boat onto the eastern side of the southeastern breakwater. It was the closest we've ever come to losing a boat.*

*By the same token, you had to know that sailing downwind toward a lee shore in a strong breeze and big seas means any mistake will likely cost you your boat. And it's even riskier if you don't have a functioning engine. Sadly, there was no substitute for your taking the time to familiarize yourself with the entrance, or calling the nearby Harbor Patrol or Coast Guard for advice or assistance in entering.*

*We also empathize with the Santa Barbara Harbor Patrol — and the citizens of Santa Barbara. For just as surely as Christmas falls on December 25th, a bunch of lightly cared-for boats will end up on Santa Barbara beaches this winter, just as they do every winter. The owners will then disappear or never be found, and the citizens will have to pay dearly to have the boats removed and destroyed. That's just not right.*

*If the weather had been as bad as you said it was in Santa Barbara, we think you should have taken the advice of the*



DAVID TURPIN

**The 12 boats that washed up on Santa Barbara beaches last January proved that it's no place to anchor out during the winter.**

*woman at the Harbormaster's Office and called them, and then made a fuss, saying you felt your lives were in jeopardy. The honcho in the office may not have been happy about it, but we're pretty sure he would have allowed you to come in. After all, any harbor officer who*

*turns a boat away in legitimately bad weather, particularly if the skipper declares an emergency, can find themselves facing liability issues.*

*Nonetheless, when all things are taken into consideration, it's our opinion that while the folks in Santa Barbara perhaps should have been more accommodating, they were not responsible for the loss of your boat. That said, we hope you quickly find a replacement boat, and that everyone learns a few lessons from your misfortune.*

### ↑↓ **DILUTION IS THE SOLUTION**

Since there has been a lot of talk about the use of TP on boats and toilet discharge, I have to say that I would have no problem discharging my toilet waste into the Bay. After all, my toilet waste consists of urine, paper, and waste processed through my body — period. Contrast that with the fact that





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## LETTERS

each time when there is a heavy rain, the local sewage treatment plants discharge millions of gallons of raw sewage into the Bay, sewage that also contains all manner of unprocessed and toxic items. My half-gallon now and then is less than nothing.

The folks in Canada — where they say 'dilution is the solution' — have it right. We've become a country that is so over-governed that nothing makes sense anymore.

Robert Lockwood  
Celebration, Gulfstar 50  
Alameda

Robert — It's indeed hard to reconcile the fact that when a government agency dumps hundreds of thousands of gallons of raw sewage into some place like the San Rafael Canal, it's not a problem, but your half-gallon of waste is a major pollution incident. Nonetheless, we support the prohibition on pooping in San Francisco Bay and other areas where it's illegal. Partly because it's just good form, but also because you don't want to be in a marina where 'logs' and TP float on the surface on a regular basis.

### ↑↓ DIESEL ENGINES ARE HARD TO COME BY

I know about the lack of availability of diesel engines that some readers have been writing about. Last January we blew up the Volvo diesel on our Jeanneau 45 *Utopia* in the Caribbean. The local dealer/distributor for Yanmar could find only one 55-hp Yanmar on the whole East Coast and Caribbean! I was lucky to get the engine, as it was spoken for by someone else. But I guess cash really does talk.

The engine was delivered a week later, but had been damaged in shipping. It finally got installed with replacement parts, but if something could go wrong, it did. The job was finished a month later.

We sailed until May, but had all kinds of problems with the engine. When we arrived back in Puerto Rico, the tech mechanic from Yanmar addressed all our problems. The short of



YANMAR

it was that the engine had to be somewhat reinstalled. I would go into the list, but it's too long.

But to Yanmar's credit, they made everything right.

We will be back in Puerto Rico to pick up *Utopia* for our ninth and final season in the Caribbean. When we're

Good luck trying to find this many new Yanmar diesels in today's economy.

done, we'll put her up for sale. I may write a book titled *How I Constantly Got Screwed by Repair People in the Caribbean*.

One further note. When I needed a new engine, I first went to the Volvo dealer, as we had a Volvo engine. He said the only 55-hp engine in the same East Coast/Caribbean area was in Canada, and that I would have to pay a premium for it. At the time, neither Volvo nor Yanmar could tell me when other 55-hp engines would be available.

John & Cynthia Tindle, and Mattie the boat dog  
*Utopia*, Jeanneau 45  
Hermosa Beach

John and Cynthia — It's hard to believe that such common diesels are in such short supply, but it's obviously true.

We understand what you mean about getting screwed by repair folks in the Caribbean, as we had a lot of similar experi-

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– Meghan Cleary and Prescott Harvey,  
*Verella*, Westwind 35 (Young Sun35)

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# LETTERS

ences when we were roving the Caribbean with the Ocean 71 Big O. For instance, we once had a new 12-kw Lima generator installed. When it didn't pack the punch we expected, we found out that it was really only a 4 kw. When we confronted the dealer who installed it, he insisted that it really was a 12 kw. When we called Lima, they said no way. The dealer then claimed he had a special way of kicking a 4 kw up to a 12 kw by doing some 'proprietary wiring'. Lima laughed when we told them that. After many months, we finally got the proper installation, but had to pay to get the phony one removed.

We think there is a good explanation for why it's so hard to find good repair folks in the Caribbean. Most of the really good mechanics are busy working on megayachts because their owners think nothing of paying \$135/hour or more to get stuff fixed immediately. Most of the good remaining mechanics work for the charter companies or have long relationships with the charter companies where the work is steady and the pay is good. In other words, if you're just cruising around on a typical yacht, the cream of the repair crop is taken.

The best diesel mechanic we know is a Frenchman named Hughes — pronounced sort of like a guttural 'Ugh' — who lives on his powerboat in Gustavia, St. Barth. Hughes laughingly says, "I'm very expensive — like \$150/hour — but I'm very good and I'm very fast." He is all of those things. He also says, "I prefer the challenge of a really difficult job to something that's easy to do," which says a lot about him. The one thing we've learned after owning boats for all these years is that an excellent diesel mechanic — and they aren't easy to find — is worth about four times as much as a average or lackadaisical one.

## ↑↓ "I CAN'T GET USED TO SNOW ON BOATS"

Having worked at Svendsen's in Alameda for a long time, in July I took a job in Cardinal, Virginia, as the service manager



ADAM SADEG

**Sometimes the Bay breeze made Alameda feel cold, but nothing like a snowy day on the docks in the Chesapeake.**

of well-respected boatyard Zimmerman Marine. The motivation was to experience and explore the Chesapeake with my wife Heather and my daughter. It's very rural in the southern Chesapeake, and I literally drive through the woods to get to work. It's not uncommon to see deer — and deer hunters — along the road, as well as bald eagles in the trees.

My family and I love it here. The summers are warm, the winters are cold, there are crazy lightning storms, and there is no marine layer. Brrrrr! Did I mention it's a bit chilly here in the winter. A lot chillier than Alameda? A few days ago the temperature got down to the low 20s, once the wind chill was factored in, and we got a dusting of snow. I have a tough time getting used to snow on boats.

The good part of the Chesapeake area is that there are literally thousands of anchorages to explore. Heather and I plan to get a cruising boat soon to go gunkholing, although probably one smaller than the Morgan 38, *Blarney 3*, we had on the Bay.

Adam Sadeg  
Zimmerman Marine, Inc.  
Cardinal, Virginia

**Key West Race Week**  
 IRC 1... 1, 2  
 Farr 40... 1, 3  
 Melges 32... 1, 2  
 IRC 2... 1, 3  
 Melges 24... 1, 2\*  
 J/105... 1\*, 2, 3\*  
 J/80... 1\*, 2, 3  
 PHRF 1... 1, 2  
 PHRF 2... 3rd  
 PHRF 3... 3rd

**Miami Grand Prix**  
 IRC... 1, 2, 3  
 Farr 40... 1, 2, 3  
 Melges 32... 1, 2, 3

**Farr 40 NAs ...1, 2, 3**

**Milwaukee Bay Boat of the Year**  
 Section 1... 1, 2, 3\*  
 Section 2... 1, 2  
 Section 3... 2, 3  
 Tartan 10... 2, 3

**Chicago Verve Cup**  
 Farr 40... 1st  
 GL 70... 1, 3\*  
 PHRF 1... 2, 3  
 PHRF 2... 2nd\*  
 PHRF 3... 2nd  
 PHRF 4... 2nd  
 PHRF 5... 1, 2, 3  
 PHRF 6... 1st  
 PHRF 7... 1, 2, 3  
 Beneteau 36.7... 2nd  
 Beneteau 40.7... 2nd  
 J/105... 2nd  
 J/109... 2nd

**Melges 32 Worlds ...1, 2, 3**

**Boat of the Year (PIP)**  
 Beneteau 40.7... 1st  
 Beneteau 36.7... 1, 3  
 PHRF 3... 1st  
 PHRF 2... 2nd  
 PHRF 1... 1\*, 2

**Boat of the Year (BOUY)**  
 Beneteau 40.7... 1, 2  
 Beneteau 36.7... 1, 3\*  
 PHRF 3... 1st  
 PHRF 2... 1st  
 PHRF 1... 1\*, 2  
 Tartan 10... 2\*, 3

**Boat of the Year (Overall)**  
 Tartan 10... 2, 3  
 PHRF... 2, 3

**Int'l 8 Metre World Cup**  
 Moderns... 1, 2  
 Classics... 1, 2

**West Coast Farr 40 Champs...1, 2**

**Eggemoggin Reach**  
 Class B... 1st

**Rolex Maxi Regatta ...2nd**

**NYYC Leukemia Cup**  
 PHRF E... 1st

**Chicago NOOD**  
 Beneteau 40.7... 1, 3\*  
 GL 36... 1st  
 Farr 40... 1, 3  
 T/10... 1, 2  
 Level 35... 1, 3  
 PHRF 1... 2, 3  
 PHRF 2... 2, 3  
 PHRF 3... 1st  
 PHRF 4... 1, 2, 3

**NYYC Annual Regatta**  
 Swan 42... 1st  
 IRC 1... 1, 2, 3  
 IRC 2... 1, 2  
 IRC 6... 2nd  
 J/105... 3rd  
 CRF 1... 1, 2

**Canada's Cup**  
 Farr 40... 1, 2

**2010 PHRF NE Champs**  
 Class 1R... 1st  
 Class 2R... 2nd  
 Class 3R... 1st

**Bermuda Race**  
 Overall in Fleet... 1st  
 St. David's Class 3 ORR... 1st  
 St. David's Class 13 ORR... 1st  
 St. David's Class 3 IRC... 1st  
 St. David's Class 2 IRC... 3rd  
 St. David's Class 8 IRC... 3rd

**GLSS 2010 Chicago-Mackinac Is. Solo**  
 Michigan Division... 1, 3  
 Superior Division... 1st  
 Green Bay Division... 1st

**Racine Hook Race**  
 PHRF 1... 1, 2, 3\*  
 PHRF 3... 1\*, 3  
 PHRF 4... 1, 2\*

**M & M YC "100-Miller"**  
 Div. 1 Overall... 1, 2, 3  
 Div. 1, Section 1... 1, 2, 3  
 Div. 1, Section 2... 1\*, 2, 3  
 Div. 2, Section 1... 1\*, 2

**Newport-Cabo Race**  
 ORR 'D'... 3rd

**San Diego-Oceanside**  
 PHRF 3... 1st

**San Diego-Puerto Vallarta**  
 Div 1... 1st  
 Div 3... 3rd

**Chicago YC Race to Mackinac**  
 Mackinac Cup... 1, 2\*  
 Chicago-Mackinac Trophy... 1, 2\*, 3  
 Cruising Division... 1st  
 Turbo... 1, 2  
 GL 70... 1\*, 2\*  
 J/105... 3rd  
 Beneteau 36.7... 2, 3  
 Tartan 10... 1, 2  
 Multihull 1... 1, 2, 3  
 Section 2... 1, 2, 3  
 Section 3... 1st  
 Section 4... 1st\*  
 Section 5... 1, 2, 3  
 Section 6... 2, 3

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## LETTERS

### ↑↓ **MISTY IS BACK UNDERWAY**

In the December issue there was a *Changes* about how the rudder on the Aries 32 I'd just sold to South African Peter Forrest broke along the Central California coast, and how we managed to make it to the shelter of Port San Luis.

After bringing the fiberglass rudder to a boatbuilder in San Rafael, neither he nor we could figure out a way to connect the two pieces of the broken rudder. While it didn't work out perfectly, the wood rudder that was built as a replacement is plenty strong, and will no doubt be fine for Peter's planned two-year trip back to South Africa via the South Pacific and Indian Ocean.

Because the new rudder was very heavy and difficult to get into position, it was quite a job getting it hung in the gudgeons. Nonetheless, this demonstrated the advantage of an outboard rudder, as we were able to do the whole thing without having to haul *Misty* out of the water.

Bob & Jane Van Blaricom  
 ex-*Misty*, Aries 32  
 Tiburon

### ↑↓ **"SAILORS NEED TO TAKE RESPONSIBILITY"**

I enjoyed the letter from Bob 'The Cat Whisperer' Smith, who called out the skippers of flipped cats for not taking responsibility for what happened to their boats. I particularly loved the part where he wrote, "Nowhere did I read of anybody admitting they screwed up." This part is often missing, and is critical for both the unlucky sailors and the rest of us in our learning process. The opportunity to learn from other people's mistakes — and triumphs — is one of the more important services *Latitude* provides its readers.

I do not want to kick anybody when they are down, and we all make our mistakes, yet in the story of the grounding of the DownEast 38 *Tachyon* just to the north of Bahia Santa Maria, the skipper is quoted as saying, "Although I was on the 'correct' course, the current and wind pushed me too far east." What? Maybe he meant he was on the 'correct' course when he went to sleep? Maybe he meant he was on the correct 'heading'?

I was the Chief of Safety for the National Auto Sports Association for over four years. During practice and in the



LATITUDE / ANDY

***We didn't get the impression that the skipper of 'Tachyon' thought the current was responsible for the grounding of his boat.***

schools, we'd often 'black flag' a driver who had gone off track or spun his car. The driver receiving said 'black flag' had to come into the pit lane and talk to the officials at 're-entry' about why he'd spun the car or dropped tires off the racing surface. If the driver's story was that he'd entered the corner too fast, turned in too early, pinched the exit, or something along those lines, my officials would tell him to be more careful, and let him back out on the track. If the driver answered that the track was too slick, the brakes were too cold, or the tires were not fully warmed up, my officials would have a friendly discussion with him, and burn

up a bunch of very expensive track time until the driver realized he needed to take responsibility for the car he was driving and the conditions on the track during the session.

I submit that *Tachyon* did not go up on the beach because

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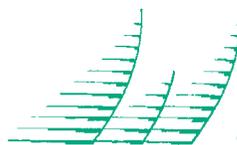
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— Mike Bereziuk, Sunseeker 64



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## LETTERS

of easting due to wind or current.

And I know that I will be safer on a catamaran at sea having read the basic 'rules' outlined by Bob Smith of *Pantera*.

Mark Wieber  
 Pinole

Mark — It's critical that sailors take responsibility for their mistakes. In the case of singlehander Mark Cholewinski on Tachyon, we suspect he was in a state of shock when he spoke, and thus didn't express himself as clearly as he could have. We're pretty sure he wasn't saying the current was responsible for his boat's going up on the beach.

By the way, Bob Smith will be the first to admit that he's not perfect. His most famous — and serious — mistake was when he got an ankle trapped in his anchor rode while trying to set this anchor in the current-cursed waters of Bahia de La Paz. As we recall, the forces on the lines were so strong that they snapped his ankle.

### ↑↑ IT WAS A JOHN MAYER LOOKALIKE

Thanks so much for printing the story of our night in Selimiye, Turkey, in the *World of Chartering* section of the December issue. It was thrilling to see it on the page. Unfortunately, you made it seem as if we really did see John Mayer, as the following sentence was omitted: "If he hadn't been Dutch, he could have fooled us." The singer, in fact, was a Dutch fellow who looked and sounded just like John Mayer.

I guess it makes for better reading, but if John Mayer reads *Latitude*, he might wonder just when it was he played an impromptu concert on the Turquoise Coast. And sadly, we're reluctant to prompt our friends to share in our 'fame' with this mistake in the story.

John & Terry Dixon  
 North Vancouver, B.C.

John and Terry — For readers who don't know, John Mayer is a popular — but sometimes controversial — American singer-songwriter. To some he's better known as a womanizer of celebrities, most of whose names start with the letter J. As superb as some of Mayer's lyrics are, he's probably best known for his colorful description of his relationship with Jessica Simpson: "That girl is a drug, and drugs aren't good for you if you do lots of them. Sexually it was crazy. It was like napalm, sexual napalm." Like a lady, Simpson told Oprah that she cried after reading the remarks, but what young woman wouldn't love the world to think she's incendiary in the sack?

Enough People magazine rubbish. As for the *World of Chartering* piece, we're sorry for the mistake. Sometimes we get 'snowblinded' by all the material we go through, and we probably got sidetracked by the previous statement: "Passersby on the walkway stopped and listened, and we were all thrilled when John Mayer sat down and played a couple of songs." Sorry we missed the "if he hadn't been Dutch" modifier that followed. Turkey is such a great place to charter and cruise that we certainly had no reason to mess with the truth to create a better story.

### ↑↑ IS BEING DRUNK AN EXCUSE?

Is "being drunk" an excuse or an explanation?

I wonder how many *Latitude* readers caught the news item about Rick Ehlert, a 44-year-old RV dealer from Thousand Oaks, who allegedly deployed the stern anchor on the Holland America's 719-ft *Ryndham* while the ship was on a cruise from Mexico to Florida.

According to the FBI, Ehlert's actions could have damaged



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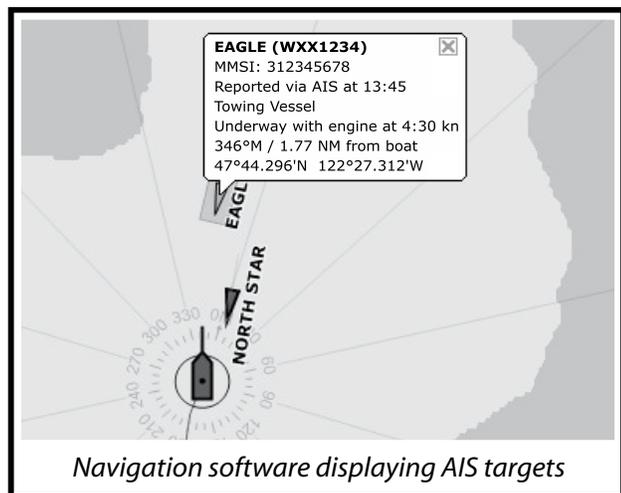
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## LETTERS

or even sunk the ship. I'll buy the damaged part, but I think it's a stretch to believe it could have sunk the mighty ship. In any event, Ehlert was caught red-handed by video equipment, and arrested after he admitted that he'd entered a restricted area in order to release the stern anchor.

Ehlert was wearing work gloves, which aren't normal cruise ship attire, so it seems as though the bizarre act might have been premeditated. What makes it more puzzling is that there are photos from earlier in the day showing Ehlert wearing gloves while he was walking around with his girlfriend. It makes me wonder if she was in on it too or if they had some kind of gloves and anchor-deploying kink.

There are a couple of reasons *Latitude* readers may not want to pull an 'Ehlert' themselves. The main one is that they



The cruise ship's stern windlass was, unfortunately, just a bigger version of the one on Ehlert's powerboat.

could face up to 20 years in prison and a \$250,000 fine for each of several charges. And if they come before a 'hanging judge', they might even have to clean the ship's bottom using just a mask and snorkel. That would teach them! But Ehlert obviously came before a wussy judge, because he was released

on \$15,000 bond. It reminds me of the French court that convicted mechanic John Taylor of being responsible for the July 2000 crash of the Concorde while it was taking off from Charlie de Gaulle Airport in Paris. Taylor was fined just \$2,600 — about \$20 per dead person — and given a suspended sentence of just 15 months.

Ehlert reportedly told the FBI investigators that he only released the *Ryndham's* stern anchor because he was drunk at the time, and because the cruise ship's stern anchor system was similar to the one his 50-ft boat. A boat he may not be owning too much longer.

Malcom Mulbridge  
Bessy Ann, Cal 2-24  
The Delta

*Malcom — It sort of reminds us of the time we were sailing from St. Barth to St. Martin about 15 years ago, and passed the Polynesia, one of the big Windjammer sailing cruise ships heading upwind into a stiff breeze and big seas. The anchor had clearly not been secured, so each time the 250 footer slammed her bow into another wave, about 10 more feet of the chain came out. There were about five West Indian guys sitting around the big windlass, but they were limin', so there was no way they were going to do anything about it. The water wasn't that deep in the area, so we always wondered if the hook ever grabbed, and if it did, what happened.*

*For what it's worth, throwing an anchor off the bow of a moving sailboat rarely has any serious consequences. In fact, it's the way many French bareboat skippers prefer to anchor.*

### ↑↓WHAT A 'DORG'!

I had to chuckle at Tom Perkins bragging about the "greenness" of *Maltese Falcon* — the 289-ft floating ostentation he had built — because it used "only" 11,000 liters of fuel crossing the Atlantic. And those thousands of liters were only for the generators!

Perkins no doubt has more money that I can even conceive



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## LETTERS

of, but he comes off as a DORG (Delusional Old Rich Guy), and risks breaking his arm patting himself on the back for his environmental goodness at sea. He must be smarter than that.

Tom Kucera  
Ryokosha, Mariner 32  
Sausalito

Tom — There are very different ways to look at things, aren't there? If one looks at his trip in absolute terms, burning 11,000 liters — about 2,906 gallons — of fuel for the generators on an Atlantic crossing is a heck of a lot of fuel. But if you look at it in relative terms, such as what a mega motoryacht would have burned, or what Falcon would have burned had they not sailed all the way, he burned almost nothing.

In some circles, it's fashionable to hate the rich. In the case of some people — some folks on Wall Street come to mind — we can understand. But there are a lot of very wealthy people, from Steve Jobs to Bill Gates to Larry Ellison to Tom Perkins, who for all intents and purposes started out with nothing, and became fabulously wealthy by providing much-wanted products and services, and/or saving end-users lots of money. In the case of Perkins, he grew up in modest circumstances, invented the first low-cost laser, became the chairman of two Fortune 500 companies at the same time, and eventually helped invent the kind of venture capitalism that brought many of Silicon Valley's most successful companies to life. As far as we're concerned, men and women like that can make all the money they want — provided they spend it. And Perkins does spend it.

You also might want to consider Perkins' history as a sailor. Unlike so many ultra-wealthy people in the '00s, who bought megayachts because they could and because it was sort of the thing to do, Perkins has been a lifelong sailor. He started with a 17-ft Teak Lady on San Francisco Bay — that's a wet ride — and over time moved up and up and up to Maltese Falcon.

While Forbes claims Perkins is a billionaire, he's one of the 89 U.S. billionaires who didn't make their top 400. So when he spent \$100 million — give or take \$30 million — to have Falcon built, he was committing a large portion of his fortune to sailing — in particular, a boat with an unproven DynaRig that, if it didn't work, would render the vessel all but worthless. So when Perkins paid whatever he did for Falcon, he was investing a huge chunk of his money, unlike Larry Ellison, for whom \$100 million is walking-around money.

We're not defending anyone, just trying to provide more facts to permit a better understanding of the context.

Does Perkins have a large ego? Of course he does. And like it or not, it tends to be people with large egos who create great things. It's simply a fact of life. And in Falcon, Perkins brought more excitement to sailing than did any of the 50 or so run-of-the-mill 150-ft mini-mega motoryachts.

### ⇅ LIGHTS OUT

I saw the piece on the Maltese Falcon, and share Latitude's admiration for the yacht and all that she represents. As a fervent environmentalist, I was doubly pleased to hear of its "green" credentials.

But I have an additional suggestion. In '08, we were anchored near the Falcon in the lovely anchorage near the south pass of Fakarava in the Tuamotus. Like most superyachts, she lit up the night sky, and with her underwater lighting, lit up a fair bit of the lagoon as well. But I bet they could cut the daily generator fuel use down a lot with somewhat more modest lighting. Indeed, doing this might make her an example to the whole community, saving even more fuel. But I wouldn't suggest they turn off the masthead red lights — it would be



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## LETTERS

a shame to see a plane clip those spars!

Ken Britten

Aquila, 45-ft Huntingford ketch  
Davis

Ken — We understand what you're saying, but let's face it, Falcon was not just built to attract attention, but also to entertain. After all, if we're not mistaken, the biggest sailing crowd ever assembled around San Francisco Bay was for Falcon's arrival beneath the Gate. People would have been tremendously disappointed, wouldn't they, if she'd slipped in the Gate in the wee hours of the night?



LATITUDE / ANNIE

When 'Maltese Falcon' sailed into San Francisco Bay, she provided free entertainment to tens of thousands of people.

We think owners of megayachts have an obligation to provide a show for everyone, and Perkins has always been very good about that. What's more, it's always been free. Sort of a nautical version of Carly Simon or Paul Simon giving a free concert in Central Park. Let's face it, except for A, the

big megayachts are all boring as hell. The big sailing yachts, including Jim Clark's Athena and Hanuman, provide lots of free entertainment for all. You may not want to make the distinction, but we think it's valid.

### ↑↓ "I'M HAPPY TO HAVE DISCOVERED LATITUDE"

I've been a happy reader of *Latitude* for over a year. It started when I sat on a plane next to a guy who owns a houseboat in Sausalito. I'd been bugging his ear about wanting to move to the West Coast and live on a sailboat, and he told me that I should immediately start reading *Latitude*. I'm glad I took his advice, because I can't wait for the first of the month to download the latest issue and start reading.

I have no real sailing experience, other than many years ago off the coast of Florida on some Hobie Cats, one of which I flipped, and a daysail a couple of years ago to the Farallones with my teenage son. But armed with no experience, a few books, hundreds of hours of internet reading, and a couple of friends who have sailed a lot but who think I'm nuts, I've made up my mind to buy a performance daggerboard catamaran in the 42- to 47-ft range, and become a West Coast liveaboard. It's easy to do when you're single. Hopefully, I'll be able to migrate up and down the coast, and do the Ha-Ha.

My job doesn't care where I live, as long as I have fast internet and can occasionally get to an airport. So while I will still have to keep working for The Man, I fully intend to make this move when I hit 59.5 and the 401(k) calls. By the way, I blame this obsession on reading the Napa chapter in Carolyn and Bob Mehaffy's *Cruising Guide to San Francisco Bay*. I love Northern California, and until I read that chapter, I never realized that living in the Bay also included downtown Napa.

*Latitude's* Letters section is so full of valuable information that I was hoping that you might help me with some of my unknowns:

1) I want to officially move to a state with no income tax, so it will probably be Washington. But before making a final decision, I'll also have to take into consideration things such as sales tax and personal property tax on the boat. Suggestions?

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## LETTERS

2) Will it be possible for me to spend most of my time in the Bay Area, or will I have to anticipate having to follow the weather to avoid freezing conditions? I had this general idea of going north during the summer to the San Juans, then returning to the Bay for the winters. But I want to make this decision based on having good sailing weather, and not whether I'm starting to get numb.

3) The only real thing I know about the sailing seasons on the West Coast is that I assume late October must be a great time to sail south from San Diego to Cabo San Lucas. However, I always seem to miss reading about when is the best time to come back north. So do people just normally stay in Mexico from mid-November on?

4) Given that my son and I will get as much instruction and as many certifications as necessary to be safe, what do you think my chances are of pulling this off successfully? In other words, would you sell me a life insurance policy?

5) How much wine is it feasible to store on a 42-ft cat before it starts to affect performance?

Andrew McIntyre  
Stuck In Atlanta for Two More Years

*Andrew — Thank you for the very kind words.*

*We're not experts, but we presume the best thing to do would be to establish a residence in one of the seven states that don't have income tax, and then create a Delaware-based LLC for your boat. If you didn't do anything foolish, you'd be liable only for personal property tax on the boat in California, and only if you stayed in one of the 'wrong' counties for too much of the year.*

*If all you need is access to high-speed internet and an international airport, consider yourself very lucky, because the entire West Coast, from British Columbia down to Acapulco, is your oyster. Given that you have that kind of flexibility, we'd highly recommend that you spend your summers in the States and much of the winter in Mexico. Why? As we write this, it's December 15, we're on our boat in Banderas Bay, it's 82°, the water is in the mid-70s, the wind is blowing at 12 knots, the sea is flat, you can very comfortably surf without a wetsuit, you can*

*get a delicious dinner for \$5, and the people are sweet and friendly. Besides, it's safer down here than it is in the States. If we were back in San Francisco, it wouldn't be literally freezing, but it would be figuratively. We'd be looking at a high of 54 under gray skies, a low of 42, 10 straight days of*



LATITUDE / RICHARD

***Mexico's Banderas Bay has a lot more to offer than warmth in the winter; it's also safer than Northern California's cities.***

*rain, and icy water. We lived our whole life in the Berkeley-San Francisco-Marin triangle during the magical years, and it was great. And compared to a lot of places it's still great. But if you're a sailor and don't have to spend the winter in San Francisco, we think you'd find the quality of life along the coast of Mexico to be much better.*

*Thanks to the availability of high-speed internet on your boat while on the hook in most places in California and Mexico, it's become easy to work from your boat. Lots of professionals do it. And even some amateurs, such as ourselves. Our recommended 12-month cycle would be something like this: You start with the Ha-Ha in late October, and stay in Mexico until May. You then*



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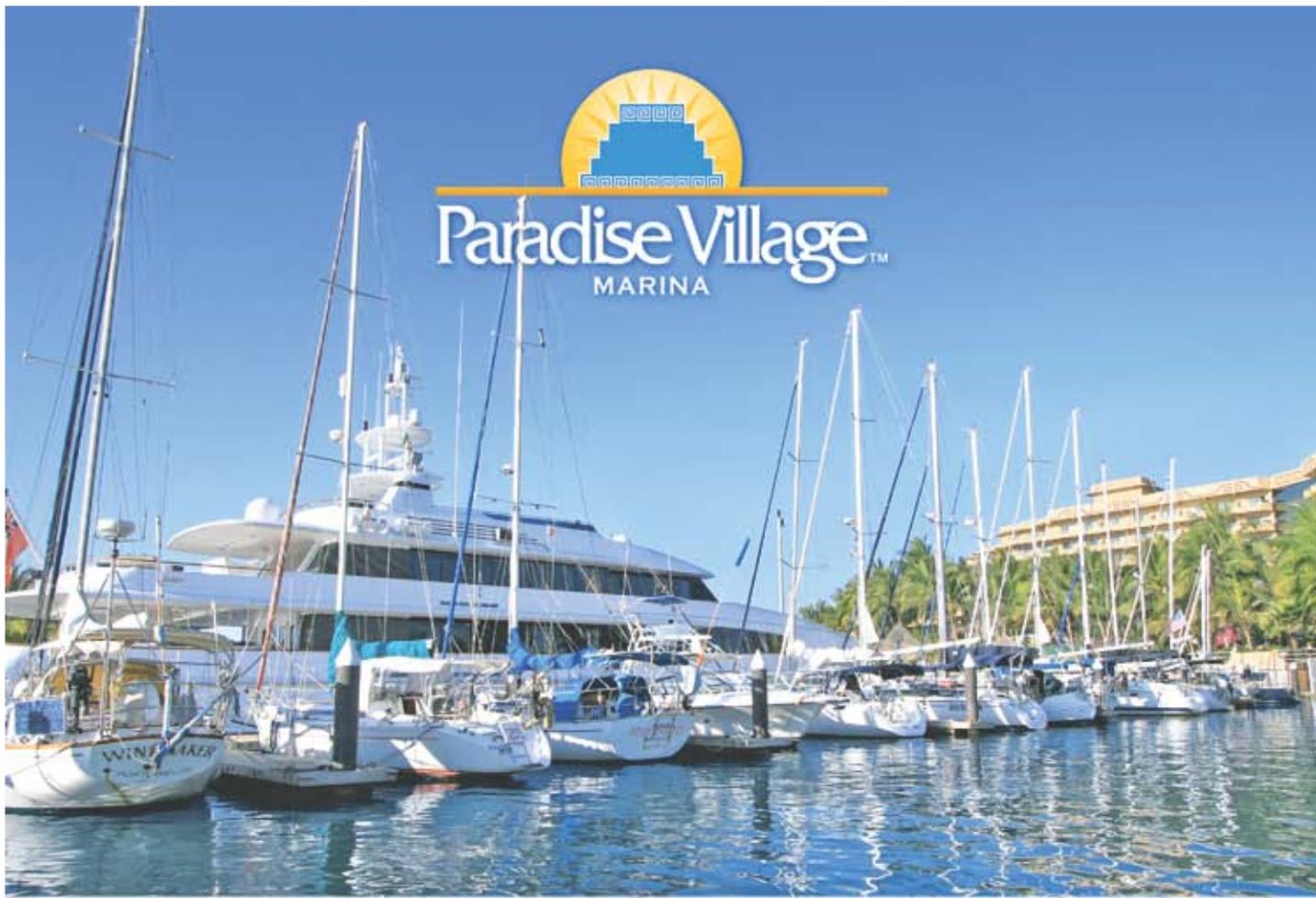
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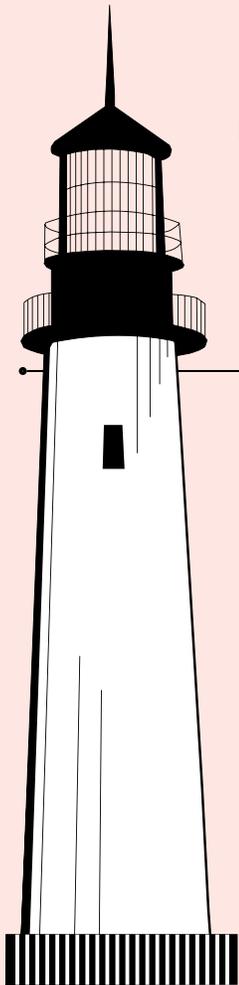


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## LETTERS

head north, rushing right past Southern California, which has terrible issues with June and early July Gloom. San Francisco, ironically, has much better — even warmer — weather than coastal Southern California during the Gloom. You can get your Napa and San Francisco Bay fix for the next three months. Or, if you're feeling ambitious, you could head up to Puget Sound. The deal is that you want to get back down to Southern California and the Channel Islands for that area's prime time, which is September and October. Of course, there's nothing that says you can't stop in the Bay and visit Napa for a couple of weeks on your way back south. At the end of October, you load up on suntan lotion and fine wine, and head back down to Mexico.

The best time to do a Baja Bash is late summer and fall. Unfortunately, few sailors need or want to come north then. The most important thing is that you have plenty of time so you can pick your weather. If you can work via the internet on your boat, you just hang out at Cabo, wait for a good window, and five or six not-very-unpleasant days later, you're in San Diego. If you're on a forced schedule, you may have to leave Cabo at just the wrong time, which means six days later you may not have gotten any farther north than Bahia Santa Maria.

Sailing isn't that difficult, nor do you have to be particularly smart. You just need to know the basics, not do anything really stupid, be patient, and respect the sea. If you didn't start sailing until June, but got lessons or sailed with a mentor every other weekend, you'd be ready for the Ha-Ha by the end of October. And yes, we'd sell you a life insurance policy.

It takes a ton to lower one of Profligate's hulls an inch, so we figure you could take on half that — 1,000 lbs — in wine on a 47-ft cat and not adversely affect performance. If our math is good, that's about 125 gallons of wine. When you need to refill, just stop at one of the Costco stores in Mexico.

For the last several years, we've been doing pretty much what you're hoping to do. It's a pretty sweet way to live. We love the variety and the fact that it's allowed us to make good friends all up and down the coasts of California and Mexico.

### ↑↓ YOU MISSED THE DASHEWS

I noticed that a few of your items regarding the Atlantic Rally for Cruisers (ARC) failed to even mention Steve and Linda Dashew and their boat *Windhorse* when talking about California and U.S. participants. Granted, *Windhorse* is a powerboat, but they are registered participants, and they certainly have an interesting history in the world of sailing.

Steve Ripple  
San Francisco

Steve — Every year when the ARC reaches its maximum number of entries, we go down the list searching for American and particularly Californian entrants. To the best of our knowledge, the Dashews and their powerboat weren't listed. We can only assume they got special dispensation to enter late or something. Nonetheless, we're a sailing magazine, so we don't cover powerboating — just as we don't cover kayaking, open ocean rowing, dragonboat racing, predicted log contests, and similar non-sailing activities. They all have their own publications.

### ↑↓ THE SINCEREST FORM OF FLATTERY

I don't know if you can copyright a font, but I thought you guys should be aware of that a company called L'attitude Gallery in Boston is using the same font as you.

By the way, I love the cover of the December issue. Beautiful. I wish there were more covers like it.

Garry Schaeffer  
San Diego

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## LETTERS

Garry — Thanks for the concern, but as the Boston company spells its name a little differently, and are in an entirely different business, it doesn't bother us at all. We wish them all the success in the world.

There is now a real estate and investment group based at 1



LATTITUDE / RICHARD

**We weren't sure readers would like December's cover, so it's good to get your feedback. Here's our cover girl hard at work on 'Profligate'.**

California St. in San Francisco that calls itself the Latitude 38 Group. While they are in a different business and use a different logo, they do use a photo of a sailboat — for reasons that make no sense to us — on their home page. We don't know if they are trying to trade off the name we made famous, but we've got better things to do then worry about it. Besides, when one searches for 'Latitude 38' on Google, they are way down the list, past the long-established Latitude 38 Bistro and Spirits in Oxford, Maryland, Latitude 38 Vacation Rentals in Telluride, Colorado, the Latitude 38 Design + Build folks in Charlottesville, Virginia — and even Profligate, Latitude's 63-ft catamaran.

What did bother us was a guy who called himself Latitude 38 Productions a few years ago and promoted, among other things, sailing charters on the Bay. We felt that he was trading on our name and reputation, and therefore have felt no pity that the outfit is either no longer in business or at least no longer dabbles on the water.

Back in '04, a singer/songwriter named Terry Savastano released an album called Latitude 38, with a logo resembling ours on the CD. The title track was called Latitude 38, was



TERRY SAVASTANO

**Same name, different medium of expression.**

about sailing on the Bay, and featured the line "we go where the wind blows." Sort of sounded familiar to us, perhaps because it's been on our cover for the last 400 months. It also had a funny line that went, "trim the sails, too much fluffing." Fluffing? Isn't that what's done on porno film sets to keep the male actors in a state so they can perform at a moment's notice? But once again, the album is no skin off us, so we wish Savastano, "an Irish-Italian with an English accent" the best of luck. Besides, he's going to need it, as his last known residence was Sarasota, Florida.

### ↑↓ SAILING ISN'T ALWAYS IDYLIC

I wish to disabuse people of the idea of sailing to distant lands as always being an idyllic endeavour. Sure, there is the rare perfect passage. But more often than not, fatigue — which is elevated irritability occasioned by incessant uncomfortable motion and confinement on a small, vulnerable platform — takes its toll.

While we sailors hope for speedy and uneventful passages, we learn to accept what we get. In the best of circumstances, we'll have 18 to 20 knots aft of the beam and moderate seas, and arrive when expected. Rarely do we arrive early. In fact, sometimes passages will take twice as long as we expect. Maybe even longer. And maybe we won't make it at all, as the



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Naval history, white sand beaches and beautiful private yachts may entice you to arrive early on this leg. Once onboard, robust downwind sailing will be punctuated with stops as we head toward the Panama Canal. Going through the canal is, of course, the icing on the cake.

**Transpac 2011  
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This is it, the race that every west-coaster dreams about, the Transpacific Yacht Race. *Alaska Eagle* will be part of the race as the escort boat. Keeping in the midst of the fleet, *Eagle* isn't officially racing, but the crew is dedicated to keeping her moving fast.

**Honolulu, HI - San Francisco  
Jul 22 - Aug 9, 2011**

This trip usually covers every point of sail. The first few days are often upwind in a stiff breeze. As you travel further north, the conditions vary from a nice reach to the calms of the Pacific High. Picking the breeze up again, the sailing is usually off the wind with the grand finale of sailing under the Golden Gate Bridge.

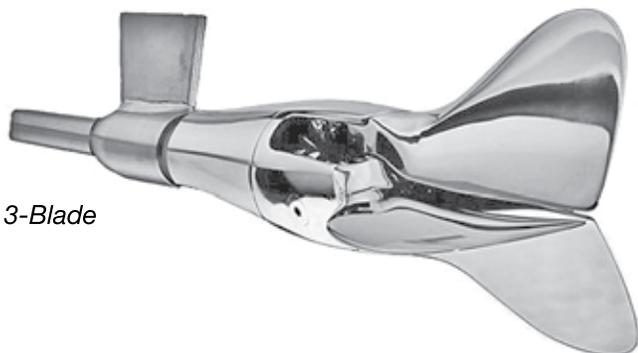
**San Francisco – Newport Beach  
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## LETTERS

toll of singlehanders has been mounting recently.

I'm not a singlehander because I prefer sailing alone. No, it's primarily because most people looking to crew believe that boats larger than mine are safer, more comfortable, and are more likely to have enough people aboard so they can have a party. Sometimes they are right, sometimes they aren't. It depends on a lot of things.

One thing that's certain is that I notice when a fellow singlehander goes missing. The first for me was Steve Brown, whom I met in Durban, South Africa in '03. His unmanned boat was found off the coast of California following his second circumnavigation. In '09, two others were lost whose names I don't know. One of them fell off his boat near Nuku Hiva. The other, a British national suffering from multiple sclerosis, fell off his boat sometime after leaving Rarotonga. We only know this because he had a crewmember who, although he had no idea how to sail, managed to put out a call for help.

Then there was Keiichi Chinami, whom I met in Hiva Oa. He spoke no English, and I knew only a limited amount of Japanese. But there was no barrier to our communication because we were both sailors. We had so much in common that we almost didn't have to speak. When he discovered that my alternator was bad, he loaned me his spare. I returned it to him in Tahiti.

Too many. Too close. Bigger boats.

Bob Lorenzi  
Armido, Nor'Sea 27  
Bundaberg, Australia

*Bob — We're afraid your line of reasoning trailed off toward the end, but we think we catch your general drift. When you speak about passages always taking longer than expected, don't you think a lot of it has to do with new sailors having overly optimistic expectations? We always laugh when Profligate has a burst of speed and somebody says, "Hey, the GPS says we'll reach Turtle Bay in just five hours." Yeah, right. Then there's a lull and the GPS says we'll get to Turtle Bay in 36 hours. It seems to us that after a few months of cruising, a sailor should get pretty good at understanding all the variables and thus be able to come up with a reasonable expectation of how long a passage might take — give or take about 200%.*

*As for your reference to Keiichi Chinami, we should tell our readers that he's a 62-year-old Japanese sailor who went missing from his 35-ft sloop Kifa near Cape Horn in early March. He's not the only one. Kiwi singlehander Paul Janse van Rensburg went missing off his 36-ft sloop Tafadswa on March 12 during a passage with his dog from Tauranga, New Zealand, to Gisborne. Because van Rensburg's boat and safety gear were eventually found in excellent condition, it's assumed that he fell overboard. The dog lived.*

*As everybody should know, there are some inherent dangers in sailing. Perhaps not everyone understands that the dangers are greatly increased for those who choose — or have no choice but — to singlehand. Based on our experience, singlehanded sailing is one of the most rewarding experiences a person can have. But it is dangerous. So if you indulge, please be very, very careful out there.*

↑↓ **"MY WIFE WANTS TO GO AGAIN!"**

Belated thanks for a marvelous job organizing the Ha-Ha. We had a blast! My wife and I were crew on Jim and Connie Merritt's Dufour 385 *Sound Effect* from Tacoma. This was my best chance to help my wife experience some offshore sailing. My concern was that she might discover only fear and none of the joy. She was fearless and wants to go again, so now we

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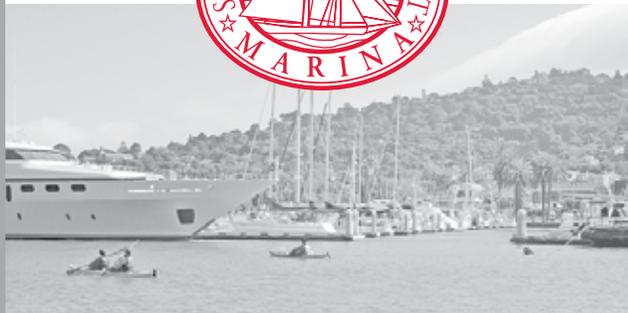
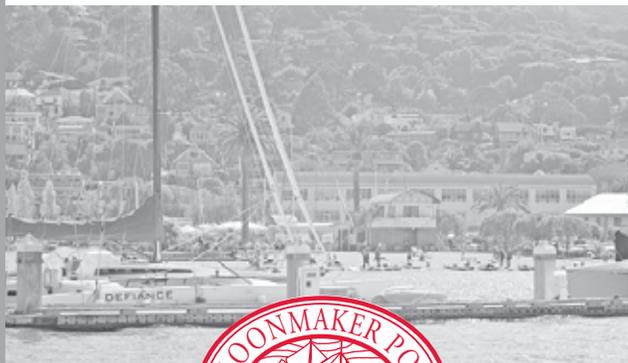
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## LETTERS

can continue planning our escape in a couple more years.

Dan Bessmer  
Planet Earth

*Dan — De nada. The Poobah's purpose in life — and it's a very satisfying one — is to help people have fun and adventure, preferably on their boats.*

### ↑↓ IS THAT SUSHI OR IS SOMEBODY LYING?

We were part of the recent Ha-Ha fleet and, not being too excited by the prospect of paying top dollar for a berth in the marina at Cabo where the air is hot and stagnant in the mornings, we once again anchored within swimming distance of The Office and the Baja Cantina, two beachfront establishments. It was still a bit windy, with an unusual east wind blowing us toward the lee shore. So I put out 230 feet of chain, and made sure the anchor was dug in well before I shut down the engines.

The wind lightened by the next day, and 230 feet of chain seemed excessive for our being in 16 feet of water. But I decided to leave it all out because my windlass was broken and because we were going to go in to the dock on Monday to get the saildrive worked on.

Come Monday morning, all seemed normal when we started to raise the anchor. It did, however, seem a little odd that I didn't have to motor very far forward to raise the anchor. But we all suddenly got wide-eyed when the end of the chain came up through the roller — and there was no anchor attached! To say this was a bit disconcerting is an understatement. I had reversed the chain before the start of the Ha-Ha, and I knew I had seized the shackle with new wire. I didn't want to believe that my seamanship skills were failing that fast.

We marked our position on the GPS, and proceeded to move into the dock for repairs. We later came back out and anchored in nearly the same spot using a backup anchor. The next day Tracy, who was crewing on Joe Pfeifel's Beneteau Oceanis 42 *Set Me Free*, and whom we met during the '09 Ha-Ha, came over and did some diving reconnaissance. She found the shackle and pin about two inches from each other on the bottom, just before she ran out of air. Before Tracy went in, I talked with somebody on a Mexican-owned Sunseeker powerboat that was anchored nearby. I wanted to let them know that we would have someone in the water, and to be on the lookout when they raised their anchor.

After Tracy ran out of air, we borrowed and refilled three scuba tanks, as we planned to do a thorough search of the area the next morning. About five minutes before we were going to start the search, the owner of the Sunseeker pulled up in his dinghy and asked if the anchor on the bow of his boat was mine! My Spanish is limited, so I'm not sure I got the details right, but he said something along the lines that his captain saw another boat, perhaps a *panga*, pick up an anchor a couple of days earlier. The captain mentioned it to his owner. I guess the owner was a bit ticked off that someone would do that to a boatowner, and put the word out that the anchor should be returned. I have no idea who the owner is, but I guess certain people in Cabo do, because his suggestion was heeded.

We'd heard from some locals that divers sometimes come off the beach to search for lost tourist items such as wallets, sunglasses and so forth. But we couldn't believe that anyone would take an anchor attached to chain that was holding a boat in place, which is why I'd begun to doubt my skills. I'm not sure which brought me more relief when we got the anchor back, the fact that my seamanship skills are not deteriorating as quickly as I feared, or that I wouldn't have to replace the





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## LETTERS

anchor in Mexico, at double the cost of it in the States.

I have no idea how long my boat was riding on just the rode with no anchor, but it could have turned ugly quickly if the east wind had come up again, or if I'd had less chain out. The more I think back on it, the luckier I feel, as it could have easily ended with my cat on the beach.

For those who may want to use this as an example of crime in Mexico, in my experience the actions of the owner of the Sunseeker are much more representative of the Mexican people than that of whoever stole the anchor. I will look forward to meeting more of them as I cruise this season.

Bill Lilly  
Moontide, Lagoon 470  
Newport Beach

*Bill — You may be buying the explanation that you were given, but it sure sounds fishy to us. After all, if the captain on the powerboat saw somebody pick up and take off with your anchor, why didn't he tell you right away? Or at least go around and warn the two or three boats that the anchor could have come from? And what was the anchor doing up on his bow? Fishy, fishy, fishy, that's what it sounds like to us.*

### ↑↓ YOU OWE YOUR FRIEND A CERVEZA

I have a bar bet that I'd like to have you settle. A friend of mine insists that participants in the TransPacific Yacht Race from Los Angeles to Honolulu are required to prove they've taken a certain number of sextant shots and plotted them. I say this is ridiculous, as GPS has been around for decades now. I bet you couldn't find sextant in the whole fleet.

Rick Schrier  
San Diego

*Rick — We would have made that bet along with you. And we both would have been wrong. For all these years members of the TransPac Board have felt that nobody should race to Hawaii without being able to navigate by sextant. So when a boat finished, the inspectors checked to make sure each boat had done the required number of shots and plotted their positions.*

*One of the most vocal advocates of the requirement has been Stan Honey, the navigator par excellence. However, perhaps because he couldn't make last year's board meeting, the requirement has been dropped for this year's TransPac.*

### ↑↓ THIS IS REALLY THE LAST LETTER ON THE SUBJECT

I have lived in San Blas, Mexico, for 13 years. My wife and I have a small hotel here and are members of the Association of Hotels and Motels of San Blas. We are trying to attract tourists, not drive them away. So I was shocked when I read the following statements, published in *Latitude*, by San Blas resident Norm Goldie:

"No boaters will give instructions to visiting vessels who desire to enter or find moorings in the San Blas Estuary." And, "No diagrams or pirated satellite images are to be used [for navigation], as they are useless and in many ways confusing."

I have worked on the water in a commercial capacity for 32 years, and helping other persons on the water is a common practice. So when I read Norm's statement, I was concerned. What kind of government, I thought to myself, would prohibit mariners from helping each other?

So I went to the Port Captain's Office in San Blas and asked if Norm's statements are true. Apparently the captain of the port didn't talk with the same "high-ranking SCT official" that Norm said he did, because the San Blas port captain told me that Norm Goldie's statements are absolutely not true.

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# LETTERS

The port captain said cruisers should feel free to help each other in San Blas, just as they would in any other part of the world. If anyone needs any assistance or help in any manner, there is a Tourist Office in town, and any of the local hotels can provide information and assistance.

Tom Nelson  
Bungalows Conny  
San Blas, Nayarit Mexico

Tom — Thanks for going to the trouble of checking that out with the Port Captain for us. There was never a doubt in our mind that Norm's claims were rubbish. Indeed, most veteran cruisers in Mexico have come to view Norm's more majestic pronouncements with a certain degree of skepticism. For example, in one of his most recent missives to us, he said he was putting together a dossier on us and turning it over to the "appropriate agencies" of the Mexican government. Right.

As we've said before, Norm Goldie can be a very helpful guy, and some cruisers are very fond of him. That's great. On the other hand, he has a history of sticking his nose in where it's not always been wanted, and at times has tried to make life miserable for those who have rejected his offers of help. And he's sometimes been very mean to cruisers on the radio, which he monitors religiously. Lastly, despite whatever he might tell you, he has no official standing with the Mexican government.

## ↑↓ THE WORLD'S 'BEST' CLIMATE

Latitude's recent post about climate brought up a topic worth considering. From a sailor's perspective, what area of the world has the best climate? As for myself, if Todos Santos — just north of Cabo on the Pacific Coast — had a harbor, I'd say that would be it. In the North Pacific, that would leave the extremes of Southern California and La Paz — at least of places that were boating centers and had supplies. In the southern hemisphere, it would be Ecuador.

My having done a bit a traveling, the only rival that comes to mind is Noumea, New Caledonia. I'm dismissing Hawaii because of the lack of anchorages and the wind and seas being too rough in the channels.

What do other sailors think?

Anonymous  
Planet Earth

Anonymous — Yours is a fun question that we've given a lot of thought to. We're going to assume that you're like most cruisers and are looking to sail in reasonably warm air and water temperatures. If that's the case, you're going to want to sail the tropical areas of the world — but only in the hemisphere's winter, because it's too hot and humid in the summer, and most such areas are subject to hurricanes in summer.

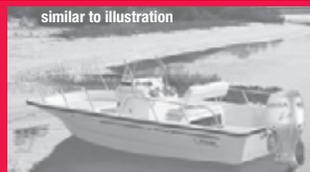
When it comes to the ideal sailing climate in the winter in the northern hemisphere, we don't believe anywhere can compare with the Eastern Caribbean. Yes, it's a little breezy in December and January, but there's always a sailing breeze and the water and air temps are perfect. Mainland Mexico is great, too, although the wind isn't as consistent and the water isn't as clear. But the people of Mexico are nicer than those in the Caribbean, the prices are much lower, and there's a much more active cruiser social life — all things to be considered.

But forget mainland Mexico for cruising in the summer, as it's too hot and too humid, and it rains too much. The Caribbean isn't quite as bad in the summer, but the humidity can get oppressive. And remember, both mainland Mexico and the Caribbean are subject to hurricanes.

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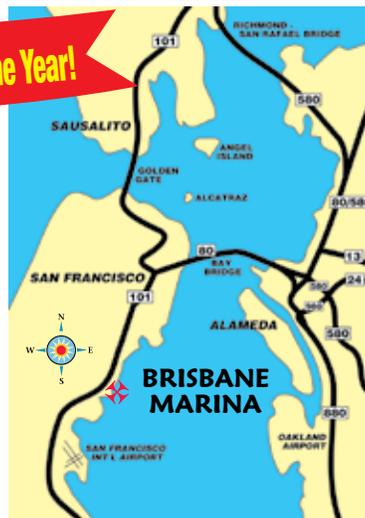


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## LETTERS

While La Paz and Todos Santos are at about the same latitude, just north of the Tropic of Cancer and therefore near the tropics, we're going to pass on them as having a perfect sailing climates — even in the northern hemisphere winter. The prob-



LATITUDE / LADONNA

**The sailing in the Caribbean is consistently wonderful but the people — and prices — in Mexico are nicer.**

lem is that they are often too chilly in the winter, and even on warm winter days the water gets too cold for swimming in December. The mid-June through September heat in both places can be oppressive, particularly during the most humid months of August and September. On the other hand, La Paz and the rest of the Sea of Cortez can be near ideal from the middle of May through the end of June, and from October to mid-December. In addition, La Paz has a lot of non-sailing attractions that have made it popular with cruisers and retired cruisers for years.

For ideal sailing climates during the northern hemisphere summer, you'd look to the tropical areas of the southern hemisphere. Places like French Polynesia, Fiji, Tonga, Samoa, the Queensland coast of Australia, New Caledonia, New Guinea, Indonesia and Malaysia.

There are, of course, great sailing climates outside the tropics, but they are pretty much limited to the summer. As good as summer sailing is on San Francisco Bay, in Southern California, the Northeast U.S., the Baltic countries, the Med, and Alaska, nobody is going to compare winter sailing in such places with winter sailing on Banderas Bay or in the Eastern Caribbean. Depending on how far these places are from the equator, their winter sailing ranges from poor to out-of-the-question in the winter. The same is true with the subtropical areas of the southern hemisphere in their winter.

We've got two solutions to the problem of there being no one place with a perfect year-round sailing climate. The first is to have one boat in a tropical area of the northern hemisphere for northern hemisphere winter use, and another in a tropical area of the southern hemisphere for southern hemisphere winter use. For example, a boat in Mexico from November to May, and a boat in Indonesia from May to November. All it takes is money. The second solution is to be a '20-20' sailor, meaning you never go outside of the tropics, but you also switch hemispheres with each equinox. Indeed, this is something that many cruisers do, be they circumnavigators or not. However, it does get a little hard west of the Indian Ocean, because you either end up in the Med, which is sub-tropical, or the South Atlantic, where there aren't very many cruising hot spots.

We think we have a decent macro view of the world's ideal sailing climates, but if we're missing some micro climate issue that makes a place ideal for sailing year 'round, we'd be delighted to hear about it.

### ↑↓"ANDREW VIK IS MY INSPIRATION"

While I call myself an avid sailor, I must admit that I'm no expert. After all, I've never been on a bluewater trip or singlehanded a boat over 20 feet — although I can't stop thinking about it. I'm just a college kid who caught the sailing bug from my sister-in-law and who loves to spend summer days racing Hobies on Huntington Lake above my hometown of Fresno.

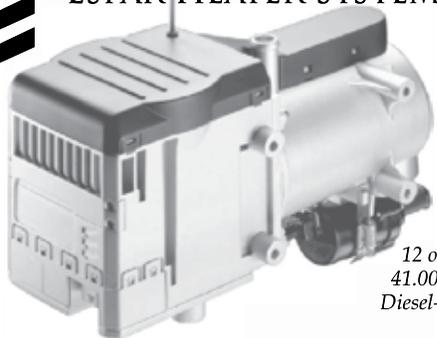
But I'm a bit of a dreamer, and want to sail more and

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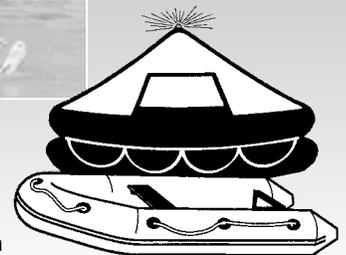


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## LETTERS

more. As my dreams have in large part been inspired by the summer and fall contributions of Andrew Vik, scourge of the Med, about his adventures on his Islander 36, *Geja*, in the Adriatic, I was wondering if you could help me contact him. Having followed his adventures in *Latitude* since I was 17, I'd love to get his advice on planning my future trips.

By the way, that was a great Ha-Ha article. I've never wanted to go more.

Clifton Wahlberg  
Fresno

*Clifton — We don't give out contact information of our contributors, but we'll let Andrew know how to contact you.*

*Given the poor economy and difficult job market, we can't think of a better time for an adventure-loving young man to get out there and see the world by boat, make great friends, and get a real world education. Good luck!*

### ↑↓ TOM GOES CRUISING

It was sure great to be a part of — as crew — Baja Ha-Ha 17! By the time you read this, we'll be on our boat *Begone* in San Carlos, Mexico. I can't wait to see what Tom, who ran List Marine in Sausalito for all those years, looks like when



LATITUDE / ANDY

he hasn't had to work in the shop for a couple of months. Instead, I imagine he'll be answering diesel engine problem requests on the VHF radio!

It sure is great to have Hans, Jessica, Dominic and Bill to keep List Marine humming while we're cruising!

Suzanne Statler — with Tom List  
*Begone*  
San Carlos, Mexico

**Retired Yanmar dealer and mechanic Tom List adhered to the Ha-Ha ethos by helping fellow cruisers with their engine problems at no charge.**

*Suzanne — It was great to have you along on the Ha-Ha. And Tom showed the true cruising spirit, as the longtime Yanmar dealer happily helped out a number of Ha-Ha participants — for free — who had issues with their diesels. We're most interested to hear how Tom adjusts to the shock of suddenly not living a hectic life.*

### ↑↓ VTS WAS VERY HELPFUL

I learned something new — I probably should have already known it — during the trip my son and I made between Brookings, Oregon, and the Channel Islands. When pondering our passage across the San Francisco entrance, I decided I wanted to move in close to shore and cross the ship channel at the precautionary area rather than crossing all the in/out and north/south shipping lanes out closer to the Farallones. But I didn't feel confident about my decision, particularly because the charts, and guides like *Charlie's Charts*, warned us to avoid the precautionary area. And I didn't know how the Coasties would react to my sailing through that spot, what with pilot boats using it.

So I called the Vessel Traffic Service (VTS), a little worried about how they'd react to such a dumb question. But they were very helpful. The officer I spoke to said we had as much right to use that area as anyone else, only that they preferred not to see us get run over! He asked when I wanted to cross



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## LETTERS

and how long it would take, and very patiently gave me a rundown on the ship traffic expected around that time. I was favorably impressed and grateful to get that help.

We passed the entrance safely — using our radar and AIS — and waved to the pilot boat. Life was good. I'd never hesitate to call VTS again.

John Boye  
Tom Thumb, Havsfidra 25  
Brookings, Oregon

John — The precautionary area outside the Gate is a little confusing to us. On our chart it's about two miles due south of Duxbury Reef, which means it's out of the path of all major shipping. The chart says it's where the pilot boat hangs out, but VTS tells us that the pilot boat spends most of its time right around the Lightbucket. The bottom line is that it seems to us that you'd need to exercise less caution in the precautionary area than outside of it. In any event, stand a normal watch, and it's no problem.

Fun fact: VTS handled 77,278 vessel 'movements' in '08, the last year we could find records for. Some 53,780 of them were ferry movements, while only 16 of them were submarine movements. This was a 20% drop in movements over the previous year, and significantly lower than any of the previous nine years.

### ↑↓ TROUBLE FOR CRUISERS AT MINERVA REEF

During the morning of November 20, we and one other sailing yacht entered the North Minerva Reef and anchored. Three other boats were already on the hook, although two left a short time later. Around 1 pm, the three remaining boats were hailed by the patrol boat — which we all assumed was from Tonga. Each yacht was asked about its last port and next port, and if they had permission to anchor at Minerva Reef. All three yachts reported that Vava'u, Tonga, had been their last port.

To our surprise, the crew of the patrol boat told us that we needed to get permission from Suva, Fiji, to anchor at Minerva. Since we didn't have it, we had to leave immediately. It was then obvious that this was a Fijian patrol boat.

We and the folks on the other boats argued that we believed Minerva Reef was part of Tonga. That got us the following response: "No, it's not. You have to get permission from officials in Suva, Fiji, to anchor here." We were given 30 minutes to prepare for departure and leave.

We left the Minerva Reef angry and frustrated, and continued on our long journey toward Opuia, New Zealand. So who owns Minerva Reef?

Peter Sidler  
Green Coral  
Basel, Switzerland

Peter — There are a number of claims on Minerva. For details, see our response to the following letter.

### ↑↓ WHAT'S ALL THE FUSS ABOUT?

On November 20, we entered Minerva Reef and anchored. We were carrying written permission from the Tongan Immigration office in Neiafu to do just that. Three hours later, a patrol boat — that we assumed was from Tonga — announced over VHF 16 that all boats had to leave, and that another patrol boat was coming. We naturally assumed that it would



NASA

Seems like an awful lot of fuss over two tiny bits of coral.

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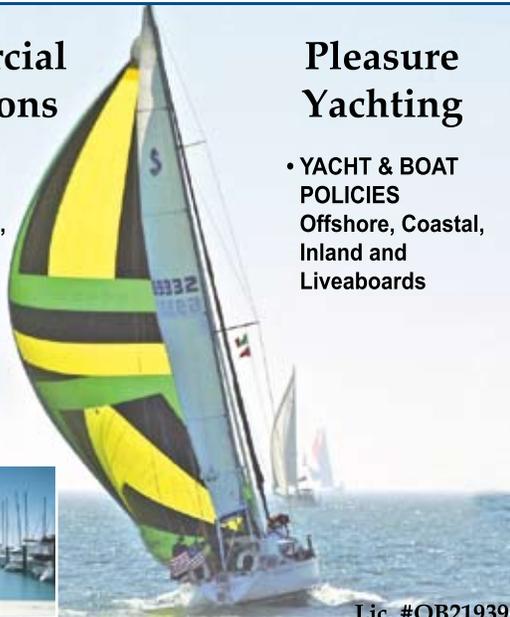
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## LETTERS

be a Tongan patrol boat.

It turned out to be a Fijian patrol boat, and they told us we couldn't be at Minerva without permission from Fijian officials. We were told that Minerva belongs to Fiji, not Tonga, and therefore our permission to stop was worthless.

We advised the patrol boat that the reason we'd taken shelter was because strong headwinds were anticipated for the rest of our 800-mile trip to New Zealand, and it would be hard on our relatively small 36-footer. They told us that the weather was fine, so we had to leave. Having no choice, we left Minerva Reef at once.

Günther and Anke Rombach  
Tramp, 36-ft sloop  
Germany

*Readers — It's not unusual for governments to get into major arguments about who owns small — sometimes tiny — and seemingly inconsequential islands or atolls. For decades, Chile and Argentina threatened to go to war over three tiny islands in the inhospitable Beagle Channel. North Korea is currently itching to start World War III over Yeonpyeong Island. And now some innocent cruisers have become caught in the middle of the squabble over Minerva Reef, which consists of two mostly submerged reefs, with some sand and scrub, 270 miles southwest of Tonga and about 800 miles from New Zealand. The total land mass is about the size of a football field.*

The battle for Minerva started in '71, when Michael Oliver, a Lithuanian-born Las Vegas real estate millionaire and political activist, brought in barges of sand from Australia. His goal was to create a sovereign micro-nation on the reclaimed land, and to that end formed the Ocean Life Research Foundation syndicate, with offices in New York and London. They envisioned establishing a libertarian society with "no taxation, welfare, subsidies, or any form of economic interventionism." In addition to tourism and fishing, the economy of the new nation was to include light industry and other commerce. 'Port Victoria' was declared the capitol.

The neighboring countries — Australia, New Zealand, Tonga, Fiji, Nauru, Western Samoa, and the Cook Islands — took a dim view of Oliver's idea. A Tongan expedition was sent to Minerva to lower the new country's flag and enforce Tonga's claim to the reefs. There was no organized resistance on the part of Provisional President Morris 'Bud' Davis, who was then sacked by Oliver. Oliver's project collapsed.

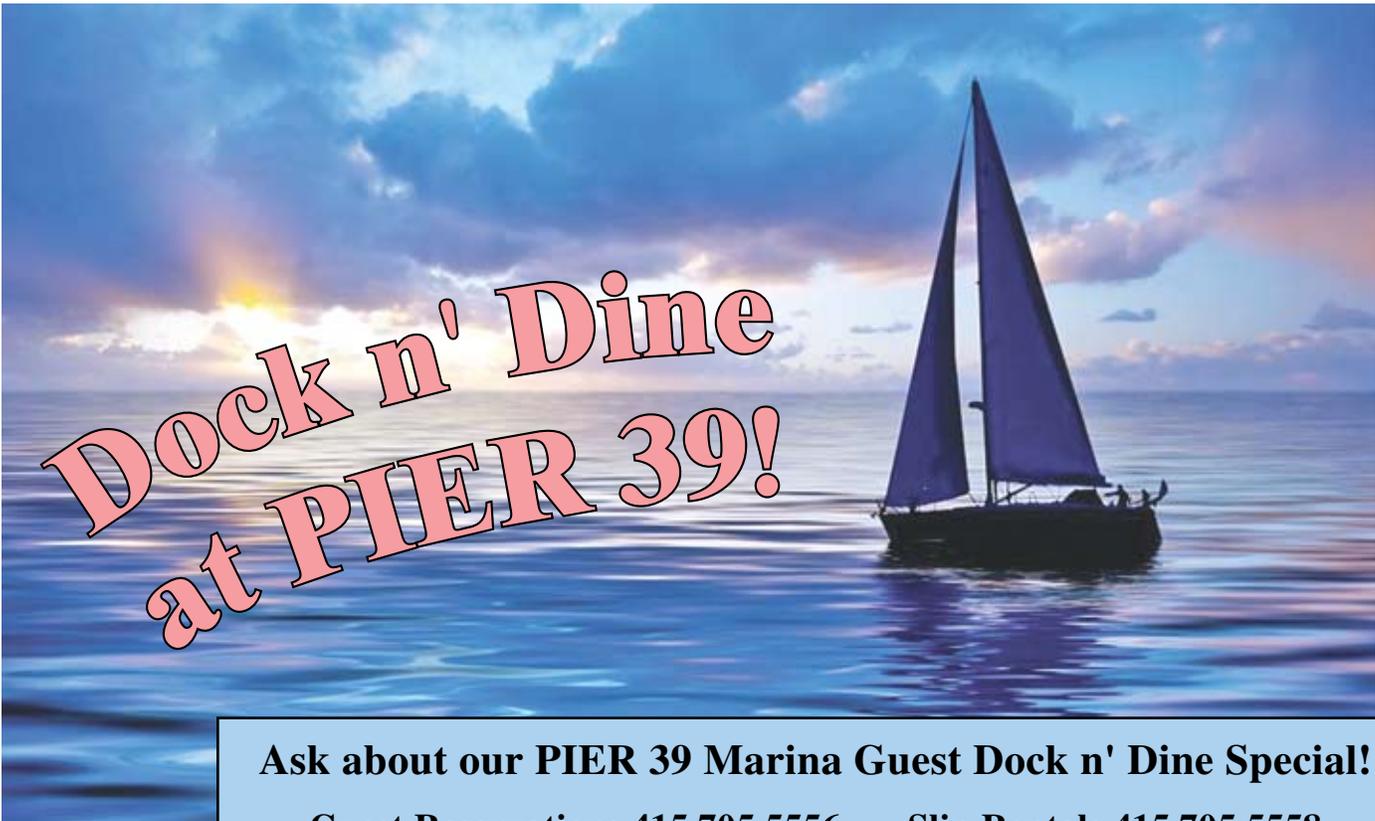
Delusions of grandeur don't die easily, however, and in '82 a group of Americans, led by Davis, tried to occupy the reefs again. After three weeks, they were chased away by Tongan troops. Wikipedia reports that several groups have sought to re-establish claims to Minerva in recent years, although none have tried to occupy it. Some groups claim to represent a continuation of the early 'republic'. The most interesting is a group of individuals from Charleston, South Carolina, which promotes Minerva as a principality with a non-hereditary head of state. Its leader, one Prince Calvin, styles it as "the Government of the Principality of Minerva while in exile." We don't know for sure, but he sounds like the type of guy who might have a job at a car wash.

In a more grave action, in November of '05, Fiji lodged a complaint with the International Seabed Authority concerning territorial claim over Minerva. Tonga has lodged a counter claim. And so has the principality. The result is that sometimes



ROGER GRIFFITH

The 35 Minerva Dollar coin.



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# LETTERS

cruisers are being shoved around just to prove that one country or the other can do it.

"Why all the fuss over a couple bits of coral?" we asked in *Lectronic*. Readers offered some good explanations.

## ↑↓ AND NATURAL RESOURCES

The "fuss" about small, isolated islands like Minerva Reef is that qualifying formations can serve as the basis for an Exclusive Economic Zone drawn 200 nautical miles in circumference around the formation. The owning nation gains exclusive rights to most of the natural resources within that zone. Because of our lengthy coastline and numerous Pacific territories, possessions, and so forth, the United States' Exclusive Economic Zone is the largest in the world. Check out the map at [http://aquaculture.noaa.gov/pdf/20\\_eezmap.pdf](http://aquaculture.noaa.gov/pdf/20_eezmap.pdf).

Craig Juckniess  
Perihelion, Mason 43  
Anacortes, WA

Craig — Very interesting. Thanks for the link to the map.

## ↑↓ OH, WELL, IF THE U.N. IS ADDRESSING IT . . .

I contacted the Tongan government over the situation at Minerva Reef. They said that they "know about the problem, and it's being addressed in the United Nations." I also learned that elections were just held in Tonga, and the Democracy Party won 12 seats, which means they'll try to form a new government. It should be interesting in Tonga for awhile.

Baker Hardin  
Lite N Up, Islander 44  
San Diego

Baker — The United Nations is addressing the situation? Oh good, that means a just and equitable solution — probably giving Minerva Reef to Venezuela — is expected any day now.

If you think things are going to be interesting in Tonga, compare them with what's been happening on Easter Island, which is 2,000 miles west of Chile, the country that claims it, and is one of the most isolated places on earth. In early December, Chile sent a plane full of riot police to Easter Island to evict the indigenous Rapa Nui who have been squatting in government buildings they claimed were on their sacred land. Dozens of the Rapa Nui were wounded by buckshot and police batons.

While the riot police were sent to remove squatters, the real issue is tourism. More than 50,000 people a year are flying to the remote island to see the famous moai and tick off another box on their bucket list. But the Rapa Nui say that the Chilean government, which annexed the island in 1888, is trying to turn the UNESCO World Heritage Site into something like a theme park for the benefit of outside companies, whose profits leave the island. "We're not asking the Chilean government for anything but title to our land, which is our rightful claim," said a Rapa Nui representative. We sympathize with the Rapa Nuis' desires, but there's a greater chance that a moai will stroll across the Pacific to Minerva before we see that.

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

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

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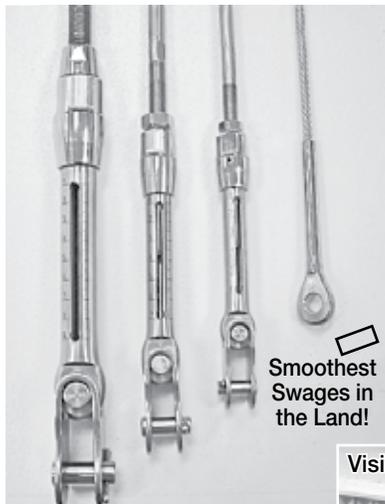
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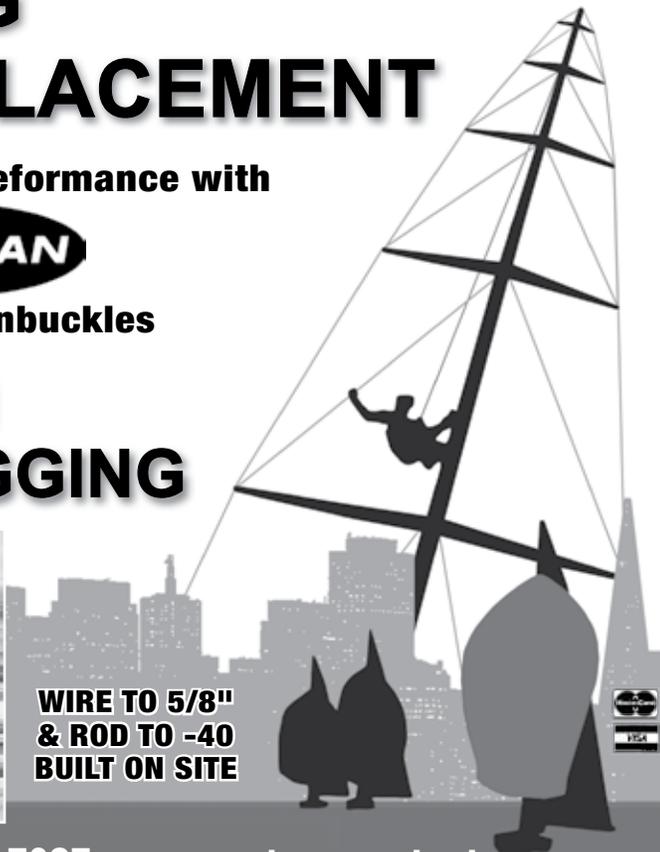
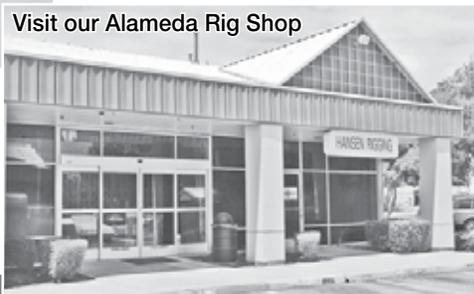
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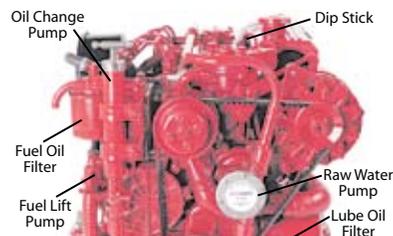


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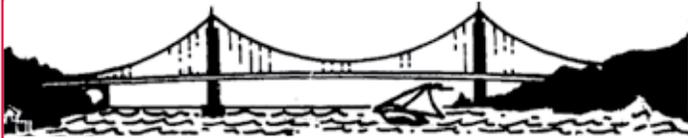
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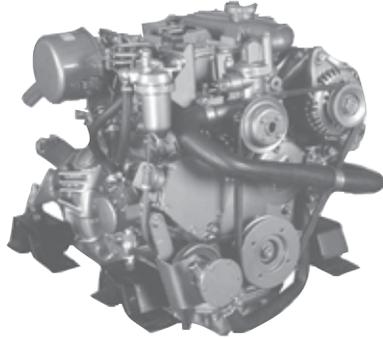
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## LOOSE LIPS

**My bad.**

We hate it when we make mistakes, and never more so than when they reflect badly on somebody or some company. But that's just what we did in the December issue.

We'd received a letter from Ed and Karen Lane of the San Diego-based Valiant Esprit Nordic 37 *Blade*, who reported that they had not been able to participate in Ha-Ha 17 as they'd signed up to do because the diesel engine they'd ordered on January 15 of '10 — and that they'd been promised repeatedly would arrive shortly — did not arrive in time for them to have it installed for the October 25 start. They were very disappointed.

We noted that, because of the recession, many manufacturers, distributors, and retailers had generally cut back on inventory to reduce costs, and in some cases this was causing problems for consumers. We noted that, for example, Doña de Mallorca wasn't able to obtain more of the Henderson water-based deck paint she likes because they simply weren't going to make any more in white until they got a lot more orders. We also noted that another entry in this year's Ha-Ha wasn't able to make it because the rod rigging order he'd placed months before with Navtec, which is owned by Lewmar, didn't arrive in time.

The only problem with the last statement is that, because of a complete misunderstanding and brain fade on our part, the boat owner hadn't ordered the rod rigging from Navtec at all. Indeed, the reason he didn't receive it in time was not because of a screw up on the part of Navtec, but because the people who placed the order on his behalf screwed up.

We'd like to say we made the error about Navtec because the information was passed on to us during the Ha-Ha Kick-Off Party in San Diego, when we had about 3,000 other things on our mind. But that's no excuse, is it? We screwed up, and feel very bad about it. So our most sincere apologies to Navtec and Lewmar who, as yet, probably aren't even aware of the mistake.

For the record, we've used Navtec products, specifically their backstay adjusters and rigging parts, for more than 30 years, and have always found them to be first quality. Our 10-year-old Leopard 45 catamaran *'ti Profligate* in the Caribbean is equipped with numerous Lewmar winches, and they still look and work as if they were brand new. Furthermore, *Profligate* has got a terrific Mamba steering system that is sold by Lewmar, and it's been a great replacement for the original hydraulic steering, which never worked properly.

Once again, our sincerest apologies to Navtec and Lewmar for our blunder. We'll try to do better in the future.

— richard

**Going green.**

In a recent log entry, Jeanne Socrates, who is currently attempting a non-stop solo circumnavigation aboard her Najad 380 *Nereida*, said she'd yet to see a green flash. "Although yesterday I did see the 'emerald on the sun's finger' — the top rim of the sun turned green just as it disappeared over the horizon. Pretty, but *not* a green flash, which happens a few moments *after* the sun has disappeared!" We hate to argue with such an accomplished seawoman, but Jeanne did, indeed, see a green flash.

According to San Diego State University's Department of Astronomy, there are four 'types' of green flashes, including the one Jeanne saw, as well the very rare 'green ray', a brilliant beam of green light shooting out of the just-set sun. About 3/4 of all observed green flashes are of the first variety; less than .5 of a percent are of the latter. The rest of us should be green with envy that Jeanne has been lucky enough to see at least two 'green rays' during her voyages.

— ladonna



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## sf's cup bid on shaky ground

Although its government pulled out all the stops to put together a bid to host the 34th America's Cup, San Francisco was far from a lock to host the event as we went to press. Most recently, reports that BMW Oracle Racing team officials have been meeting with representatives from Newport, Rhode Island, Dubai, and a nebulous Italian venue have done a great deal to cast doubt on San Francisco's bid. Given that the team's deadline for a bid from the City — which was miraculously met — had passed, we're at a loss as to what the team hoped this would accomplish. It was too late to be a negotiating ploy, which leads us to believe that all the effort put in by the sailing community, City government and civic leaders may have been in vain all along.

If the Cup goes to Rhode Island, we have a question. What happened to San Francisco being the only U.S. city under consideration? Ellison can do what he wants with the Cup — it's his prerogative as the winner under the terms he and GGYC agreed to — but he's going to have a hard time arguing that the signed, sealed and delivered deal from the City of San Francisco would have had a deleterious impact on the event, the only believable argument from someone with a personal fortune estimated in the neighborhood of \$27 billion. He's also going to have a hard time convincing us that Newport could generate the same kind of international appeal and enthusiasm around the Cup

continued on outside column of next sightings page

## transpac entries

For the last eight years or so, it's been a darn good time to be an ocean racer on the West Coast, and this year's TransPac Race is evidence of that. Even with over six months remaining until the starts, the event already boasts 26 entries!

Included are perennial race favorites, the SC 50s, with four already signed up, including the defending division champ and '10 Pacific Cup overall winner, Jack Taylor's Dana Point-based *Horizon*. Bill Helvestine's San Rafael-based SC 50 *Deception*, which finished third overall in last year's Pac Cup, is signed up, and there are also four Japanese entries, and a TP 52 from Hong Kong.

Back for her 16th race — if memory serves — is Chris Welsh's Newport Beach-based Spencer 65 *Ragtime*, but she won't be the largest or fastest boat in the fleet. The East Coast has two entries so far, one of which is Hap Fauth's R/P 69 *Bella*



LATITUDE / SUTTER

## are piling up

*Mente* — which will likely be the scratch boat and a legitimate elapsed-time record challenger for conventionally-ballasted monohulls without powered sailing systems — under project manager and Bay Area product Dee Smith.

As far as local boats go, Andy Costello's Richmond-based *J/125 Double Trouble* is signed up, and with something like five or six *J/125s* in Southern California, there's a chance there could be a quasi-one design division for them. And there's a bevy of probables from Northern California that you'll likely see off Pt. Fermin around the first start on the Fourth of July.

In the last four or five years, the TransPac YC has worked hard to modernize the race and raise its profile, and this year's early entry list shows it. The full entry list and race documents are available at [www.transpacrace.com](http://www.transpacrace.com).

— rob

**Chip Megeath has won his division in every Hawaii race beginning with the '07 TransPac with the chartered SC 52 'Kokopelli'. Although it's not officially entered yet, don't be surprised if you see Megeath's R/P 45 'Criminal Mischief' in this year's already strong-looking TransPac field.**

## cup bid — cont'd

as San Francisco.

San Francisco was a known quantity. Ellison and Coutts knew what the City offered; the terms were spelled out. It seemed highly doubtful that Rhode Island, motivated as it was to get the event, would have been able to get a host city agreement together and voted on by the end of the year. With 10 days to go before the announcement as of this writing, BMW Oracle Racing either must have risked announcing the venue without having a host city agreement in place — which seems pretty darn crazy — or put off the venue announcement and risked being sued by a challenger for not sticking to the protocol.

The team's COO Stephen Barclay was all over the wires with his claims that the deal was changed late in the game and that's what caused the team to look elsewhere. But the reality is that the deal only changed because the original one no longer had the support of the majority of the Board of Supervisors. This was due in part to the fact that the City government rightly uncovered a myth the team made every effort to perpetuate — that of the bogeyman Italian venue (while the European economic crisis swelled to what may prove to be the first of many crescendos) — and that even if this competition was real, it wasn't worth giving away the farm for, anyway. It was also due to the fact that the original deal was way too generous for the team and would have put control of public assets in the hands of a 66-year-old for 66 to 75 years.

Ellison and company kept pitching the importance of an incentive — it was still there in the revised deal, by the way — to bring the 34th Cup to the Bay. But nowhere was there any call to create an incentive for the team to keep it here: for instance, tying the length of the leases on Piers 30/32 and Seawall Lot 330 into the future editions of the Cup, an incentive that would seem fair to us.

The truly wrenching thing about the whole state of affairs is that the format and the boats are so brilliant, so inspired and so necessary that there's not much we can find fault with. But we still can't understand why Ellison wouldn't want to have the most radically progressive and innovative America's Cup in history in a milieu that radiates and celebrates those qualities. He would make money putting on the regatta with the deal he had before him. By the time you've read this, the proof will be in the pudding for Bay Area Cup fans.

— rob

## ultra flip swivel recall

Quickline USA has issued a total recall of all UFS8 Ultra Flip anchor swivels for 1/4" and 5/16" chain. "Simply put, the UFS8 swivels do not meet Quickline's high quality standards and strength requirements," said Quickline USA President Randy Boelsems. The swivels, manufactured by Boyut Marine between June 2009 and October 2010, are easy to identify by the eagle molded into the side. No other sizes of Ultra Flip swivel, or older versions of UFS8 — ones lacking the molded eagle — are included in the recall.

If you have one of the recalled swivels in your anchoring set-up, stop using it immediately and contact Quickline at (714) 843-6964 to arrange for a replacement. They ask that the defective units be returned via the pre-paid FedEx label they'll include with the replacement.

— ladonna



**Only #8 Ultra Flip Swivels with molded eagles are recalled.**

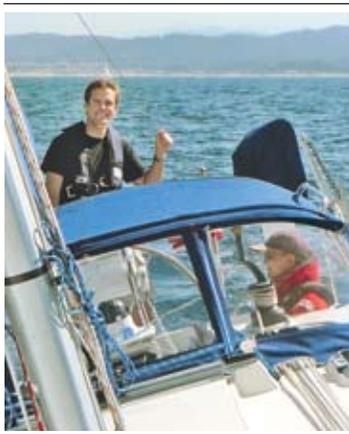


**A recalled swivel can be identified by an eagle molded into its side.**

PHOTOS QUICKLINE

## make mine monterey

With the exception of a couple trips — or at least attempts — per year around the Farallones, and the occasional daysail outside the Gate, we don't get much of a chance to do a lot of coastal sailing aboard our Sausalito-based Hanse 34 *'liohale*. Our sailing vacations and weekends have typically been dedicated to trips up to Petaluma, Napa



**Erik and Terence enjoyed their fall daysail on Monterey Bay.**

and the Delta, and overnights at Angel Island, Clipper Cove and San Francisco. So in September '09, we decided to take a four-day trip down to Monterey. After that trip, we bought a dodger and learned many lessons, including 1) always wear your foul weather gear when leaving the Bay on a strong ebb no matter how warm it is, 2) just because it's late summer does not mean you will have good conditions offshore, and 3) sailing back nonstop against a strong northerly is not the most comfortable ending to a great trip.

With this knowledge, we planned another trip for last fall. This time, however, we were a little smarter with our planning; we and the boat were better prepared and we carefully watched for a good weather window. The idea was to take four days:

one day to sail down and three days to sail back, with overnight stops in Santa Cruz and Half Moon Bay. We picked a couple of weekends in October that had favorable tides for both the departure and the return to the Bay, and then just watched the weather forecasts.

As part of our planning, I contacted the harbormasters at Half Moon Bay, Santa Cruz, and Monterey to determine the availability and cost of guest slips, the availability of fuel, and the typical conditions for the dates of our travel windows. Availability at that time of year wasn't a problem, and anchoring out at Half Moon Bay and Monterey was also an option, if needed.

As luck would have it, a high pressure system parked itself over Northern California during our first window. The thought of warm offshore breezes and a moonless sky to star-gaze was just too much to bear, so my sailing buddies, Erik Edney and Terence Kirk, and I got ready to head out. Unfortunately, my wife, Nancy, was unable to join us, but she sent the next best thing — her lasagna.

We left Sausalito at 4 p.m. on Thursday, October 7, using our previous year's time — 16 hours — as a guideline to get us in after sunrise. We also were able to take advantage of a monster 5.2-knot ebb tide that flushed us out of the Bay. Unfortunately, our good weather window was a little too good — the most wind we saw was seven knots dead astern — so we motored most of the way, which put us into Monterey at 4 a.m.

Many bright lights in the area were confusing us so we just followed our chartplotter tracks from the previous year. (It turns out that the bright lights were squid fishing boats.) In retrospect, we should have left a little later or backed off on the throttle when it became clear that we would arrive before sunrise.

Monterey was a blast. Between the best beignets this side of New Orleans, otter watching, talking with fishermen, free chowder samples on the pier, and a great afternoon sail, I was thinking that we should have allowed for another day. But on Saturday morning we headed out for the four-hour sail over to Santa Cruz.

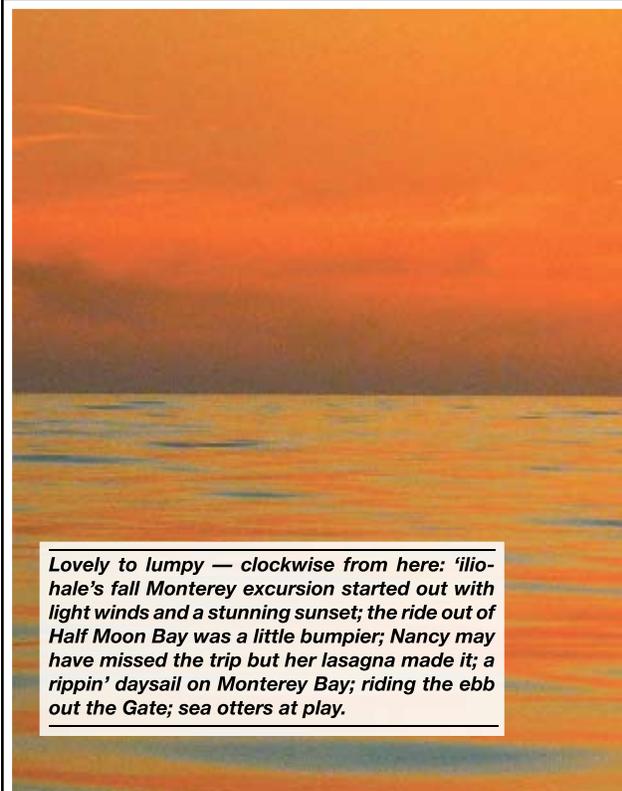
It was truly an outstanding day. Halfway across the Bay, we phoned the Santa Cruz harbormaster to ask about the entrance conditions, and after she stopped laughing she managed to say, "Are you kidding? This is one of the nicest days we've had all year!" In such mild conditions, Santa Cruz is very easy to enter, as are the guest slips,

continued on outside column of next sightings page

## econea study

Since the fall of '07, this writer and her husband's boat has been part of a bottom paint study to test the efficacy of the biocide Ecomea, a biodegradable antifouling agent produced by Janssen Pharmaceutica and sold to different paint companies. Three paints were applied to the bottom of our Crealock 37 — one control paint containing 67% copper, one solvent-based test paint and one water-based test paint.

After a year, the water-based paint, in our opinion as boat owners, was not only the best among the three, but also the best paint we'd ever used. There was zero hard growth on all three — which made them equally 'successful' in the eye of study



**Lovely to lumpy — clockwise from here: 'liohale's fall Monterey excursion started out with light winds and a stunning sunset; the ride out of Half Moon Bay was a little bumpier; Nancy may have missed the trip but her lasagna made it; a rippin' daysail on Monterey Bay; riding the ebb out the Gate; sea otters at play.**

## update

coordinator Jack Hickey, as that is the study's primary focus — but the water-based paint had very little slime or grass. The other two were mini-ecosystems unto themselves.

In the spring of '09, we were asked to continue in the program, and we agreed on the condition that one of the test paints continue to be the water-based paint. A different solvent-based test paint — one that had proven more successful than the previous paint — was applied, the control paint was refreshed, and we were back in business. Subsequent checks showed the new solvent paint testing well, but still not

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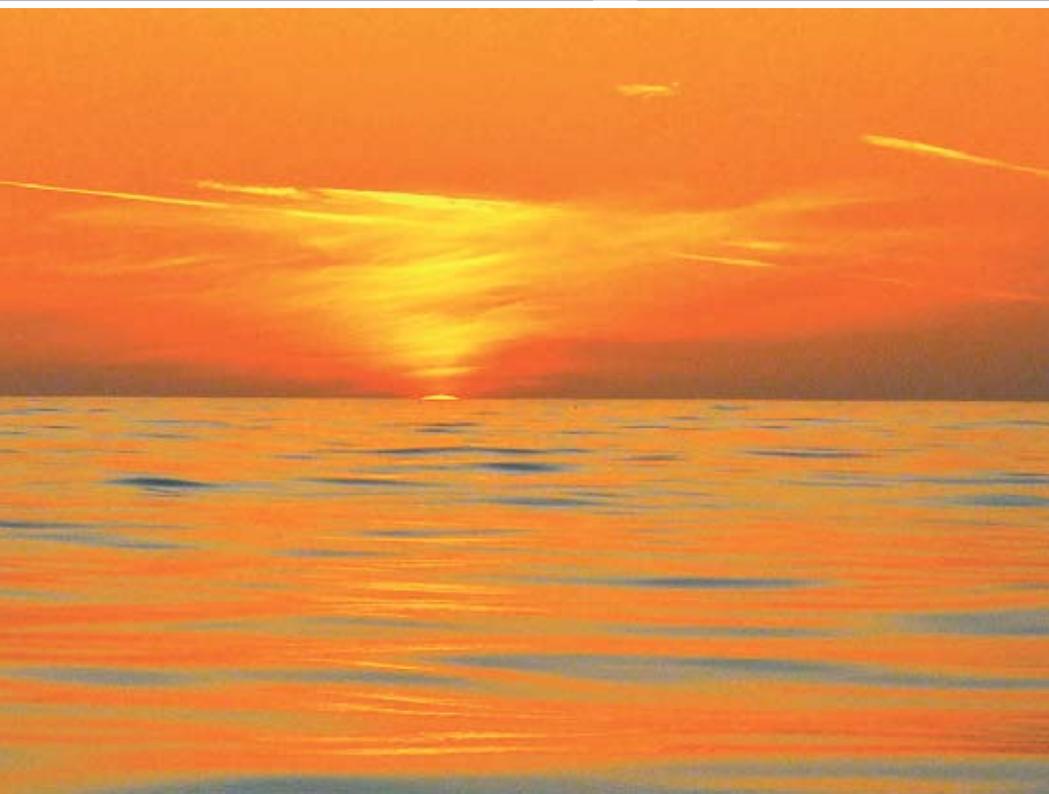
## monterey — cont'd

which also serve as a great spot to watch all manner of 'boats' going by — including stand up paddle boards. We took the time to explore a little but got to bed early for our 5 a.m. departure.

The trip between Santa Cruz and Pt. Año Nuevo had kicked our ass during the previous trip back, so the plan this time was to get an early start and motor if needed to get past the point before any afternoon winds could kick in. Conditions weren't great, with pretty thick fog, light winds on the nose, and a sloppy six-ft swell. With water dripping off the mainsail and onto our heads, we huddled under the new dodger and let the autopilot and engine do the work until the sun came out and we rounded the point. From there we had a more favorable wind angle for sailing and we pulled into our guest slip around 3 p.m., as fog began to circle Half Moon Bay.

As at Santa Cruz, the entrance to Half Moon Bay can, at times, have breaking swells, so sailors really need to be aware of the conditions before entering. The harbormaster had told us that the swells

continued on outside column of next sightings page



PHOTOS GARY RYAN

# SIGHTINGS

## monterey — cont'd

were running in the nine-ft range but the channel was safe. He also suggested making a wide turn between channel marker #3 and the end of the breakwater at the harbor entrance to have a better angle on the swells. This allowed us to take them on the quarter instead of the beam, though we still had a wild ride in. Our departure the next morning was even wilder, as the swells had built overnight, but the rest of the trip home was great. It brought our four-day trip to a great conclusion, unlike the slog we had in '09.

The best advice I could give anyone considering a trip to Monterey, especially in the off-season, is to carefully monitor the weather before and during your trip, and only leave if conditions look good. Don't force anything and always have a backup plan in case you need to wait out bad weather. Don't be afraid to turn back if you poke your nose out and the conditions are nasty. If a big swell is running, be sure to stay in deeper water and don't cut the corner at the ship channel. This is a wonderful trip with fantastic natural beauty and sea life. I can't wait to go again next year — hope to see you out there!

— gary ryan

## study

quite as well as our beloved water-based paint.

On December 6, we hauled out at KKMI's new Sausalito yard for what could have been our final check. "We'll have to see what the bottom looks like before we know if you can continue in the study," Jack told us. As our boat cleared the water, it was obvious that all three paints were in good enough condition to keep going. A thorough inspection by Jack, and he confirmed. We'll continue in the study until next spring, when the program will officially end.

So how did our 'horse' do this time? Once again, the water-based paint led the pack in repelling growth. In talking with Jack, though, it appears the

*The first reader who can correctly identify this slimy, squishy glob that was dangling from our depth sounder wins a 'Latitude' hat! Send your evidence to [ladonna@latitude38.com](mailto:ladonna@latitude38.com).*



## — cont'd

solvent-based test paint is likely to come to market sooner than the water paint. "I'm actually working with the paint company to get that one approved for sale," he said.

We still haven't been able to discover names for any of the test paints, but Dave Helmer of Janssen has promised to pass my information on to the manufacturer of the water-based paint — privacy agreements prohibit him from sharing their name — so we may yet find out who makes this miracle paint. In the meantime, Interlux has thrown its hat into the Econea ring with their Pacifica Plus, and Pettit is awaiting EPA and FDA approval for their Vivid Eco.

— *ladonna*

## dekker lands in st. martin

After two months of waiting for the hurricane season to end, 15-year-old Dutch record-seeker Laura Dekker set off from the Cape Verde Islands on December 2 for the first ocean crossing in her planned circumnavigation. Dekker and her Jeanneau 38 Gin Fizz *Guppy* arrived at Simpson Bay Lagoon, St. Martin on December 20, finishing the 2,200-mile leg in 18 days.

Dekker, you might remember, last saw St. Martin when she ran away from home to go boat shopping by using her New Zealand passport — she has both Dutch and Kiwi citizenship — to evade European authorities who had made her a ward of the state. While previous teen circumnavigators set out on east-about routes, Dekker, like Zac Sunderland, is doing a tradewinds-and-canals lap of the globe that she expects will take approximately two years.

For those who've missed our previous coverage, Dekker's route has been filled with obstacles.

Since announcing her attempt two years ago, Dekker has had an uphill battle to get this far. Born in New Zealand during her parents' circumnavigation, Dekker claims to have been sailing her own 23-ft boat in Friesland waters where she encountered her first resistance to her efforts. Lock-operators were not always willing to allow such a young girl in her own boat to transit. Undeterred and supported by her family, she spent the following summer vacation sailing in and around the islands on the Wadden Sea, and shortly after she revealed her big dream to become the youngest ever to go around the world.

Intensive lessons on navigation and safety followed, and then Dekker's father instructed his daughter to sail to England and back on her own to show him what she was capable of. That trip was a harbinger of the official resistance she would later experience when, on her arrival in the UK, she was detained by the port authorities who judged it too dangerous for a 13-year-old to be at sea alone. Looking to thwart the trip, the port authorities called Dick Dekker and asked him to accompany his daughter on the trip home.

The elder Dekker refused to comply with the request, so the authorities placed Laura in a children's home. Ultimately Dekker changed his mind and went to the UK to collect Laura. But when he allowed Laura to sail back on her own anyway, the British police contacted their Dutch counterparts, who alerted the country's social services' youth care bureau. With the family then on the radar of social services in the Netherlands, Laura was made a ward of the state for over a year. With the support of her father, and finally her initially reluctant mother, Dekker got underway on August 21, two months after a Dutch Children's Court gave her permission to leave.

— *rob*



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**In her blog, Dekker wondered if she was the youngest person to solo across the Atlantic but that record is still Mike Perham's.**



**Before and after — the water-based paint (right) is still performing noticeably better than the other paints but doesn't seem to stand up to pressure washing as well as the other paints — though Jack Hickey says it's actually much harder.**

## partners in preservation

Besides an obvious love of music, what does British Virgin Islands singer/songwriter Foxy Callwood have in common with the late concert violinist Myron Spaulding of Sausalito? Throughout their lives, both men have had deep affection for hand-built wooden boats. And that explains why Foxy and his wife Tessa made a special trip to check out the Spaulding Wooden Boat Center in Sausalito last month when they were passing through the Bay Area.

As regular readers know, since Myron's passing in 2000 (at the age of 94!) his 'boatworks' has carried on his legacy of fine craftsmanship

continued on outside column of next sightings page

# SIGHTINGS

## preservation — cont'd

in several areas: the boatyard repairs and upgrades boats of all types with meticulous attention to detail; the now-resident Arques School of Traditional Boatbuilding trains young apprentices to be shipwrights; and the Center is deeply involved with preservation of historic craft. The centerpiece of that effort is the ongoing restoration of the 1885



LATITUDE / ANDY

**Until a few years ago, 'Esperanza' was one of the last functioning Tortola sloops. Sadly, she now serves as a decaying reminder of a bygone era.**

gaff sloop *Freda*, renowned as the "oldest active sailing yacht on the West Coast."

Foxy and Tessa were thrilled to see that the multi-year rebuilding of her hull is now complete, especially because they're nearing completion of a similarly ambitious project themselves, down in the islands. As originators of the northern Caribbean's largest wooden boat gathering — Foxy's Wooden Boat Regatta — they're acutely aware of the shrinking number of wooden vessels still sailing their waters, especially traditional Tortola

sloops, which were once the principal means of interisland transport for both people and cargo. So Foxy and Tessa decided to build a new sloop based on the lines and construction techniques used by BVI forefathers. As at Spaulding's, much of the labor was done by young apprentices who gained hands-on experience in a highly marketable craft. The project is one of many activities sponsored by the nonprofit Jost Van Dyke Preservation Society, which was conceived by the Callwoods in '04. Its broad-based mission is to encourage preservation of "the history, cultural, land and marine environment, and heritage of Jost Van Dyke," which is one of the least developed isles in the Northern Caribbean.

If you happen to be down in the islands this spring or summer, keep an eye out for the sleek new sloop *Endeavour*, as she's slated to be launched in time to participate in the 36th annual Foxy's Wooden Boat Regatta, May 27-29. We can hardly wait to see her flying along on the easterly tradewinds. And who knows, perhaps she'll trigger a resurgence of traditional sloop building in the islands. That would make Foxy smile even more broadly than he normally does.

— andy

## boatbuilding lessons

*Readers: Captain Rita Coy, of the 60-ft, three-masted Herreshoff Marco Polo schooner Valkyrie, wrote the following in response to an August letter from Eric and Jeanna Brown, who wanted advice on building a boat from a bare hull. Her story is so interesting that we thought it deserved a more prominent position in the magazine.*

I was living in the San Francisco Bay Area at the time I built the interior of my boat, and if I knew then what I know now, I probably would never have done it. But that was 23 years ago and I was much younger and had more energy and enthusiasm than sense.

I was raised by a single mom, and had no male figures in my life to show me how to fix and build things. When I was in school, girls were not allowed in shop classes. So for the first year I had *Valkyrie*, I just looked at her on weekends, paid the berthing, and called her "Roger's boat" (Roger was the previous owner). I couldn't believe she was mine and I had no idea where to begin or what to do.

A friend came for a look-see, saying "I just want to know what

continued on outside column of next sightings page

## coastie gets

On December 8, former Coast Guard petty officer Kristin Lunkley, 29, was awarded the Coast Guard Medal for extraordinary heroism for the '08 rescue of a crewmember aboard the capsized F-27 trimaran *Wingit*.

Lunkley was a crewmember aboard a 47-ft USCG lifeboat that responded to the capsizing of *Wingit* near the North Tower of the Golden Gate Bridge on July 24, 2008. After realizing that one of three crewmembers was trapped underneath the tri — the other two had climbed on top of the boat — Lunkley donned a wetsuit and jumped in to rescue him.

Normal summer conditions — 25-knot winds and 4-ft seas — made it difficult for



**Tessa (left) and Foxy strike a pose with Spaulding's Associate Director Andrea Rey beneath the newly planked hull of 'Freda'.**



## heroism medal



Lunkley to reach the tri, but once she did, she disconnected her line to the lifeboat, attached it to a PFD, and pushed it under the boat toward the trapped man, telling him to put it on.

When he got tangled in the boat's running rigging, she pushed him up so his

continued in middle column of next sightings page

## boatbuilding — cont'd

you spent your money on." I tried to extol her virtues — the previous owners had lived aboard and sailed her 1,000 miles down the coast in terrible weather, the masts were good, the engine was good, and so on. He just said, "Hmph! They never lived on her. They existed."

But Mr. Hmph directed me to Laney College, a community college in Oakland. I signed up for a cabinetry class taught by Keith Nason and asked him to take a look at *Valkyrie*. "This is a real boat," he gushed. I told him that I didn't know where to begin and his response was, "You need ceilings first, so I'm going to teach you how to mill up wood." I got a student discount at a local wood supplier and bought \$1,000 worth of clear Alaskan yellow cedar. I was up and running!

And I never stopped running for about six years. I took classes in drafting, safety, types of tools, sharpening of tools, and of course, how to use all the tools — a band saw, three table saws, two jointers, a huge planer, a panel saw, a shaper, two drill presses, and many others. I learned about different glues, and when and how to use them.

continued on outside column of next sightings page



# SIGHTINGS

## boatbuilding — cont'd

It turns out that you can't use house joints in a boat, so I learned what types were best for me. But best of all, Laney College had a dust collector. You can't imagine the amount of dust I collected.

I would get to Oakland by 8 a.m., work and study until 2 p.m., then head to my job in the City from 3:30-11 p.m., race home for dinner and bed, and get up again in six hours. I did this four days a week. It was a major voyage of commitment and perseverance. I stopped figuring out the bills at \$100,000. No sense in making myself sad over all the dresses I'd never get to wear. As I always tell people when it comes to boats and money: You're either going to pay on the front end (as in, it's ready to go) or the back end (when you fix it up).

The six years it took for me to build 90% of *Valkyrie's* interior had its moments of fun, but it was mostly tedious work. On the other hand, I know where everything is. When something breaks, I know

continued on outside column of next sightings page

## medal

head was above water while another crew-member cut the lines holding him down. "At the time, I wasn't thinking about personal safety," she said at the ceremony. "You don't think about anything else but trying to help that person. That's why you join the Coast Guard."

Both Lunkley and the man were pulled out of the frigid Bay waters by another USCG boat, and Lunkley continued her aid by treating the man's hypothermia and cut head. According to the Coast Guard, he later made a full recovery.

Lunkley says the incident changed her life. Having previously considered a



COURTESY VALKYRIE

## — cont'd

post-Coastie career in journalism, she was inspired her to pursue a career in nursing after the rescue. She's now fulfilling her prerequisites at the College of Marin.

The Coast Guard Medal is no small honor. The recipient "must have performed a voluntary act of heroism in the face of great personal danger of such a magnitude that it stands out distinctly above normal expectations," according to the Coast Guard. Lunkley is one of just 310 service members to receive the award since its 1949 inception, and the only recipient for the year 2008.

— ladonna



**Lessons learned** — Clockwise from below: After years of rebuilding 'Valkyrie's interior, Rita knows how to fix anything; 'Valkyrie' flying along; the cabinetry inside the boat is first-class; 'Valkyrie' in Glacier Bay, Alaska, many years ago.



## boatbuilding — cont'd

how I built the object, so I know how to fix it. No guesswork, and no wasted money or time. But 23 years from when I started, I'm still finishing off this little mistake and that little detail.

Should a husband and wife do it? I usually recommend that they don't. I've known many marriages that have broken up over similar projects. All of the household money will go toward the boat, and that's a fact. And if someone gets sick, you're done. But I also know a couple who stayed together after 20 years of building the boat. She told me with a smile, "I always knew where he was. On the boat. He was happy and that's what was important."

Do you feed a person or do you teach the person how to fish? If you can read or learn a skill, you have a teacher to thank. I am so lucky and honored to have learned so much from Keith Nason, and I've passed my skills on to many people. *Valkyrie* and I have been sailing the seas up and down Mexico. And we are on our way to more voyages.

— capt. rita coy, 100 ton master

## back in the game after 26 years

Forty-three years ago a pair of young Bay Area sailors named Grace and Bill Bodle set off through the Golden Gate aboard their newly-purchased schooner, *Nordlys*, with only vague notions about where she would carry them. They were 27 and 33 respectively.

By the time they reached the Eastern Caribbean, *Nordlys'* engine had quit, her sails were well-worn and her cruising kitty was deeply depleted. So, at the suggestion of a new acquaintance, they offered their 72-ft Gloucesterman for hire in the U.S. Virgin Islands' fledgling charter trade. *Nordlys'* elegant lines — reminiscent of the famous Canadian yacht *Blue-nose* — and the Bodles' engaging personalities combined to bring them rapid success, and they were soon splitting seasons — winters in the Caribbean and summers in the Med. The lifestyle suited them well, so they eventually upgraded to a 98-footer named *Grace*, then a 117-ft schooner named *Panda*, aboard which they did a three-year circumnavigation, often with loyal longtime clients aboard.



COURTESY EROS

**Bill and Grace Bodle.**

Their seemingly magical 17-year run ended sadly in '84, however, when *Panda* burned before their eyes in Martinique. Dejected by her loss, they returned to the Bay Area and eventually bought Stone Boat Yard in Alameda. With Bill's knowledge of schooners, he landed a stem-to-stern refit job on a German-owned schooner named *Fair Sarae*. But the owner ran out of money long before the job was finished and signed the then-disassembled hull to the Bodles.

Bankrolling the refit themselves, with only a skeleton crew of helpers, it took them 18 long years to transform her into the immaculate showpiece that she is today. (See our October '09 feature.) We're thrilled to report that last month they sailed the same schooner, now named *Eros*, across the Caribbean from Panama to Antigua, arriving just in time for the annual Antigua Yacht Show, where top charter brokers from all over the world come to assess the cream of the crop. They having inked a management deal with Camper and Nicholson's International, *Eros* will now be available for charter to well-heeled clients with a taste for classic elegance. So after a 26-year respite, Bill and Grace are getting back into the charter game — and we wish them the best of luck.

— andy

## vivi finds a home

When Bay sailor Tom Price came across a *Sightings* piece in the July '10 issue of *Latitude* about German foreign exchange student Viviane Farke's wish to find a sailing host family for her year abroad, he'd never before considered hosting. "I was flying to New York City when I read it," he recalled when we spoke to him last month. "The



LATITUDE / LADONNA

**"Viviane is a joy to have around," says Tom Price of Viviane Farke, the German student his family is hosting.**

story was so interesting that, when I landed, I sent a text to my wife, Michelle. Her response was about what I expected: 'R U out of your mind?'"

Tom pointed out that not only would they be helping out a bright young student, but their children — Maya, 9, Spencer, 7, and Ashley, 4 — would benefit from being exposed to someone from a different culture. Plus, they had a spare bedroom.

"I really started thinking about Maya," he explained. "She's entering those tough 'tween' years, and I was hoping Vivi would be someone Maya could look up to. I'm also hoping that she'll be as passionate about sailing as Viviane." So, in August, the Price family, who live in Danville and sail their Beneteau 473 *Vitesse* out of Emery Cove, welcomed 16-year-old Viviane into their home and have kept her sailing ever since.

In fact, one of their early outings to *Vitesse's* summer home on Tinsley Island ended up with Viviane showing off her mad sailing skills aboard a Laser. "I've been sailing my entire life and I could not keep up with her," Tom laughed. "She's very fast." In fact, Vivi won a couple of the races — against a very talented French Laser sailor, no less — and ended the series in second overall. "I sat there thinking, 'This is true international sailing'," said Tom.

The family has taken *Vitesse* out a number of times and Viviane, while still a diehard dinghy racer at heart, says she's come to appreciate big boat sailing. "I've never really sailed on big boats before. I love it!" Tom hopes to organize a couple family trips, including an outing to the Farallones and a trip to Monterey.

In the meantime, Vivi has been busy with Encinal YC's high school sailing program. "Better than that," boasts Tom, "since Monte Vista High School didn't have a sailing team, Vivian and another girl started one." A drive to recruit more members didn't work out so well, though, according to Vivi, so the pair are sailing what's called 'split team' racing in youth events.

Unfortunately for Viviane, who sails 420s back home on Elfrather See Lake twice a week during the summer, the little racers aren't part of the official PICYA program. "She prefers a 420 because it's got a spinnaker and trapeze," said Tom, "so we'll get her sailing on them this spring in clinics and interclub events." A true racer at heart, Vivi lit up at the mere mention of her favorite boat.

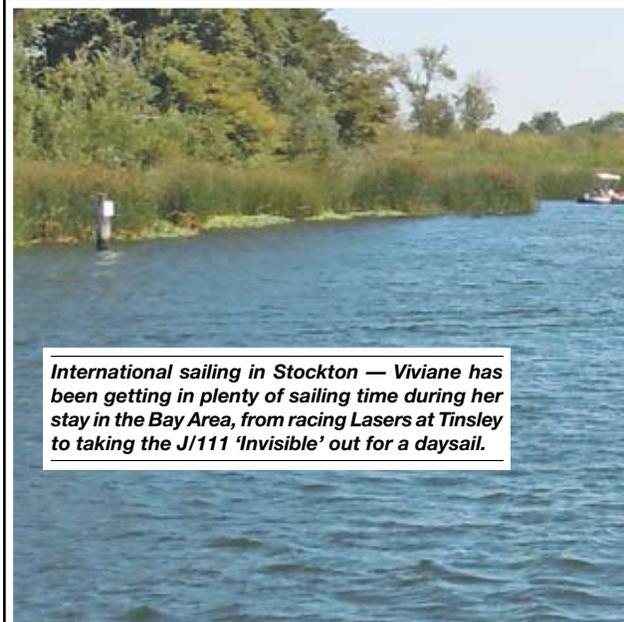
As for how Viviane is settling into American life, especially school, she says, "It was difficult at the beginning, but now it's just normal." Considering that her school back home in Duisburg has just 800 students compared to Monte Vista's 2,200, it must have been quite an adjustment. When asked about her grades, she smiles and coyly

continued on outside column of next sightings page

## lord jim

During the 35 years he's owned the 72-ft gaff tops'1 schooner *Lord Jim*, Holger Kreuzhage has faced all sort of challenges and adversities, including losing steerage while rounding Cape Horn. He's circled the world aboard her at least three times, and, in more recent years, has double-handed her for thousands of miles with his longtime partner Tracy Brown. But none of that prepared either of them for the ordeal they've endured since March, 2007.

As we reported back then, just after setting sail from Angra dos Reis, south of Rio, the thoroughbred classic hit an



**International sailing in Stockton — Viviane has been getting in plenty of sailing time during her stay in the Bay Area, from racing Lasers at Tinsley to taking the J/111 'Invisible' out for a daysail.**



## still captive in brazil

uncharted rock and sank. Amazingly, the couple was able to refloat her within 48 hours, and she was hauled on a marine railway at a small yard at Mangaratiba.

Repair work went well initially. But as the job neared completion, the yard's owner, Luis Prado, began what appears to be a whole series of extortion attempts, via both lawsuits and physical threats. It's been reported that at one point, Prado's son, who also happens to be his attorney, attacked Kreuzhage with a shovel, causing serious injuries.

Brazilian courts have consistently ruled  
continued in middle column of next sightings page

## vivi — cont'd

says, "They're pretty good." Proud host-dad Tom quickly jumps in to point out that she's just being humble. "All As and a B!"

Vivi will head home to her family in June, but until then, the Price family is keeping her so busy that she claims she's not even homesick. "We do lots of things," she says. "We go skiing at Tahoe, and I did cross country in the fall, and am now doing soccer." And to start 2011 off with a bang, the entire family is going to Disneyland.

But the Prices aren't the only generous sailing family on the Bay. According Cheryl Williams, the placement director for the organization that finds homes for exchange students, two more families have since agreed to host young European sailors. "These families are so giving and we can't thank them enough," she said. Listening to Tom Price, it sounds as if the experience is just as rewarding for those generous families as it is for the kids they host.

— ladonna



SPREAD TOM PRICE; INSET LATITUDE / LADONNA

# SIGHTINGS

## we want frank's toys

These days, you tend to meet a lot of self-proclaimed “computer geeks” out cruising, but few have Frank Taylor’s enthusiasm for sharing knowledge about technical advances that relate to sailing. He and his wife Karen left North Carolina a year ago aboard their nearly new St. Francis 50 cat *Tahina*, and we’d bet that in nearly every anchorage along their route to New Zealand, Frank has wowed new cruising friends with his high-tech tricks and toys.

One of his favorite topics of discussion is ways to use Google Earth software to make any cruise safer and more interesting. And as the author/publisher of the Google Earth Blog ([www.earthblog.com](http://www.earthblog.com)), which is viewed by 6 million tech-hungry readers every year, Frank definitely knows what he’s talking about.

Check this out: Frank points out that Google Earth has a built-in

continued on outside column of next sightings page

## lord jim

in favor of the Americans, but there seems to be no ‘teeth’ in the rulings, as Prado is literally keeping the boat captive, having disabled the rails of his own slipway. The Brazilian press has spoken out against Prado’s corruption. But again, with no concrete results. After Brown wrote a lengthy article on a Brazilian website explaining every nuance of her plight, some readers posted comments encouraging her to deal with the problem the Brazilian way: “Hire a gunman.”

But we wonder if there isn’t a better way. *Lord Jim* is a documented American-

**Spread:** The St. Francis 50 'Tahina' gets a jump on the multihull fleet during Sunsail's Vava'u Cup Race in Tonga. **Inset:** Frank Taylor gives us a peek at his favorite photographic toy, a VideoRay mini-sub that can dive a quarter mile beneath the surface.



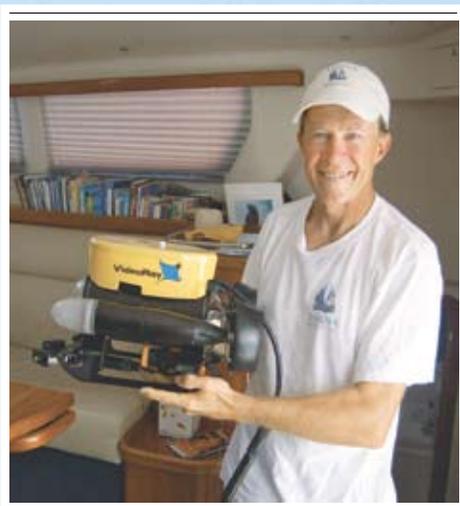
PHOTOS LATITUDE / ANDY

## — cont'd

flagged vessel, and both Kreuzhage and Brown are American citizens. Seems to us, if this were a tanker or cruise ship, the U.S. Consulate would take action. But in this case, U.S. representatives have done nothing to help. Still, we can't help wonder if there isn't some mechanism within international maritime law that could help free this historic vessel from capture.

If there are any maritime attorneys or professional mariners out there who have helpful insights, we'd sure love to hear them. Email: [editorial@latitude38.com](mailto:editorial@latitude38.com).

— andy



## frank's toys — cont'd

"cache" allotment — that's computer-speak for a special chunk of memory — which stores up to 2,000 MB of imagery that you've been viewing most recently while online. So before you set sail to a new destination, he recommends going online and exploring, via Google Earth,

all the areas where you'll soon be navigating. Once you're out at sea you can boot up Google Earth and review the cached aerial imagery as an addendum to your other on board nav gear. Cool idea, eh? Cooler still is the fact that



GOOGLE EARTH

*Frank's blog will show you how to capture your GPS tracks and integrate them with Google Earth.*

you can interface your laptop with a handheld GPS, take them both near the helm and navigate through the cached imagery in real time.

"For example," Frank explains, "I used this method when we were entering a narrow pass through a reef in the Tuamotus. Google Earth confirmed that we were dead-on in the center of the pass, while my Navionics chart had me almost on land. When I zoomed way in on the cached aerial images, I could see where the shallow water was and I was actually able to avoid reefs with a high degree of confidence, simply because I could confirm visually — relative to the structures on land — that I was dead on." While U.S. charts tend to be spot on, every world cruiser knows that many foreign charts (especially those of Mexico) can be dangerously inaccurate, so an aerial mapping tool that gives lat-long can be a godsend.

Another tip is to use Google Earth's measuring tool (set to nautical miles) to quickly plan and measure upcoming routes, rather than taking the time to plot waypoints and make calculations on a GPS. Frank is also a fanatical photographer, so it's no surprise he's a fan of Google Earth's optional Panoramio layer, which lets you view user photos of popular places. Whether cruising or traveling inland, Frank and Karen use this 'geo-tagging' function all the time to find out where interesting sites are. "We've found that if lots of people have taken the trouble to post photos of a place, it's often worth visiting." You'll find other fascinating — and equally useful — tips at [www.tahinaexpedition.com/2010/09/google-earth-tips-for-sailors.html](http://www.tahinaexpedition.com/2010/09/google-earth-tips-for-sailors.html), or just Google "google earth for sailors."

We learned a lot of nifty tricks from Frank and Karen, but the coolest part of our recent visit with them was checking out Frank's photographic toys. He's got a special kite rigged with a cradle that holds a remote-controlled camera, with which he snaps high resolution images for Google. Plus he's got an amazing little mini-sub with an internal camera that shoots either video or stills down to 1,200 feet below the surface. The yellow sub's camera, gripping claws and lights are controlled by a joystick, and its tether contains a cable that allows imagery to be fed to the operator's computer in real time. Now that's what we call a piece of 'sailing gear' worthy of lusting after.

— andy

# BANDERAS BAY

If a picture is really worth a thousand words, we have a 21,000-word article for you about early December's Banderas Bay Blast. It was a humble three-days of 'nothing serious' cruiser racing, with the third race doubling as the Pirates for



**Anna, from the Canary Islands, cocks her hip to accept her yacht club initiation.**

Pupils Spinnaker Run for Charity. The purpose of the event, which is put on by the Punta Mita Yacht & Surf Club and the Vallarta YC, is to keep cruisers using their boats while raising a couple of thousand dollars for worthy local charities. So the 'winners' were everyone who participated.

When it comes to pleasure sailing/racing, there are few places in the world that can compare with Banderas Bay. The air is so warm that the only clothing you *have* to wear is a hat, and the water is so warm you don't need to wear a suit — let alone a wetsuit. Did we mention that it's always flatwater sailing, and the 15-mile by 15-mile bay

is surrounded by jungle-covered green mountains that rise to as much as 5,000 feet? And don't even get us started on how sweet the people are, and how you can get an excellent dinner for \$10 and a decent one for \$5.

The wind, of course, is the most important thing when it comes to sailing. Banderas Bay doesn't get the honking breezes of San Francisco in the summer or the Caribbean in the winter, but it offers a nice mix of light air in the morning and early afternoon, and the mid-teens or more in the later afternoon. And when you're pleasure racing aboard what, in many cases, are floating homes, there's nothing wrong with sub-honking. Dusk to dawn is usually calm. How convenient!

And once your sailing day on BB is over, you can end up at any number of great places from the jungle bay of Yelapa to Old Town Puerto Vallarta. In the case of the Blast, the first 'race' ended at La Cruz, where the Marina Riviera Nayarith hosted the fleet for a free night's mooring and the use of their Sky Bar. Later the participants strolled into town for

**From bottom, left to right: 'Cap Cat'. 'Miss Teak'. Pirates and pupils mingle. 'Di's Dream' on the tightest of reaches. Next row up. George atomizes his balloon. Jeff and Deborah of 'Cap Cat'. Gilly and John of 'Destiny'. Ken Sears of 'Blue'. Pupils. Laura and Louis of 'Cirque' discuss tactics. Karen, formerly of Alameda, used the softest parts of her body to try to catch her balloon. Spread; 'Seren dipity' at Punta Mita. Right; 'Blue'. Photos by Jay Ailworth and Latitude. More on next page.**







killer 80-cent street tacos and music at ex-cruiser Philo's Music Studio. The second race ended at Punta Mita, where the fleet gathered for dinner at the Yacht & Surf Club's nomadic headquarters. The only bummer is that there wasn't any surf this time at the 'Mexican Malibu', which is an easy paddle from the anchored boats. The final race, the Pirates for Pupils, took the fleet on a 12-mile spinnaker run to Paradise Village Marina, where the fleet was treated to two days of free berthing as well as the use of Vallarta YC's pool, hot-tub and facilities.



MARILY REILLY

This year's fleet wasn't as big as last year's. It might have been because we didn't push the event or because all the Ha-Ha folks who went to La Paz sort of got pinned down by a couple of early season Northerners. The important thing is that everyone had a great time, and that nearly \$3,000 was raised to buy education materials for the kids.

— latitude 38



# BANDERAS BAY BLAST

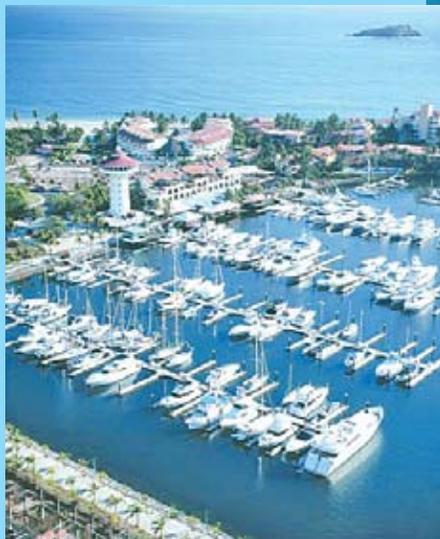


Clockwise from left: 'Sunamita'. Most of the Blast crew gathered at the Marina Riviera Nayarit Sky Bar for the traditional Waterballoon Drop. Dustin Houseknecht learned that Commodore Ginger, the fifth female Yacht & Surf Club Commodore in a row, took her initiation paddling job very seriously. Chip and Katie of 'Miss Teak'. Francesca and Frederica, seen here bookending Washboard Leon and his alter egos at Philo's, came all the way from Lake Como, Italy, to save turtles and do the Blast. 'Serendipity' and 'Profligate' on the Pirates for Pupils Spinnaker Run. Sonja waits for the falling of her water balloon. Beth of S.F., like all the young sailors, welcomed her Y&SC initiation.

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# CAPE HORN & BEYOND —

The ad in *Latitude's Classy Classifieds* read: "LADY CREW ADVENTURE. Cruise Patagonia, Antarctic, South Africa, Atlantic Islands to Scandinavia. Depart southern Chile late September. . . . Mature age and experience, others considered, expenses covered, airfare negotiable."

When longtime *Latitude* devotee



As if waving to friends back home, Catherine poses for a snapshot at Punta Arenas, which lies on the Strait of Magellan at latitude 53° S.

Catherine Baker read those words in the August 2008 issue, she immediately thought, "Mature and experienced? That's me." Serendipitously, she'd just lost her job, but had plenty of money in the bank, and she was more than ready for a blue water adventure.

After a very long conversation via Skype with the ad's author, John Williams, Catherine, then 61, was convinced that John, who was 71, would probably be an amiable shipmate, and she was confident that he was a very competent sailor. Trained as a physicist, he'd made a pile of money in the aerospace industry years ago, retired in his 40s, and had been cruising off and on since the '70s. With 125,000 sea miles under his belt, John was partway through his third circumnavigation. He'd built *Faraway* — a 38-ft Garden ketch — of wood and sheathed her in fiberglass.

Catherine, who grew up in Newport Beach, had always spent time around boats, and had acquired an insatiable sense of wanderlust at age 11 when she and her family steamed around the world aboard a series of cruise ships. Although the bulk of this San Francisco Bay sailor's offshore sailing experience had been in the mid-'80s when she did a nine-month stint of South Pacific cruising, she felt that she knew what she was getting into and was up to the challenges

that would inevitably lie ahead.

So, in November, 2008 Catherine flew down to Santiago, Chile, and hopped a bus to Puerto Montt, where the vast maze of Patagonian channels begins. The plan was for her to crew for John for six months, however far that took her. But she and John got along well and she ended up staying aboard *Faraway* for 14 months, traveling around Cape Horn, out to the Falklands and South Georgia Island, across to South Africa, and all the way up the Atlantic to the Canary Islands. After experiencing all that, we weren't surprised to hear Catherine say, "That trip definitely changed my life. I got addicted to being out on the water." In fact, she's now trying to find work in the commercial maritime industry.

Accommodations aboard *Faraway*, weren't quite like the luxurious liners she'd circled the globe on as a kid. The relatively small interior was made smaller still by the storage of all sorts of spare parts and equipment, an abundance of food, and a wealth of books. Although the boat was decades old, John had equipped her with the requisite modern nav and communications gear. There was an ample galley, but no shower. Catherine had no complaints though. After all, this was going to be an adventure. She found John to be a true gentleman, who'd lived a fascinating, if irregular life. His home base, when not cruising, was on a small island near Sitka, in southeast Alaska.

After thoroughly provisioning, the newly acquainted shipmates headed south into the primeval wonderland of the Chilean fiords — a 1,000-mile tangle of channels and inlets that extends to the very bottom of South America. Due to the arrival of strong winds called williwaws nearly every afternoon, they would typically drop anchor, then run stern lines to trees or rocks ashore. "It sounds incredible, but almost every time we'd start the engine and begin motoring into an anchorage, pods of dolphins would suddenly appear. Then once we'd shut down the engine they'd quickly disappear."

After finally arriving at the Strait of Magellan, they worked their way down to Puerto Williams, the southernmost port in Patagonia, where they met and swapped tales with salty seafarers from all over the world at the famous *Micalvi* Yacht Club bar — housed aboard a half-sunken hulk.

Cape Horn, Catherine explains, is actually one of a cluster of small, jagged

islets that lie just south of the island of Tierra del Fuego. John steered *Faraway* between them, and at one point couldn't resist entering a narrow opening, "probably only about 20 feet wide," that led to a well-protected grotto with waterfalls streaming down from craggy peaks above. "It was incredibly dramatic," recalls Catherine, "like being in Yosemite Valley, only covered with water."

The 400-mile trip from the Cape Horn

"We were suddenly surrounded by dolphins that were literally glowing with phosphorescence."

area to the Falklands took about 10 days, and was at times pretty rough going. "By the time you get down that far south, though, (latitude 56° S) you're pretty used to rough seas," she explains.

As *Faraway* entered Port Stanley, her crew found themselves surrounded by a pod of at least 15 30-foot sei whales. "They were so close to the boat we could have stepped out onto them!" Catherine

**Below:** Under typically cloudy skies, *'Faraway'* works her way through Southern Patagonia. The 22-ton boat wasn't fancy, but she was solid. **Near right:** John surveys the wreckage of whaling ships at Grytviken. **Far right:** World cruisers tied up alongside the *'Micalvi'* Yacht Club.



# A CREW LIST ODYSSEY

recalls.

"It's sooo British in the Falklands — it almost feels like you're in England. There are few trees throughout the rolling countryside, but the people there were very friendly." As she and John were reeling from the high price of a shower at the local Seaman's Hall, a local man befriended them and insisted that they come with him to his humble home for showers and dinner.

"Before leaving the Falklands, John had to work hard to get a permit to go to South Georgia Island," recalls Catherine, "because we'd been told you don't want to arrive there without one."

During the two-week, 900-mile crossing they saw only one other vessel, the 64-ft steel schooner *Golden Fleece*, which does charter trips in those lonely latitudes.

When they arrived at the abandoned whaling station called Grytviken, the island's best anchorage and only populated area, they were greeted by Miss Emma, a proper English bureaucrat who

insisted, "You must rinse your boots in bleach water before coming ashore." In contrast to the island's heyday as a whaling center a half century ago, today its creatures

are staunchly protected. South Georgia is said to have one of the greatest concentrations of wildlife on earth, including six species of penguins, literally millions of seabirds, half the world's population of southern elephant seals, as well as more than two million southern fur seals, which, ironically, were once hunted to near extinction there.

With its towering, snow-capped peaks descending into deep blue bays, Catherine remembers the island was "incredibly beautiful," even though most of it is off-limits to visitors. There's a fascinating museum which is well worth a look. But for the cruisers and expedition ship passengers who call here, the top attraction is always Sir Ernest Shackleton's grave site. Six years after he arrived here in a whaleboat on a desperate mission to rescue his shipwrecked Antarctic expedition crew, he



**Few humans have crossed the mountains of South Georgia Island — except, of course, Sir Ernest Shackleton during his epic journey.**

running across the 30-ft Giles cutter *Wanderer III*, whose current owners are continuing the globetrotting traditions of her original owners, author/explorers Eric and Susan Hiscock.

"Ice pancakes were all over the surface by the time we left South Georgia," recalls Catherine. From there, it was a long, hard 4,000-mile trip to South Africa that took them 51 days. Along the way, they saw plenty of nasty weather, but the low point for Catherine was when they were smacked by a rogue wave that slammed her against the mizzen mast and soaked her to the skin. "That totally pissed me off," she says with a smile. At another point they heard a *mayday* from a sailboat in peril and were able to relay the call to Brazilian rescuers.

On *Faraway's* nighttime approach to the mainland, the weary passage-makers had a thrill: "We were suddenly surrounded by dolphins that were literally



returned in 1922 en route to another Antarctic survey project. Sadly, though, he died of a heart attack aboard his ship, *Quest*, in a nearby cove. For Catherine, another highlight was

glowing with phosphorescence. It was just so unbelievable; they were so bright as they dove beneath our bow and circled around us."

From previous visits, John knew that Hout Bay, with its easy access to shore, nearby shops and hospitable yacht club, was much more cruiser-friendly than Cape Town.



# CAPE HORN & BEYOND

After spending so long in rugged, far-flung places, it was nice to be in a place where they could resupply — and get off the boat for a while. John and Catherine did a bit of inland touring, before continuing north up the Atlantic.

The final 5,500 miles of Catherine's *Crew List* odyssey took her all the way up the South Atlantic, and across the equator to the Canaries, with stops en route at both St. Helena and Ascension — both solitary islands lying more than 1,000 miles offshore. A highlight of her stay at St. Helena was the hospitality of the British population of Jamestown — especially the gregarious proprietress of the Consulate Hotel, who offered Catherine and John a hot bath whenever they came ashore — and did their laundry for free!

Catherine loved it there — and not just because of those hot baths. "The town is like a beautiful little village in the English countryside. The weather is



**A view of St. Helena's picturesque capital, Jamestown, from atop Jacob's Ladder — a must-do hike up an 800-step walkway.**

nice, there's a big public pool near the wharf, quaint markets, and crystal-clear water in the bay."

Ascension, 800 miles north, also provided a welcomed rest stop, but was less interesting, as it is now mostly dedicated to telecom transmission infrastructure. The next stop, at the Portuguese Cape Verde Islands, was even less inspir-

ing though. "It seems to be the armpit of the region," recalls Catherine, but interesting nonetheless.

**W**hen *Faraway* finally made landfall at the Canary Islands in January, 2010, Catherine reluctantly decided it was probably time for her to get back to the real world. She'd had one heck of an adventure, though, having sailed some 12,000 miles with stops at 9 countries. Along the way her seafarer's mettle had been severely tested. But she met many fascinating people and saw many wondrous sights, including ancient glaciers, cascading waterfalls, historic landfalls, herds of fur seals, pods of whales and dolphin, vast colonies of penguins, giant manta rays, and the elusive green flash — all because she responded to a free *Classy Classified*. Goes to show, you never know where an open mind coupled with an open itinerary might take you.

— **latitude/andy**

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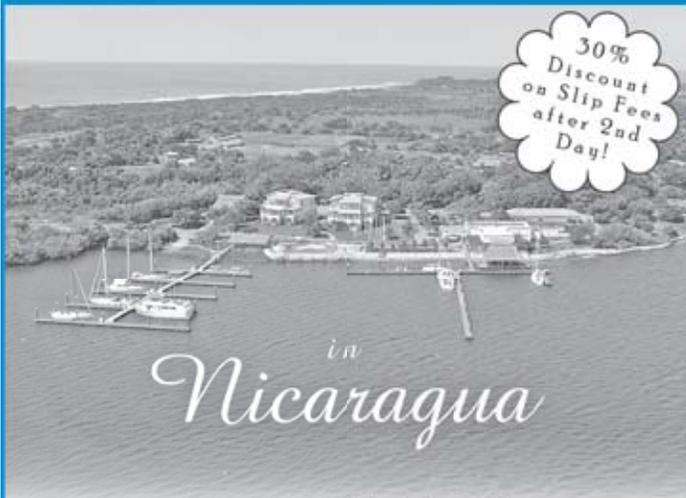
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# 2010 — THE YEAR

LATITUDE / LADONNA



If it hadn't been for the quick response by firefighters, this Sausalito marina fire in February could have been a lot worse.

LATITUDE / RICHARD



The 394-ft megayacht 'A', owned by Russian billionaire Andrey Melnichenko, was first spotted in St. Barth, then in Sausalito later in the year.

AGNIESZKA CABAN



Natasza Caban, 32, had a tough time battling all sorts of physical ailments during her solo circumnavigation.

LATITUDE / RICHARD



It's wasn't just the chili that was hot at the Vallarta YC's Chili Cook-Off, a fundraiser for local charities.

2010 saw the America's Cup brought home by kajillionaire Larry Ellison and his BMW Oracle Racing team.



LATITUDE / LADONNA



'Plastiki', the controversial 60-ft cat made from soda bottles, left the Bay bound for Oz.

Every year has its ups and downs, and last year was no exception. From the loss of several West Coast sailors to the rescue of complete strangers, the year was a roller coaster ride of emotion. Here's a quick recap of the biggest *Latitude* news from 2010. **January** may have been the beginning of the new year, but that month's issue heralded many ends: Wayne Meretsky lost his well-traveled S&S 47 *Moonduster* during a cyclone in Fiji; beloved sailing supporter Roy Disney succumbed to stomach cancer; Polish stunner Natasza Caban finished her 2.5-year solo circumnavigation when she sailed into Honolulu; the Catalina 36 *JoJo* was totalled after she went up on the beach at Stillwater Cove; and Bruce Balan and Alene Rice celebrated the end of their single lives by getting hitched at the South Pacific's remote Minerva Reef. News in the **February** issue was more varied, starting with prestigious awards being given to deserving sailors, including the Bay's own Sophie and Maurice Conti, who rescued the crew of a sunken ketch. A riveting interview with Stan Honey followed. We then reported on the thriving catamaran-building industry in Vietnam; profiled John Connolly, the well-heeled owner of a local sailing school; and recounted the cruising tales of twenty-something twins Chad and Bret van Roden. We continued with reports from the always-wild Key West Race Week, the Rolex Sydney Hobart, Bay Area Midwinters, and news that *Cork*, the Irish entry in the Clipper 'Round the World Race, had been lost off Indonesia. Liz Clark rounded out the issue with the news that the very long and expensive haul-out in French Polynesia to fix a nagging keel leak ended with *Swell* leaking worse than ever. To add insult to injury, she also had rats!





BRUCE BALAN

Alene (above) and Bruce Balan shared tips on cruising French Polynesia.



LATITUDE / RICHARD

Jaime, Mera and Aeron Conger cruise with their parents, Dean and Toast, on the family's Seattle-based Lagoon 380 'Don Quixote'.



COURTESY SWELL

Liz Clark got her 'surf on' with Sir Jimmy at Bora Bora.



GILLES MARTIN-RAGET / BMW ORACLE RACING



ROLEX / KURT ARRIGO

The Rolex Sydney Hobart Yacht Race was a small-boat affair.



NERIA BREWERTON

Wayne Meretsky rode out Tropical Cyclone Mick only to lose his beloved 'Moonduster' on the beach.

**March** was dominated by BMW Oracle's win in the 33rd America's Cup. Larry Ellison handily whipped Ernesto Bertarelli in the courtroom *and* on the course in what became the battle of the behemoths — the 90-ft x 90-ft tri *USA* and the 90-ft by 80-ft cat *Alinghi 5*. The fantastical brainchild of environmentalist David de Rothschild, *Plastiki*, made a quite a splash after her launch in the Bay. Made from 12,500 old soda bottles and hi-tech srPET, the 60-ft eco-cat focused the world's attention on ocean pollution. We reported on Holger Kreuzhage's Brazilian nightmare — his 72-ft Alden schooner, *Lord Jim*, was being held hostage by a Brazilian boatyard owner. As of this writing, it still is! A marina fire, the Three Bridge Fiasco recap, and profiles of Pacific Puddle Jumpers rounded out the issue. **The annual boat show issue, April**, was jam-packed with good stuff. Franck Cammas' *Groupama 3*, with Stan Honey at the nav station, smashed the Jules Verne record by circumnavigating in 48d, 7h, 44m, 52s! The Potter Yachters — a club for pocket cruisers — found their feet in the South Bay mud, thus spawning an illustrious career in the pages of *Latitude*. *Plastiki* left the Bay, bound for Australia. Mirian Saez, director of Treasure Island Development Authority, cleaned up Clipper Cove by kicking out the miscreants, raising the wrecks, and instituting new rules to keep the anchorage accessible for everyone. We profiled dozens of programs dedicated to getting today's kids out sailing. We also recapped the Big Daddy Regatta, which was big fun, as always, and some Mexico racing. Northern California's *Akela* broke the Vallarta Race record, so we just had to fly down to cover the subsequent Mexorc festivities. Tough job, but someone's got to do it.

# 2010 — THE YEAR



AP PHOTO / ROB GRIFFITH

**Aussie teen Jessica Watson became a national hero.**



ROGER DAVIS

**'Roger Davis' and his swashbuckling gang of law breakers enjoyed their charter in Cuba.**



LATITUDE / LADONNA

**Seattleite Adrian Johnson sailed his Olson 30 'Idefix' to victory in the Singlehanded TransPac.**



COURTESY WANDERLUST 3

**Mike Harker survived an attack at anchor in St. Martin.**



DAVE KEANE

**The Delta Ditch Run gave Lauren Goche a smack upside the head — with a full beer can!**



SCOTT JOHNSON

**Felix Knauth, 80, was one of three sailing fatalities in May.**



**May** kicked off with a tutorial about downloading the e-book version of *Latitude* onto the just-released iPad, then moved on to the unbelievable story of a sail training course gone bad — Boguslaw 'Bob' Norwid-Niepokoj and his paying crewmembers aboard 48-ft *Columbia* limped into a Chilean port six weeks overdue. No one was injured, but everyone was pretty pissed at 'Bogus Bob'. Abby Sunderland's bid to solo circumnavigate nonstop was cut short when she was forced to make a pit stop in Cape Town, while Gary Ramos shared his plans to finish his solo circumnavigation of the Arctic Ocean — he was later denied permission from Russia to transit their waters. The Clipper Round the World Race stopped in the Bay for the first time, with *California* trailing the pack after a mid-ocean dismasting. We also featured the bravery of the pararescuemen who evacuated an injured crewman from *Wind Child* in the middle of the Pacific. The issue wrapped up with a report on Greg Dorland's recent visit to off-limits Cuba. **We** were saddened to report in the **June** issue that four California sailors had been lost in May, the last three on one day: Felix Knauth fell off his Santana 22 *Rose* near Pt. Conception; Jeff and Beth Easterling were washed off their Ranger 33 *Barcarolle* on the 'South Channel' near Ocean Beach; and Tom Kirschbaum was ripped from the harness attached to his International Folkboat *Feral* off Marina del Rey. Jessica Watson became the youngest nonstop solo circumnavigator, at the age of 16, in her pink S&S 34 *Ella's Pink Lady*, while a crew of 'pink ladies' turned heads at Antigua Classic Yacht Regatta aboard the 37-ft Carriacou sloop *Pink Lady*. Gar Duke and Nicole Friend rounded everything out with a nail-biting account of traversing the pirate-infested Gulf of Aden.



ANDREW VIK

Andrew Vik spent another summer frequenting clubs in the Med while cruising his Islander 36 'Geja'. They may not have won the Antigua Classic Yacht Regatta, but the crew of 'Pink Lady' got lots of attention.



COURTESY ARCTIC WANDERER

Gary Ramos was ultimately denied permission by Russia to traverse their Arctic waters.

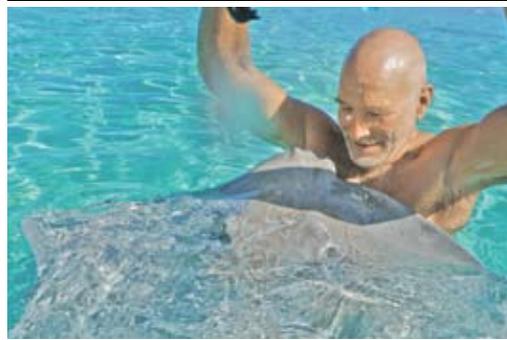


LATITUDE / ROB

After limping into the Bay with no mast, 'California' did her name-sake proud when she left on the eighth leg of the Clipper Round the World Race.



JANET HEIN



COURTESY CAPRICORN CAT

Jim Milski gets up close and personal with a stingray in Moorea.



COURTESY AUSTRALIAN SEARCH & RESCUE

Abby Sunderland's record bid was cut short in the Southern Ocean.



THOR TEMME

Is it real or is it Photoshop? Ethan 'Enzo' Smith's enormous pargo caused quite a stir among readers and staff, but the proof was irrefutable. The fish was real!

The July issue was filled with news of record-seeker Abby Sunderland's dismasting in the Southern Ocean. The Newport Beach 16-year-old was uninjured, and she was ultimately rescued, but her winter departure from Cape Town — her entire voyage, in fact — generated an abundance of controversy. *Ocean Watch* completed its 13-month expedition circumnavigating North and South America, which included a stop in the Bay. We reported on the ouster of Lake County District Attorney Jon E. Hopkins, the man who prosecuted sailor Bismarck Dinius for the '06 boating death of Lynn Thornton, and put out a call for a sailing host family for German exchange student Viviane Farke (see *Sightings* for an update on Vivi's story). The Grand Dame of the Bay, the 125-year-old *Freda*, got her 'whiskey plank' in a ceremony at Spaulding Wooden Boat Center, and is well on her way to a complete restoration. More wooden boats got ink thanks to the Master Mariners race, Puddle Jumpers were welcomed in style at the Tahiti-Moorea Sailing Rendezvous, and Andrew Vik kept everyone titillated with photos from his European Vacation. August saw reports of Mike Harker's brutal beating aboard his Hunter 49 *Wanderlust 3* in St. Martin; the Westsail 32 *Tar Baby's* dismasting and subsequent abandonment near Niue; *Plastiki's* successful arrival in Australia; the completion of Alessandro di Benedetto's nonstop solo circumnavigation aboard *Findomestic*, a 21-ft Mini TransAt; and the rescue of the crew of Kristy Lugert's PDQ 32 cat *Catalyst* off Fort Bragg. We also had full reports on the Pacific Cup and the Singlehanded TransPac races, both of which suffered from unusual weather that made for some long and uncomfortable rides for the racers.

# 2010 — THE YEAR

DANIEL FORSTER / ROLEX



'Vincitore' and 'Wasabi' crossed tacks in the 46th Annual Rolex Big Boat Series.

LATITUDE / ANDY



The Baja Ha-Ha 17 was one for the record books with 196 entries.

LATITUDE / LADONNA



Don Gray (left) loaned his Jutson 30, 'Warriors Wish' to Ronnie Simpson for the Single-handed TransPac and didn't even complain when it returned to the Bay without a keel.

KENT MILSKI



Jim Milski rescued three men from an overturned panga.

WEBB LOGG



After 388 days in the hands of Somali pirates, British cruisers Paul and Rachel Chandler were released by their captors.

LATITUDE / ANDY



Dozens of Ha-Ha'ers came to the aid of singlehander Mark Cholewinski when his Downeast 38 'Tachyon' ran up on the beach near Santa Maria.



**In September**, we recapped the 3,000-mile Pacific Puddle Jump, which included 217 boats from 19 countries, as well as the Delta Doo Dah Deux, a 50-boat run from the Bay to the Delta that ended up being even more fun than last year's inaugural event. Embattled 14-year-old Laura Dekker finally left the Netherlands in her bid to become the youngest solo circumnavigator. We reported on Giles Finlayson's long recovery after a near-fatal encounter with a Malaysian *panga* while riding in his dinghy, and detailed Don and Anne Taber's five-year circumnavigation aboard their Marples 44 tri *Redwood Coast II*. And while boats didn't have the best of luck that month, their crews turned out to be very lucky: Canadian Jon Innes was plucked from his Catalina 27 *Amica* off Ft. Bragg after losing his rudder, and Kelly Wright and Glen McConchie were rescued after their Atlantic 57 *Anna* was capsized near Niue — none were injured. But the most amazing story was that of Ronnie Simpson and Ed McCoy, who sailed the borrowed Jutson 30 *Warriors Wish* 760 miles *without a keel!* We celebrated our 400th issue in **October** and entertained our readers with rompin', stompin' reports on the Great San Francisco Schooner Race, as well as the always unpredictable Rolex Big Boat Series. The crew of several cruising boats that were passing through the Bay were profiled, and longtime cruiser David Wegman revealed 10 tips for cruising on the cheap. The overturned cat *Catalyst* was righted and returned to the Bay, while an editor's husband battled suspected ciguatera poisoning from a dorado. Finally, we opined on the joys of showering outdoors on boats, and published photographic evidence that it can be quite an exciting experience.



ALEX PEARCE

'Latitude' is read all over the world, even by our armed forces stationed in Afghanistan.



LATTITUDE / LADONNA

The 2nd Annual Delta Doo Dah soggy Bay sailors out of the gloom and into the sun.



DAVE KEANE

JV Gilmour really 'flipped out' at the StFYC 18-ft Skiff Regatta.

Conditions for the Melges 32 Worlds were much better than for the previous week's Big Boat Series.



ERIK SIMONSON / WWW.H2OSHOTS.COM



RON POWELL

'Ker-Tidou' blew up in Turtle Bay. The owner sustained burns, but survived.



LATTITUDE / ROB

Fear the Beard! The Giants brought out sailors to McCovey Cove, and inspired a multitude of costumes.

The **November** issue kicked off with letters from cruisers sharing the more bizarre things they've eaten in their travels, then moved on to letters of shock at Norm Goldie's rant against *Latitude*, and finally a letter expressing disappointment that yacht brokers Clay and Teresa Prescott served just 3.5 months of their 8-month sentence for embezzling money from clients. The Leukemia Cup didn't disappoint, though — it raised nearly \$700,000 for research. Jim and Kent Milski on their 48-ft catamaran *Sea Level* helped save the lives of three men after their *panga* flipped near Vanuatu. Jeanne Socrates, 68, set off on her own nonstop solo circumnavigation attempt, and Kristen Sierra and Ned Kohlhauff got hitched at San Diego's Downwind Marine. Finally, we shared Rhian Salmon and Andy Whittaker's riveting tale of surviving February's Chilean earthquake and subsequent tsunamis. **December's** eye-catching cover girl Lindsay exemplified the attitude of the 17th Baja Ha-Ha — fun in the sun! Once again, the annual rally from San Diego to Cabo San Lucas broke all previous records by registering 196 boats. The morning after the fleet arrived in Bahia Santa Maria, dozens of Ha-Ha'ers went to the aid of singlehander Mark Cholewinski when his Vallejo-based Downeast 38 *Tachyon* ran up on the beach just north of where everyone was anchored. We also profiled the youngest boatowners to ever join the Ha-Ha: Garrett Jolly, 18, and Ruth Overting, 19. Sadly, in the wake of the Ha-Ha fleet, one of the cruising boats profiled in the October issue, *Ker-Tidou*, exploded in Turtle Bay. Of course there was much, much more, so if you missed any of these stories, you can download entire issues from [www.latitude38.com](http://www.latitude38.com).

# EYE ON THE BAY

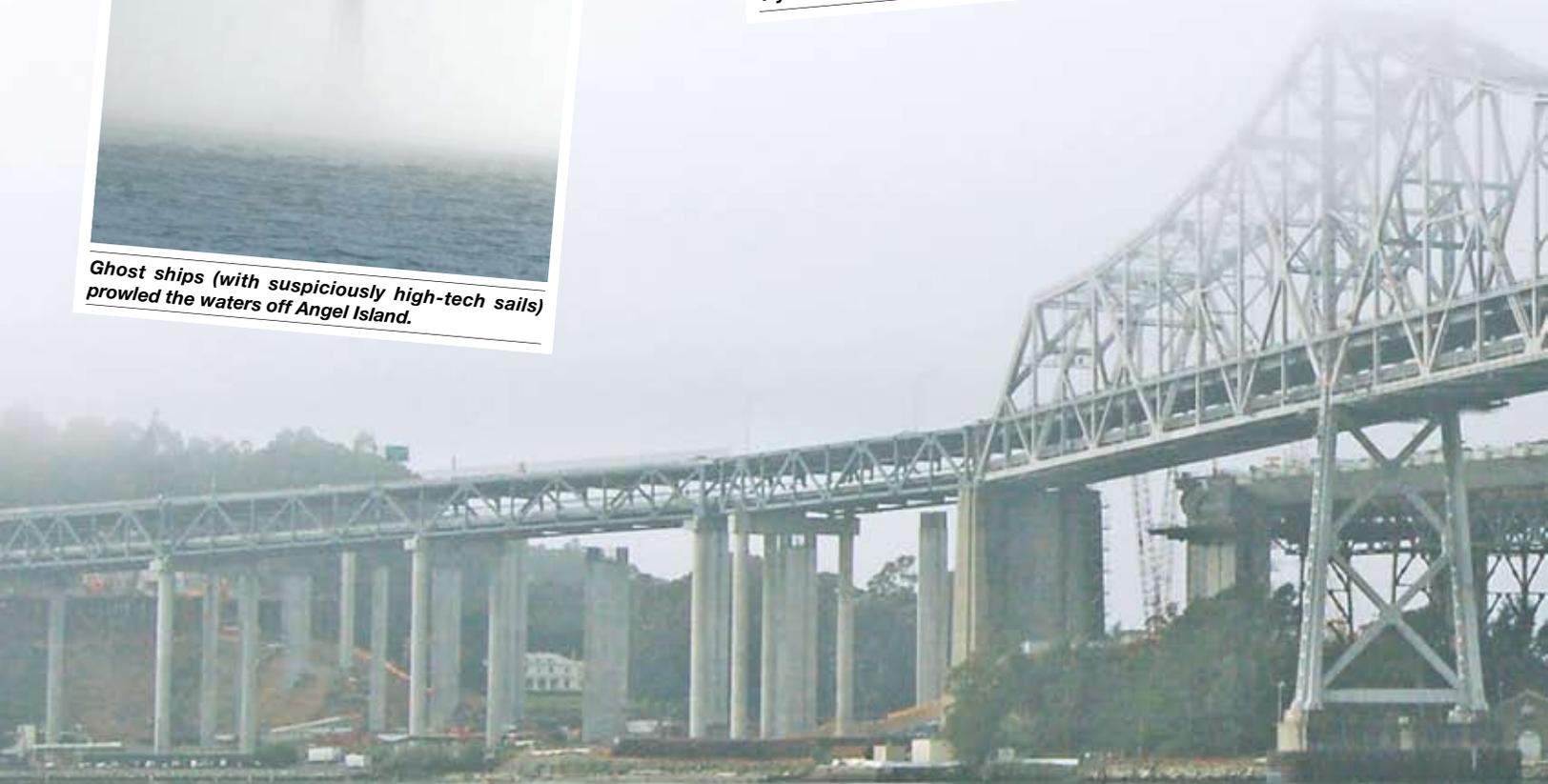


*Ghost ships (with suspiciously high-tech sails) prowled the waters off Angel Island.*

ALL PHOTOS LATITUDE / LADONNA



*'Ay Caliente!' sails out of Raccoon Strait and into the void.*



**S**an Francisco Bay is known for its fog — in summer or early fall. December typically treats Bay sailors to rain or sun, sometimes on the same day. So imagine everyone's surprise upon finding the Cool Whip topping on their sailing dessert the weekend of December 11-12.

The predicted "patchy fog" turned quite dense and stuck around much of the Bay for most of the weekend, blessing only a handful of lucky spots with sun. For racers on the Central Bay that Sat-

urday, visibility wasn't a problem, but boats crossing the ship channel toward Raccoon Strait sailed smack into a wall of pea soup. Conditions like that make foghorns hard to hear over your thumping heartbeat.

It can also make navigating a challenge if you're not equipped with all the electronic gadgets. We heard rumors that a Bertram 28 matching the description of *Latitude's* photoboot, *Island Fever* — which is decidedly low-tech

when it comes to electronics — overshot her mark of Raccoon Strait, taking her crew nearly to California City before they could see enough of the terrain to realize their mistake. What an ugly rumor!

The rest of December was, for the most part, dominated by rain, rain and more rain, leaving that one occasionally sunny weekend as the bright spot of the month. Kudos to all the Bay sailors who took advantage of what they could get.

— **latitude 38/ladonna**

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## — REDUCED VISIBILITY



*The cheerful spirit of 'Kelly's crew couldn't be dampened by a little fog.*

*'Chaika' slipped under the Bay Bridge, skirting the whipped cream piled up on Yerba Buena.*



# EYE ON THE BAY





# — REDUCED VISIBILITY



*Fog didn't keep these sailors in port. Top row: The crew of 'Serenity' challenged themselves to MOB practice in reduced visibility; where monsters lurk; 'C C' stuck to the Central Bay; scenes like this make it all worthwhile. Middle row: 'Adagio' sought the solace of the sun; the skipper of 'Low Rider' kept Buster Brown on look-out; "Is that Angel Island? Nope!"; the Estuary cleared after morning fog. Bottom row: Captain Morgan rides again aboard 'Sea Angel'; it's no wonder so many people view sailing on San Francisco Bay as a mystical experience; 'Emerald Gate' coasts along off Angel Island's Camp Reynolds.*



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- HDA Divisions are determined by grouping similarly rated boats.
- YRA Spring/Summer Series Racers are invited to race in the Crewed Lightship 1 race for an additional \$5.00. Additional OYRA equipment requirements must be met. See [http://www.yra.org/OYRA/ocean\\_safety.html](http://www.yra.org/OYRA/ocean_safety.html).
- One-Design starts are available for any fleet that signs up for the ODCA season, or, gets at least 5 boats to sign up for a single race day. If you are not sure if your One-Design fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org).

### **OYRA (Offshore Yacht Racing Association)**

- In 2011, there are 9 ocean races ranging from 25 to 60+ nautical miles as well as a "Daylight Series" consisting of 4 races that start at 1030 hrs and finish by 2100 hrs. The Daylight Series races include both Lightship races, the One-Way to Half Moon Bay race & the Southern Cross.
- OYRA racers are invited to race in the Vallejo race for an additional \$5.00
- Racers will race in one of the following 5 divisions, determined by their boat's rating or D/L ratio, unless choosing to race in the Short Handed division:
  - PHRO 1a – NCPHRF of 0 or less
  - PHRO 1 - D/W ratio Less than 100
  - PHRO 2 - D/W ratio 100 to 199
  - PHRO 3 – D/W ratio 200 & Over
  - SHS – Shorthanded division, Specifically Requested, open to doublehanded or singlehanded boats only.

### **WBRA (Wooden Boat Racing Association)**

- The WBRA participates in the US Sailing Golden Anchor program which makes WBRA racers eligible for a discounted US Sailing Membership. US Sailing memberships through the WBRA Golden Anchor program must be purchased online here: <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=112274N>
- Bay racing for one of the following 4 fleets:
  - Bird Boats
  - Bear Boats
  - Folkboats
  - IODs
  - Knarrs

### **GENERAL INFORMATION**

- **YRA Sailing Instructions are available on the YRA website at [www.yra.org](http://www.yra.org).** Sailing instructions are normally posted approximately 2 weeks prior to each race. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or [info@yra.org](mailto:info@yra.org)
- Entries for a series, or individual regatta, must be received by 5 pm the Monday before the race or a \$35 late fee will be applied. No entries will be accepted after 5 pm the Wednesday before a race.
- **A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA series.** A YRA membership is required to race in any individual YRA Race, but one time racers do not need to belong to a member club.
- The YRA Offers a discount on all race fees to US Sailing Members. YRA Racers are eligible for a discount on US Sailing Memberships through the Golden Anchor Program. US Sailing Memberships can be purchased online at <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=101132Z>.
- Sailors entering the OYRA Season, or any individual OYRA Race, must submit a signed OYRA Boat/Crew Information and Statement of Compliance Sheet before each ocean Race. See [http://www.yra.org/OYRA/ocean\\_safety.html](http://www.yra.org/OYRA/ocean_safety.html) for more information. **Please note that to race in an OYRA Race a 406 EPIRB or 406 PLB is required.**
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.
- You can save time and postage by signing up online! Visit [www.yra.org](http://www.yra.org) for more information!



# Yacht Racing Association of San Francisco Bay - 2011 Entry Form

1070 Marina Village Prky, Suite 202-G  
Alameda, CA 94501  
Phone: 415.771.9500  
Fax: 415.276.2378  
email: info@yra.org

Name: _____	Boat Name: _____	Sail Number: _____
Street: _____	Boat Model: _____	
City, State, Zip: _____	Manufacturer: _____	Yr Built: _____
Evening Phone: _____	Daytime Phone: _____	Designer: _____
Yr. Designed: _____		
Email Address: _____	U.S. Sailing #: _____	YRA Member #: _____
Yacht Club Affiliation: _____	Marina: _____	Berth/Slip #: _____

<b>Membership Fees:</b>	YRA Membership:	<b>Required for YRA Racing</b>	\$45	\$ _____
<b>NCPHRF Fees:</b>	Renewal of 2010 Certificate:		\$30 for YRA Members/\$40 for NON-YRA Members	\$ _____
	New Certificate/Renewal of 2009 or prior Cert.:		\$45 for YRA Members/\$55 for NON YRA Members	\$ _____

<b>Season Racing Fees:</b>	<b>US Sailing Members</b>	<b>Non US Sailing Members</b>	<b>Fleet</b>
YRA PC Series -3 weekend regattas: Vallejo, 2nd Half Opener, Season Closer	\$150	\$165	\$ _____
YRA Spring/Summer + PC Series (HDA/ODCA, Includes PC races)	\$180	\$195	\$ _____
YRA Spring/Summer Series only (HDA/ODCA, no PC Series)	\$150	\$165	\$ _____
Offshore Yacht Racing Association (OYRA) Full Season *	\$195	\$210	\$ _____
OYRA Daylight Series- 4 ocean races- both Lightships, Half Moon Bay, SoCross *	\$150	\$165	\$ _____
Wooden Boat Racing Association (WBRA) Season	\$150	\$165	\$ _____

<b>Single Race Fees:</b>	<b>US Sailing Members</b>	<b>Non US Sailing Members</b>	<b>Fleet</b>
YRA Spring/Summer Series racers entering Lightship 1 *	\$5	\$10	\$ _____
OYRA season racers entering Vallejo	\$5	\$10	\$ _____
Party Circuit racers entering the Summer Sailstice	\$5	\$10	\$ _____
Vallejo Race Only	\$75	\$80	\$ _____
2nd Half Opener Only	\$75	\$80	\$ _____
Season Closer Only	\$75	\$80	\$ _____
All other YRA Races (write in race name): _____	\$50	\$55	\$ _____

<b>Late Fee:</b>	<b>No entries are accepted after 5pm the Wednesday before the race</b>	
Any entry Rec'd after 5pm the Mon before the race		\$35 \$ _____

**\* Participants in an ocean race or ocean series must submit a signed OYRA Boat/Crew Information and Statement of Compliance Sheet before each ocean Race. See [http://www.yra.org/OYRA/ocean\\_safety.html](http://www.yra.org/OYRA/ocean_safety.html)** **TOTAL** \_\_\_\_\_

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. To the fullest extent permitted by law, I hereby waive any rights I may have to sue the YRA with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in the YRA and hereby release the YRA and it's race organizers from any liability for such injury or damage.. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Make check payable to YRA. To pay by MasterCard or Visa please provide card info below, including billing street address and zip code

Card Number: \_\_\_\_\_ Exp Date: \_\_\_\_\_ CVV # \_\_\_\_\_ Name on Card: \_\_\_\_\_  
Card Holder's Signature: \_\_\_\_\_ Billing Address: \_\_\_\_\_

<b>Office use only</b>			
C.C.	Check Number _____	Amount PD _____	DATE Received in office _____



# SEASON CHAMPIONS, PART III

It's time for part three of our Season Champions article, where we profile winners from the Singlehanded Sailing Society (SSS), Bay Area Multihull Association (BAMA), Wooden Boat Racing Association (WBRA) and some of the top dinghy classes and a couple one designs that didn't make it in part II.

While the US economy may or may not be in a slow recovery — depending on who you ask — there is no doubt that the organizations you see here have never flagged in their commitment to the sport. The SSS keeps going from strength to strength with its well-run schedule of shorthanded races like the Three Bridge Fiasco, which has drawn record-breaking fleets for the last few years. Appealing to those who appreciate the challenge of sailing by themselves or maybe one other person, the Society's events have grown so popular that being a volunteer official for the organization is more like a full-time job.

BAMA has been holding pretty steady over the years, and with a schedule that now includes practice days and clinics, the level in the fleet has risen tremendously, as evidenced by the fact that eleven boats won races on the season schedule, and they ranged from exotic custom flyers to — admittedly quick — production boats.

Run under the auspices of YRA, the WBRA is still hanging in there, bringing out large numbers of golden oldies like the Knarr, Folkboat, IOD, Bird and Bear fleets for its weekend events.

We also catch up with the Express 27s, which under the leadership of Peggy Lidster turned out 25 boats for the Delta Ditch Run, and 22 for the Three Bridge Fiasco. The Wabbits had a good year, putting on one of the largest nationals ever on the Cityfront. Finally, we take a look at some of the Bay's bigger dinghy classes like the El Toros and the Lasers, both of which always draw a crowd for their events.

You may notice that some of the usual suspects are missing from this month's edition. We will be putting those together — along with some results for other classes that didn't make it in — in February's Racing Sheet. Our apologies in advance to those division winners who neither appear here nor make it into next month's overflow reports. We've based our choices largely on the number of total races sailed within the divisions.

We hope you enjoy meeting these ardent racers as much as we have!

— **latitude/rg**



ALL PHOTOS THIS SPREAD: ERIK SIMONSON/WWW.H2OSHOTS.COM EXCEPT WHERE NOTED



SERGEI ZAVARIN/WWW.ULTIMATEYACHTSHOTS.SMUGMUG.COM



# — ONE DESIGN, BAMA, SSS, WBRA & DINGHIES



*Clockwise from top-left — BAMA Cup winner 'Papillon' blazes back from the Farallones during the association's signature race; the Knarrs get a picture-perfect day on the Cityfront at the IKC; the SSS Corinthian Race was a barn burner, a perfect challenge for people who prefer the sailing challenge to the 'getting crew challenge'; Lasers out en masse; the Wylie Wabbits keep things close at their nationals in October.*



# SEASON CHAMPIONS, PART III

## Knarr Fifty-Fifty



### Jon Perkins St. Francis YC

Jon Perkins took his second straight season championship in the Bay's ultra-competitive Knarr fleet, and he doubled it up by winning the International Knarr Championship hosted by St. Francis YC in August. With that win — his third — Perkins became the second-winningest skipper of the event in the history of the class, and the second to win it at all three of its host countries.

"Six years ago, we were in a similar situation, but we were tied with my brother going into the last race and he ended up winning," Perkins said. "We're really psyched to have pulled it off this year at home."

Perkins and the dynamic sibling duo of Tom and Melissa Purdy have been sailing together for the last six years, while their fourth, Larry Swift was new to the boat this year. Main trimmer Melissa — a Whitbread veteran — and bowguy Tom — an accomplished dinghy and big boat sailor — certainly punch above their weight. They don't pack the pounds like many of the brawny Knarr sailors, and as a result, Perkins' team usually sails at a lighter weight than the rest of boats on any given day. He said the conditions and their boat draw at the IKC — they tended to get wood boats on heavier air days — favored that.

"There are big differences between the wood and glass boats," Perkins said. "But even with our weight disadvantage, in a wood boat we do just fine in the breeze because they twist more."

2) **Knarmageddon**, Tom Dobroth/Mike Peterson; 3) **Three Boys and a Girl**, Chris Perkins/Hans Baldauf. (29 boats)

## Express 27 El Raton



### Ray Lotto St. Francis YC

"El Raton" may mean "the mouse" in Spanish, but there's nothing Mickey Mouse about Ray Lotto's Express 27 program. The St. Francis YC Staff Commodore notched his second season win in the class this year with a core group that included fellow Express owner Steve Carroll and Patrick Lewis — winners of Doublehanded 2 in this year's Pac Cup — plus Jordan Paxhia and Noe Goodman. Together, they toughed out a season that came down to the last race of the year.

"It's a very quiet boat," Lotto, a real estate developer, said. "Our full intention is to have a good time. We don't have any yellers or screamers on the boat; we leave our egos on the dock and our goal is to have fun sailing. I think the whole Express fleet really does enjoy that part of sailing."

Another aspect he said he enjoys is the variety in the 43-race season.

"The boats are great for the Bay and the ocean," Lotto said. "The nice thing about the fleet is that it mixes the buoy and ocean sailing together."

Express 27 owners are nothing if not loyal to their boats, so it came as little surprise to us that Lotto has been campaigning *El Raton* since '85. But where'd the boat's name come from?

Lotto was posted to a diesel submarine named *Raton* in the Navy in the late 50s. The sub's logo was a dangerous-looking mouse riding a torpedo: the "Radin Raton." Twenty-five years later Lotto tweaked the name to *El Raton* for his Express, and kept the logo for his crew gear.

2) **Witchy Woman**, Tom Jenkins; 3) **Wile E Coyote**, Dan Pruzan. (39 boats)

## Wylie Wabbit Weckless



### Tim Russell San Francisco YC

You probably recognize Tim Russell from last year's Season Champs; this is his second Wabbit Season Championship in a row. Russell came to the boat four years ago after deciding he'd had enough with the Laser sailing he was doing concurrently with the J/105 sailing he had been doing — quite successfully — until this last year.

"I used to race my Laser quite a bit, and I was looking for another boat that has the same appeal, but where you get to share the misery with some other people on the boat," he said, laughing. "I love the boat. It's just a great boat to sail. You still have the physical, dinghy aspect of it. I like the fact that it goes downwind like a dinghy but upwind like a big boat."

The dual nature of the boat also extends to the events it gets invited to.

"What else can you sail, where you get invited to all the keelboat regattas and get to do all the dinghy races at Richmond YC too?" Russell said.

Russell, a Novato-based wealth manager, was joined this year by his trapeze artist and former J/105 crew John Claude and Scott Parker when they took the class's national title at St. Francis YC in October.

They did it despite breaking their rudder during the last race of the second day of the three-day event. After borrowing a rudder from an idle boat and modifying it slightly to fit their boat, the trio made the first race of the final day with 15 minutes to spare.

2) **Mr. McGregor**, Kim Desenberg/John Groen; 3) **Bad Hare Day**, Erik Menzel. (16 boats)

# — ONE DESIGN, BAMA, SSS, WBRA & DINGHIES

## SSS Singlehanded *Mirage* Black Soo



**Ben Mewes**  
Richmond YC/SSS/Island YC

When asked what he chalked up his win to, Ben Mewes, like so many other successful skippers, said, "it was thanks to the flawless crew work of course!"

All joking aside, Mewes won a tight battle with George Lythcott and his Express 27 *Taz!!* that saw only .011 points separate the pair going into the season-ending Vallejo 1-2.

"We've been duking it out all year," Mewes said. "It started with George beating me in the Three Bridge Fiasco and it's been rock 'em, sock 'em ever since."

Mewes has owned the 42-year-old Van de Stadt-designed Black Soo *Mirage*, built by San Rafael Boatworks, since the late 80s, and said the boat played an important role.

"She's so easy to sail," he said. "The chines are just so helpful, you point the boat somewhere and it keeps going so you can do whatever else you need to do. If you count *Starbuck* (a sistership previously owned by Doublehanded winner Greg Nelsen) the Black Soo has won more singlehanded season titles than any other design, so all you other boats can eat your hearts out!"

This was the retired contractor's second Singlehanded win, in an SSS career that stretches back as long as he's owned the boat. His first was three years ago.

"It only took me 20 years to figure it out," he said, laughing, adding that more than anything, "it's always fun to sail against a bunch of really good guys."

2) *Taz!!*, Express 27, George Lythcott; 3) *Cassiopeia*, Islander 36, Kit Wiegman. (119 boats)

## SSS Doublehanded *Outsider* Azzura 310



**Greg Nelsen**  
SSS

Greg Nelsen has an enviable track record in the SSS. The Oakland-based project manager has won six singlehanded season titles and this year added a second doublehanded title to his resume, which also includes wins in the '00 Singlehanded TransPac and the '01 LongPac. His Azzura 310 *Outsider* — a Bay Area-designed-and-built boat — has proven to be a capable shorthanded racer.

"After a brutal singlehanded season last year [which he won], I was ready for a break," Nelsen said. "The Azzura isn't the most singlehanded-friendly boat; the loads are fairly big, the cockpit is huge and as a result the winches are really far apart."

For most people, taking it easy wouldn't involve a division win, but for Nelsen and crew Andrew Hura (at left above) a consistent scoreline that included no letter-score throwouts put them into the top spot.

"The competition level was very close," Nelsen said. "It was the only season where we never won an overall for any of the races."

This year, Nelsen said he'll be stepping back as conflicts with his other programs, including Kevin Flanigan's Fox 44 *Ocelot*, and Frank Sloomman's brand new J/111 *Invisible Hand*, won't allow him to do the whole season. But shorthanded sailing has been on his mind since he worked on Bruce Schwab's *Ocean Planet*.

"It's always been a long-term goal to get on the IMOCA circuit," Nelsen said. "I don't want to do it skimping, living out of my backpack and selling my house. I don't feel like being a full-time beggar."

2) *Arcadia*, Mod. Santana 27, Gordie Nash; 3) *Flight Risk*, T650, Ben Landon. (276 boats)

## BAMA *Papillon* Corsair F-27



**Drew Scott**  
BAMA

While some of the season winners have been working at their result for decades, BAMA Cup winner Drew Scott has only owned his F-27 *Papillon* since '05. Previously a life-long dinghy sailor, Scott found what he was looking for in a big boat when he discovered multihulls upon moving to the Bay in '03.

"I grew up in Chicago sailing dinghies all the way through college," he said. "While I was still in Chicago I started crewing in keelboats and missed the immediate responsiveness that a dinghy gives you. When we moved out here, I couldn't convince my wife that it would be a good idea to put on drysuits to sail around the Bay in our 470. This boat allows me to go out and get everything powered up for racing, or de-power and cruise with my family."

Come race days, Scott is joined by Catalina 34 owner Bruce Tomlinson (above, left) and Santana 22 owner Andrew Hartman (above, right) and he pointed to their presence as a major factor in their win.

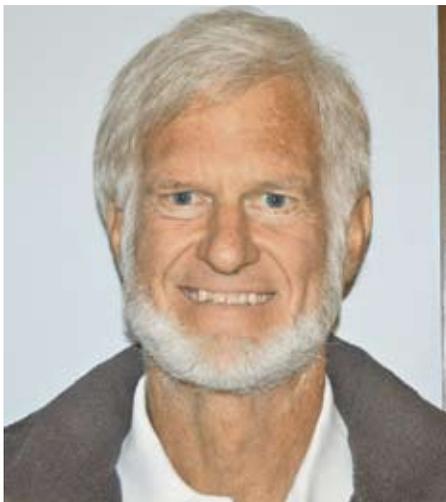
"The two of them signed on with me last year and we've sailed a bunch of races and practices together, and that's what really changed for me this season," he said. "They've really helped me be able to get my head out of the boat."

Scott also acknowledged the help of his Schoonmaker Marina neighbor Gordie Nash, who helped them with boat repairs, rigging and advice. Nash, in turn, called Scott, "a quick study."

2) *Peregrine Falcon*, F-27, Bill Gardner; 3) *Wingit*, F-27, Amy & Ray Wells. (42 boats)

# SEASON CHAMPIONS, PART III

## El Toro Sr.



**Gordie Nash**

### Richmond YC/California YC

Highlighting Gordie Nash for winning the El Toro Sr. season championship belies what an amazing all-around year the Sausalito-based boatbuilder had. That's because in addition to his Toro win, he also took top honors in the highly competitive Party Circuit K, guided Pat Broderick's Wyliecat 30 *Nancy* to a division win in this year's Pac Cup as the boat's navigator, and was runner-up in the SSS Doublehanded series.

"I don't know that I'll ever have another year as good as this one," he said.

Nash has had a lot of good years during his racing career, which started at the age of five-and-a-half at Richmond YC in — you guessed it — an El Toro.

"I always kept a wooden one, but in '90 I went to fiberglass and started building them myself," he said. "I've built about 26 since."

Blowing out his elbows precipitated the switch back to El Toros in '90 after years of Contender sailing, and Nash has been a stalwart in the class ever since, something he attributes to the decorum of the sailors.

"The Toro is more of a gentleman's class," he said. "There are a few out for blood, but they usually end up in the back of the fleet. It's definitely not a bumper car fleet. We had an infraction one time, and it was resolved by nine guys sitting around a table with a pitcher of beer in the middle. Each person said what they thought, and then one guy stood up and said, 'I'll resign.' There were no rule books and no yelling, just a good discussion."

2) John Pacholski; 3) Art Lange. (67 boats)

## El Toro Jr.



**Mike Pacholski**  
Santa Cruz YC

Mike Pacholski wrapped up what might have been his final season in El Toros in grand style. The Los Altos-based junior sailor went into the final event of the season within a point of his closest competition for the second year in a row. And for the second year in a row, he came out on top.

"It was pretty awesome," he said. "The weather was feeling really good to me."

Pacholski said that he and his main rival, Haydon Stapleton, didn't worry too much about each other.

"We weren't really match racing, which was surprising," he said. "It was probably because we were both nervous for this one, and had no idea what to expect at the beginning of the day."

All that changed the following day.

"We were pretty even, but not together, the first day, and nobody was really near us," he said. "The second day we were match racing and both pretty far ahead of the fleet. We passed each other around very mark, I think."

Pacholski turns 14 next month, and with his El Toro days coming to an end, he and Stapleton are joining forces to jump into a 29er.

"They're pretty cool boats," he said. "They're really fast and more interesting than the FJs and 420s, which I tried . . . for about two weeks."

Pacholski said he doesn't have any idea where his sailing is going yet.

"We're just going to go out and try to do as many 29er races as we can to get our names out there," he said.

2) Haydon Stapleton; 3) Robbie Englehart. (18 boats)

## Laser



**Tracy Usher**

### St.FYC/Monterey Peninsula YC

Time in the boat never hurts one's chances of winning a season championship. Tracy Usher has been sailing Lasers since '74, so it shouldn't come as any surprise that he won this year's Svendsen's Laser Northern California Grand Prix.

While he took a break for awhile to sail at UC Irvine — where he was an All-American — in he's been racing in the class in a hard core way since '96.

Usher, who's based in Montara and is a physicist in one of the experimental groups at the Stanford Linear Accelerator, has put up some top results in that time.

"I try and sail as much as I can," Usher said, explaining that in addition to some calisthenics work every morning, bike riding comes in as a close second to his main conditioning effort: sailing a Laser. "There's an Australian named Michael Blackburn who basically got his PhD in kinesiology as it relates to Laser sailing, and he said the best way to train for Laser Sailing is to sail Lasers, and that the next best thing is to ride a bike. I tend to agree."

Usher and his wife Christy, an accomplished Laser Radial Sailor, often travel to the "away" regattas in the Grand Prix together.

"It makes it a lot more fun," he said. "She's pretty competitive and at the end of the day we can compare notes."

Beyond the sailing, Usher is the president of the North American Laser Class and was instrumental in bringing the Laser Masters and Laser 4.7 Worlds to the Bay later this year.





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# MAX EBB

If there is one place where I can reasonably expect the discussion to have nothing to do with sailing, it's at the dentist's. My dentist knows nothing about sailing. He rowed on a crew team in college, but hasn't been near the water since. The dental hygienist has a boyfriend with a fish boat of some sort, but she generally steers clear of it. That leaves the weather, city politics and the latest movies for chair-side small talk. Although, lately I'd been finding recent issues of *Latitude 38* in the waiting room, mixed in among the golf magazines.

Considering the distinctly lubberly atmosphere of this office, it was a surprise to hear my dentist ask "What do you think of the America's Cup races coming to San Francisco?" He was not talking to me, however. The dentist was out in the hallway by the appointments desk, and I'd just sat down in the chair for a routine cleaning by the hygienist. The door to the treatment room was still open, and I was overhearing.

"Way cool, on one level."

It was unmistakably Lee Helm's voice. I had no idea that we both used the same dentist, although, that probably explained the *Latitudes*.

"But like, it's not a done deal. And I gotta say, as much fun as it would be to have the A-Cup circus here on the Bay, it would be, like, a terrible thing for local sailing."

"Lee, what are you talking about?" I interrupted, loud enough for them to hear me in the hallway after squirming around in attempt to face the door behind me. "Having the America's Cup here on the Bay would be the best thing that could possibly happen to local sailing."

"Yo, Max!" she hailed from the hallway, maneuvering so she could see me. "Cool that we use the same dentist."

"Yes, I've been coming to this office, for, oh, about 30 years. That must be you who leaves *Latitude* in the waiting room."

"I don't know what you're talking about," she lied.

"Why would the America's Cup be a bad thing?" asked our dentist. "I've been reading that it would get the old piers fixed up, and bring in huge amounts of tourist money."

"All speculative," insisted Lee. "And Larry totally gets to own the piers for something like 66 years after the city pays up front to make them usable. And really, honestly, truthfully, hardly anyone cares about watching a sailboat race except us sailors."

"But in France . . ."

"But this ain't France," she countered.

"The dweeb on the street can't name a single famous sailor."

"Open wide, please," ordered the hygienist after she finished attaching the bib around my neck and filling the rinse-out cup.

"Still, it will be a great event for the sailors, no?" said our dentist.

"Yes, but," answered Lee, "think of it this way: Suppose you played softball with your buds every Friday night at the local sandlot ball field. And then they decided to have the World Series in your sandlot. And all the play-offs too. Sure, you get to watch the games, maybe even for free, but as a competitor you're out of luck for the season. You're turned into a spectator instead of a player."

I'd heard Lee make this argument before, and I wanted to respond to it. The Bay is bigger than a sandlot, and there would still be plenty of room in the race schedule for the local fleets to do their

thing. Maybe not always on the Central Bay courses, and maybe not always on weekends, but the Bay is big enough to share.

"Open wider please," said the hygienist as she went in with a miniature version of an excavating machine.

"You won't be able to get a sailmaker or boatyard to give you the time of day," Lee continued, "with a dozen challenge syndicates all gobbling up every available marine service resource. Sure, the syndicates sort of bring some of their own infrastructure with them, but then there's all the paparazzi and all of their boats."

I waved my hand in the air and shook my head: the boats will have wing sails this time. Her argument about sailmakers being booked solid by Cup syndicates was obsolete.

"Does that hurt?" asked the hygienist.



CARMEN HIDALGO / ACM

# — DOUBLE DOG DARE

I shook my head no, and she kept digging.

"Well, I imagine it would still be a very good thing for those marine service businesses," suggested the dentist, "to have all that money pouring in from outside. Big yachts coming here to watch the America's Cup races can't be a bad thing."

"Boom-bust cycles are never good in the long run," said Lee. "The Cup won't stay here forever. And if it's, like, a fair fight, the odds are against it staying here even beyond this one match. Then we have a lot of new infrastructure with no cash flow to support it, and the industry goes back into the doldrums with even more excess capacity than it has now."

"Rinse," said the hygienist.

"But the natural amphitheater of the Bay!" I said as turned my head around as far as it would go, before even washing the dredging spoils out of my mouth.

**Love it or hate it, the America's Cup competition really pushes the envelope in technological innovation. A replica of the original 'America' just can't compete with the miracle of carbon fiber.**



"The spectating from shore will be fantastic."

"Yeah, that's what they keep telling us, but geez, think it through. The course will have to take up the whole Central Bay because the boats are so fast, and if you watch from any one spot, even if you have primo digs right on the City-

running on a short timeline. It's like they get all the exposure of being in the finals with no eliminations to mess around with."

**T**here must have been another sailor in the waiting room, because I heard a few sentence fragments coming from that end of the hallway. Something

*Find the full text of the Deed of Gift at [http://en.wikisource.org/wiki/Deed\\_of\\_Gift](http://en.wikisource.org/wiki/Deed_of_Gift) and the AC 72 Class Rules at [www.americascup.com/official-documents](http://www.americascup.com/official-documents)*

front, you'll be lucky if one of the boats happens to tack within half a mile of you. The really awesome spectating is all about onboard cameras and blimp shots. Me, unless I get on an official judges' boat, I'll take the big screen HD video feed on the net over any fixed vantage point on the beach. Heck, even on the VIP spectator boats they'll be watching it on TV."

"Well, by 2013 I expect you to be one of the crew," said the dentist.

"I wish," said Lee. "But the race might happen earlier than that."

**T**he voices were getting dimmer as they walked down the hall, away from my open door, and I strained over the sound of the dental machinery to hear how Lee was going to explain that last conjecture.

"San Francisco will come to its senses and the race will go to that city in Italy. Big disappointment, even though I'll secretly breathe a big sigh of relief. But like, Italy is just two European dominos away from total economic collapse. The Italians will default on their deal, the Challenger of Record will withdraw, and guess what happens then?"

I could tell where this was going, but there was too much hardware in my mouth to respond.

"Rogue challenge!" she cried joyously, probably throwing her hands up in the air in ecstasy. "Deed of Gift boats! The A-Cup races in '88 and '10 were the best ones ever, at least for us propeller-heads. Why? Because they were the only real and true Deed of Gift races since 1903. Maybe *Alinghi* will be back, maybe the Aussies or Kiwis, maybe the Brits. One of them will be astute enough to predict the collapse of the current challenge of record, and they won't be able to resist the prospect of a one-on-one Cup race

about "no one could possibly" and "10 months notice" and "insurmountable technology lead."

"For sure. No one could build a boat better than the Oracle monster in just six months, and that's all the Deed of Gift gives them, if there are no lawsuits. But you gotta read the whole thing. The course has to be 'ocean courses, free from headlands,' and if the timing is right, they'll be out off Point Bonita in the spring. And the first race has to, like, have a 20-mile windward leg, which could put the windward mark right in the potato patch. Oracle will practically have to start over from scratch, just like the challenger."

I didn't catch the other side of the conversation, but the sailor in the waiting room must have expressed the widely held belief that the races in '88 and '10 were low points, not high points, in the history of the Cup.

"Low points mainly from the sponsors' point of view," said Lee. "But like, one of the best parts of the '10 races was that the sponsors were taken totally off guard by the timing, and we ended up with almost commercial-free coverage over the net. Plus the boats, both of them, were the most interesting sailing machines ever built. It was the first time I ever stayed up all night to watch a sports event, and I did it twice."

**I**waved frantically at the hygienist. "Am I hurting you?" she asked.

"Nee oo rin," I said, even though I didn't really need to rinse just then. Fortunately the little rinse cup was empty, and the tiny little spigot that fills it up at a ridiculously slow rate gave me time to respond.

"What about the AC 72 class, Lee?" I shouted into the hallway. "Those boats will be more practical than the Deed of

# MAX EBB

Gift monsters, and almost as fast, and the racing will be very close. And no engines allowed for sail trim! I think we're on exactly the right track, especially with a more-or-less independent RC this time around. I'd hate to see it all go back to legal catfighting."

"There's still room for some mutual agreements on basic things like engine power, even with a rogue challenge." Lee assured me. "That's, like, the only thing that came out wrong in '10, and I think a judge with more sailing background would have ruled that sailboats are not supposed to trim or hoist sails or foils with engine power, despite the issue being omitted from the Deed for obvious reasons having mostly to do with the fact that it was written in 1887."

The unseen sailor in the waiting room must have responded with another comment that was negative about rogue challenges and the Deed of Gift.

"It really shouldn't be called a rogue challenge," Lee explained, "if it's exactly in accordance with the Deed of Gift. I'm totally a strict constructionist on this one. Our Founding Father, George

Schuyler, knew what would make a good match. The A-Cup is a contest to see who can build the fastest boat. It's not about the sports heroes."

This reminded me of a lecture at my yacht club by some America's Cup muckety-muck a couple of months ago.

*"Boom-bust cycles are never good in the long run," said Lee.*

His claim was that we need to emphasize the high-profile personalities, the sports heroes of sailing, if we expect to get more of the public at large to pay attention to sailboat racing.

The hygienist could tell I was bursting to say something to the people in the hall, so she reluctantly shut off the excavator and removed it from my mouth for a few seconds.

"But every sport needs its heroes," I shouted.

"If it ever gets to be about the stars instead of the sailing," Lee responded as she walked back towards the door to the treatment room, "then we non-pro participants are out of luck. Even now, the sponsors would rather have us sitting in front of our TVs watching the pros and the beer commercials instead of out on the Bay doing it ourselves."

"Tell you what, Lee," I said. "I dare you to stay away from the Cityfront when it's Coutts vs. Cayard sailing AC 72 wing sail cats in the finals."

"Is that a double-dog dare?" she asked menacingly.

"Yes," I said with confidence, not having any idea what a 'double-dog dare' might be. She'll probably make it up as she goes along.

"You're on!"

"I might want to watch with you, Lee," said the dentist as he walked down the hall to see his next patient in a different room.

Then the hygienist closed the door to the hallway.

"Open wide."

— max ebb



'Arunga'

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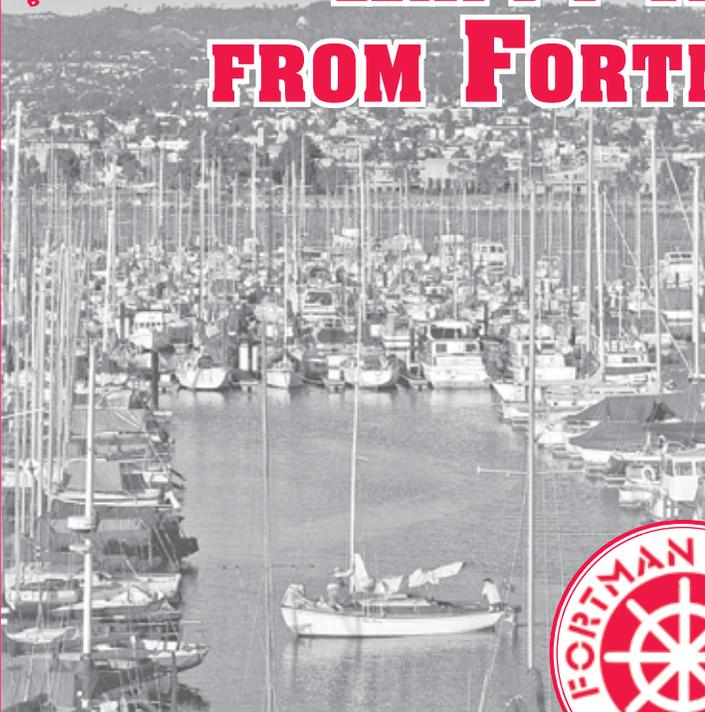
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# THE RACING

December was a pretty lean month for racing compared to the rest of the year, but there is still news to report! First, we take a quick look at the **Oracle RC 44 Cup Miami**. Then, it's on to the **US Disabled Sailing Championship** where a Bay Area team put up an encouraging result. Next we recap some **midwinters** action before attending a **birthday party** for one of Northern California's most successful boats. If that's not enough for you, tune in next month, when things start to pick up again.

## RC 44s Invade Miami

Among all his America's Cup negotiations, Larry Ellison and his *BMW Oracle Racing* crew wrapped up the '10 RC 44 Season Championship with a second-place finish in the fleet racing portion of the Oracle RC 44 Cup Miami December 9-12, the first time the boats have visited the US. Coupled with the team's sixth in the match racing portion of the regatta, *BMW Oracle Racing* placed fourth overall in the Miami regatta. This equated to a 2-point victory over *Artemis Racing* — one of the confirmed America's Cup challengers — for the season championship.

"We were up and down," Ellison said. "We've had good regattas and sometimes things didn't go so well, but overall the team did a great job sailing. We came first in fleet racing and first overall. We had a rough match racing regatta here in Miami, but the fleet was good enough and we're happy with the result."

Ellison and crew, including tactician and class founder Russell Coutts, finished 3-4-3 on the final day, but had to pull a few rabbits out of their collective hat. They started one race OCS and found themselves constantly battling back on a day with shifty breeze. They gained a few places in the last half of the runs that kept their score low enough for the championship.

"We do better when it's breezy," said Ellison. "There are more opportunities to pass downwind. I've got a lot of experience sailing on San Francisco Bay and we love the breeze."

While Ellison got the spoils for the sea—*Frank Sloopman's* new *J/111 'Invisible Hand'* on the Bay, *J/Boats* already has 50 deposits for the *J/111*.

son championship, Vincenzo Onorato's AC 34 Challenger of Record *Mascalzone Latino* won the Oracle RC 44 Cup Miami title.

*Mascalzone Latino* showed great improvement at this regatta after rejoining the class in July. The Italian crew placed third in both the match and fleet racing for the overall victory with the low score of six points.

"Winning this event has special meaning for me because the past three years have been difficult for me in my life and in sailing," said Onorato, a six-time world champion in classes including the Farr 30 and Farr 40.

"Russell asked us to come back to the class and we couldn't be happier with this result," Onorato said. "We've worked hard to regain our form and we will do our best in the future to perform in this class."

Yet a third winner was William "Doug" Douglass aboard the RC 44 world champion *17. Douglass*, sailing with Australian James Spithill as tactician, won the fleet racing portion of the Oracle RC 44 Cup Miami with the low score of 39 points.

"The class seems extremely well organized," Douglass said. "It was good; we had a lot of fun out there. Today was a little windy and we saw how the boats could get wicked up and go."

The '11 RC 44 season championship begins in March in San Diego, and will mark the first of hopefully many times the boats make an appearance on the West Coast.

## BAADS Team Alpha Heads to Florida

Sailing as *Team Alpha*, South Beach YC and BAADS members John Wallace, Jim Thweatt, and Eric Roberts represented their clubs in Florida at the US Disabled Sailing Championship and America's Disabled/Open Regatta, hosted by St. Petersburg YC December 3-5.

The trio wound up 8th in the 10-boat Sonar division which included many of the world's best disabled Sonar teams. All boats except *Team Alpha* were crewed by past Paralympians and world



NICO MARTINEZ/RC 44 CLASS

champions. *Team Alpha* managed to grab two fourth place finishes from this high-octane crowd, leading the pack around the track for the first 4 of 5 legs of the first race on the final day of racing. But they got aced out of the bullet after choosing the wrong side of the course on the final upwind leg to the finish. Top race honors went to the incredibly tidy and two-time World Champion British team, with second place going to US Sailing Team AlphaGraphics member and Beijing Paralympian Rick Doerr. Norway, with the youngest team, ended up third.

One competitor's bosun and friend of Thweatt described *Team Alpha's* performance in the regatta as having "both moments of brilliance and idiocy."

Another competitor nicknamed *Team Alpha* "The Jamaican Sailing Team" after looking at the condition of their 20-year-old boat, *Alpha* — and perhaps her crew — when they got the s#@\* beat out of them in the 20-plus knot winds.

The big take-away is that *Team Alpha* was the third place American team with



ERIK SIMONSON/WWW.H2OSHOTS.COM



**After several years based solely in Europe, the RC 44s descended on Miami in early December. If Russell Coutts' latest brainchild, the AC 72, is as successful as the RC 44s, we're in for a great Cup.**

an all-disabled crew. *Team Alpha* also finished the regatta ahead of the two top contenders for the third spot on the 2011 US Disabled Sailing Team.

Three Sonar teams will be selected to be on the US team following the Rolex Miami Olympic Classes Regatta January 23-29.

Current US Team members and team coach Betsy Allison encouraged *Team Alpha* to make a run for that third spot at the Miami OCRs in January. Because of work and school commitments, *Team Alpha* may need to hold off a serious run at US team status until '13-'14, but will begin to advance the ball toward that goal immediately.

Anyone wanting to support *Team Alpha* in their bid for US Team status — donation of airline miles, equipment, hosting of fundraisers, etc — or anyone wishing to participate in Paralympic-level racing may

contact Wallace, Thweatt and Roberts at [TeamAlpha@clearwire.com](mailto:TeamAlpha@clearwire.com). The team will also be setting up a blog for anyone interested in following their progress, and will share that link in future SBYC/BAADS/*Team Alpha* communications once it's live. If you do decide to help out, you'll be joining a group that includes key *Team Alpha* sponsors: Treasure Island Sailing Center; Sea Scouts Ship 30, West Sacramento; River City Physical Therapy, Sacramento; A. Walker and J. Fossum, and Prospect Properties.

#### Midwinters Notebook

Midwinters series are in full swing. The weekend of December 4-5 marked the second installment of the Golden Gate YC's Manuel Fagundes Seaweed Soup Series. Although the day's showers largely stayed away, it was one of the least conditions-friendly days this year. The light air, combined

with a ripping ebb, meant that in every division except for the big boats, as many as 2/3 of its entrants did not finish. Three divisions — the Folkboats, Knarrs and Catalina 34s — had their race abandoned altogether. On Sunday it was the little guys' turn over at Richmond YC for the first Small Boat Midwinters. While they too had light air, they got a torrential downpour to boot.

*RegattaPRO/Sausalito YC* — The weather experts gave us a forecast of west winds at 5-10 kts for December 11's racing, with partly cloudy skies. Upon arrival, we saw pretty much nothing but mid-level fog and 5-8 kts of wind out of the NNW swinging from 305 to 320, tending to hover right around 310. Fortunately the breeze held throughout the day, but the fog dropped around 2 p.m. and made finding the finish line a challenge for some.

The J/105 *Roxanne* actually began sailing backwards at one point, frustrated with their upwind performance only to find a huge clump of the oh-so-scarce, endangered eel grass. Once it was removed, their speed improved greatly, but the damage was already done. The J/120, J/105, Melges 24 and Antrim 27 fleets sailed two four-mile courses, while the Moore 24 and J/24 fleets sailed two 3.2 mile courses.

Style points went to Steve Madeira's J/120 *Mr. Magoo*, sporting a candy cane boom and sprit, and a red kite — borrowed from Timo Bruck's *Twist* — to go with their green hull. Everyone on board wore Santa caps, and there were stockings for each crewmember hanging off the pushpit.

— jeff zarwell

**'Team Alpha', USA 255, drag races off the starting line with two other American boats skippered by Bert Foster 'Captain Hook' (757) and Beijing Paralympian Rick Doerr (674).**



# THE RACING



LATITUDE/LADONNA



LATITUDE/LADONNA



LATITUDE/LADONNA



RICH HUDNUT JR.



LATITUDE/LADONNA

**Midwinters Madness, clockwise from top-left — 'Twilight Zone' chases 'Chesapeake' into a mark at the Berkeley YC mids; "Don't go in there!"; the afterguard aboard Timo Bruck's J/120 'Twist' enjoying the day, weather be damned; vying for the highest-rated boat honors, a Tuna and a Cal 20 work downwind; 'Wasabi' makes a perfect frame for the City; you don't need a pure racing boat to enjoy midwinters racing; 'E.T.' powers upwind at the RegattaPRO/Sausalito YC Winter One Design Series; 'Lively' looking just that; Steve Madeira's Mr. Mago got into the Christmas spirit with stockings for each crewmember, a candy cane boom and red kite borrowed from 'Twist'; 'Dayenu' punching a hole in the fog; a pair of Express 27s duel downwind; the Ranger 23 'Crazy Horse' looking alive.**

Berkeley YC Mids — So, where was the "mostly sunny?" For the weekend of December 11-12, the weather prognosticators got the amount of wind about right (not a lot), the directions sorta right (westnorthwest-ish) but they flunked on the "mostly sunny" part. Also, the mention of "fog until 10 a.m." was a bit shy of reality.

On Saturday, 60 boats in eight divi-

sions started on time. Off to GOC, they went on a windward/leeward eight-mile course. At 2:24 p.m., the Bilafer family's Henderson 30 *Family Hour* finished first. At that instant, the fog swooped down onto the water, and for the next hour and 20 minutes, during which 45 more boats finished, we could not actually see the finish buoy. Most of the racers, in making their determination of which end

of the line was favored, concluded correctly that the end that had the committee boat people with the giggles, whistles and guns was the end to aim for. We did have one entrant radio in that he was at the finish buoy "now!" This was a good thing because we couldn't see him at all. Some





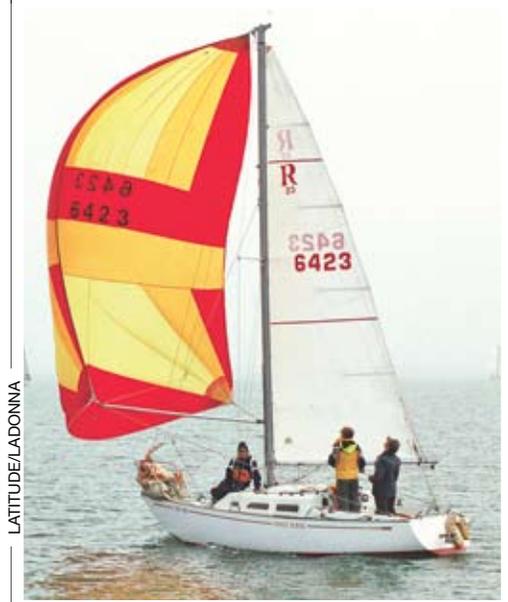
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boats overstood the line and seemed to rely primarily on our boisterous, noisy, committee to locate us. Ten boats either got lost, or figured that they wouldn't make the 5 p.m. cut-off and radioed in their retirement. In the end, all 60 boats were accounted for.

Sunday, of course, was different. It was still missing the "mostly sunny", but instead there was no wind to begin with. After a 55-minute postponement, we were able to get rolling. The wind was

much more robust than Saturday, so we selected a 9.4-mile course. We figured we could shorten if necessary. The fog actually dissipated and there was a bit of sun. The wind maintained its robustness and all 27 entries finished well before the deadline.

— *bobbi tosse*

### Octavia Celebrates A Milestone

How many people have a birthday party for their sailboat? My guess, probably not that many. How about a 30th birthday to celebrate a multi-decade winning spree which includes a Pac Cup win,

a blistering Coastal Cup record time that stood for almost 10 years, and a Delta Ditch Run monohull record still stands to this day? The Kett family, and crew, both new and old, of the Santa Cruz-based SC 50 *Octavia* did just that December 11. The Wizard, Bill Lee, showed up for the dock-side festivities highlighted by countless sea stories, and a very nicely appointed hardcover book dedicated to the 30-year race-winning history. A birthday banner hung on the boom, and a celebratory flag flew from the forestay.

*Octavia*, as the name suggests, is hull number eight of the SC 50s. It was or-

# THE RACING

dered by the Kett family back in the late '70s and delivered in '80. Current owner Shepard Kett recalled what Lee had told Kett's father Stewart upon delivery 30 years ago.

"When Bill gave it to Stewart, he said that he was just letting him take care of it for a while," Kett said. "Bill felt like it was his baby. We are the last of the original owners of the SC 50s."

In true Santa Cruz fashion, the boat was crewed by many well-known Santa Cruz sailors over the years, and you can imagine the tales. Kett recalled a few of his favorites, which included many coastal, offshore, and Bay races:

"The '97 Coastal Cup we won overall and set the record, which stood for almost 10 years before a 70-foot sled broke it," he said. "The '00 Pac Cup, which we won overall was probably the highlight."

Of course the 'ULDB Revolution' of this era is best known for spawning some very fast downwind sleds, and one of the best known downwind wins for *Octavia* is the

record that still stands to this day, the Delta Ditch Run.

"The year that we won the Ditch it was howling, and with the flat water you could feel the whole boat lift up out of the water," Kett said. "It was dead flat . . . I mean dead flat, with huge breeze. Occasionally we would feel it skip off of the mud. There's one section where you have to sail between a narrow channel of buoys, and tripping the pole under some of those bridges with concrete pillars on either side, it had to be a perfect trip . . . 25 feet away there's a levee with giant rocks. Yeah it was really fun!"

In mellow times Kett described *Octavia* as a, "...big old Cadillac with power steering. It's just so comfortable and smooth. In big winds it becomes a Ferrari and only the best drivers can handle it in a big breeze. Even so, it's just a really good all-around boat. Crossing to Hawaii, it's just a really nice size to spend a week



on."

Mike Evans, a long time Santa Cruz sailor who has been racing on *Octavia* since '87, has over 10,000 ocean miles

## THE BOX SCORES

The Bay's midwinter series are off to a roaring start, so without further ado, we get right to the results. Our style guide for midwinters results is right here in front of you. If you take the time to type them out in the format you see here, they are guaranteed to get into the magazine, as it just makes life that much easier for us when our results gnome decides to play hooky. We need the boat name, type of boat (for handicap divisions) and the skipper's name. When you've gotten all that info together, just send it on to the Racing Editor at [rob@latitude38.com](mailto:rob@latitude38.com). Thanks!

### SAUSALITO YACHT CLUB MIDWINTERS (12/5 1r. 0t)

DIVISION A (SPINNAKER) — 1) **JR**, Moore 24, Richard Korman; 2) **Gammon**, Tartan 10, Jeff Hunter; 3) **Trasher**, Merit 25, Harriet Lehman. (11 boats)

DIVISION C (NON-SPINNAKER PHRF < 143) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Basic Instinct**, Elliot 1050, Jan Borjeson; 3) **Willow**, Centurion 40s, Robert Braid. (6 boats)

DIVISION D (NON-SPINNAKER PHRF 143 - 232) — 1) **La Mer**, Newport 30, Randy Grenier; 2) **Homus**, Ericson 27, Josh Dvorson; 3) **Willin**, Catalina 30, Mark Tishler. (5 boats)

DIVISION E (NON SPINNAKER PHRF >232) — 1) **Tackful**, Santana 22, Frank Lawler; 2) **Kelly Shawn**, Santana 22, Leah Pepe; 3) **Inshallah**, Santana 22, Shirley Bates. (3 boats)

Complete results at: [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org)

### REGATTAPRO/SSAUSALITO YC WINTER ONE DESIGN SERIES STANDINGS (4r. 0t)

J/120 — 1) **Grace Dances**, Richard Swanson, 7 points; 2) **Mr. Magoo**, Steve Madeira, 13; 3) **Jol-**

**ly Mon**, Chris Chamberlin, 13. (7 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 7 points; 2) **Arch Angel**, Bryce Griffith, 8; 3) **Abracadabra**, Ian Chamberlain, 12. (5 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 8 points; 2) **Smokin'**, Kevin Clark, 9; 3) **Wilco**, Doug Wilhelm, 14. (10 boats)

J/105 — 1) **Arbitrage**, Bruce Stone, 9 points; 2) **Roxanne**, Charles James, 17; 3) **Wianno**, Edward Walker, 18. (12 boats)

MOORE 24 — 1) **Moorigami**, John Siegel, 4 points; 2) **Banditos**, John Kernot, 10; 3) **Blue Ball**, Simon Winer, 12. (7 boats)

J/24 — 1) **Snowjob**, Brian Goepfrich, 6 points; 2) **On Belay**, Don Taylor, 8; 3) **Downtown Uproar**, Darren Cumming, 14. (7 boats)

Complete results at: [www.regattapro.com](http://www.regattapro.com)

### GOLDEN GATE YC MANUEL FAGUNDES SEAWEEED SOUP SERIES (12/4 1r. 0t)

PHRF 1 — 1) **Double Trouble**, J/125, Andy Costello; 2) **War Pony**, Farr 36, Mark Howe; 3) **California Condor**, Antrim Class 40, Buzz Blackett. (12 boats)

PHRF 2 — 1) **Eight Ball**, Mumm 30, Scott Eason; 2) **Hawkeye**, IMX 38, Frank Morrow; 3) **Q**, Schumacher 40, Glenn Isaacson (14 boats)

PHRF 3 — 1) **Uno**, Wyliecat 30, Steve Wonner; 2) **Arcadia**, Modernized Santana 27, Gordie Nash; 3) **Harp**, Catalina 38, Mike Mannix. (11 boats)

CATALINA 34 — ABN. (9 boats)  
PHRF 4 — 1) **La Paloma**, IOD, James Hennefer; 2) **Torrid**, Aphrodite 101, Larry Westland. (7 boats, 2 finishers)

KNARR — ABN. (6 boats)

FOLKBOAT — ABN. (8 boats)

LARGER MULTIS — No finishers. (1 boat)

Complete results at: [www.ggyc.org](http://www.ggyc.org)

### BERKELEY YC MIDWINTERS SATURDAY SERIES

### STANDINGS (2r. 0t)

DIVISION A — 1) **Family Hour-TNG**, Henderson 30, Bilafer family, 2 points; 2) **Jeannette**, Frers 40, Henry King, 5; 3) **Stewball**, Express 37, Bob Harford, 5. (8 boats)

DIVISION B — 1) **Hoot**, Olson 30, Andrew Macfie, 2 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 5; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells, 6. (8 boats)

DIVISION C — 1) **Shameless**, Custom Schumacher 30, G. Ellison/H. Macartney, 4 points; 2) **For Pete's Sake**, Ultimate 24, Peter Cook, 4; 3) **Baleineau**, Olson 34, Charles Brochard, 5. (6 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 3 points; 2) **El Raton**, Ray Lotto, 5; 3) **Eagle**, Ross Groelz, 7. (18 boats)

DIVISION D — 1) **Joycity**, 1/4 Ton, Patrick Kohlman, 3 points; 2) **Phantom**, J/24, John Guliford, 4; 3) **Boogie Woogie**, Ranger 33, 8. (7 boats)

DIVISION E — 1) **Lelo Too**, Tartan 30, Emile Carles, 2 points; 2) **Achates**, Newport 30, Robert Schock, 5; 3) **Starkite**, Catalina 30, Laurie Miller, 7. (4 boats)

DIVISION F — 1) **Dumbo**, Catalina 22, David Torrisi, 2 points; 2) **Crazy Horse**, Ranger 23, Nicholas Ancel, 9; 3) **Latin Lass**, Catalina 27, Bill Chapman, 10. (6 boats)

CAL 20 — 1) **Can O' Whoopass**, Richard vonEhrenkrook, 2 points; 2) **Fjording**, Tina Lundh, 4; 3) **Rambler**, Michael Farrell, 9. (3 boats)

Complete results at: [www.berkeleyyc.org](http://www.berkeleyyc.org)

### BERKELEY YC MIDWINTERS SUNDAY SERIES STANDINGS (2r. 0t)

MULTIHULL — 1) **Emma**, Bill Roberts, 2 points. (1 boat)

DIVISION 1 (<85) — 1) **Sweet Okole**, Modified



LATTITUDE/JR

**They don't call it a fiasco for nothing. The Three Bridge Fiasco starts January 29. Get signed up early!**

on her and currently works the bow. With three Pac Cups, a Mexico race, and countless other races under his harness,

Mike describes the Ditch Run where they beat the record as, "... one of the most intense races ever. Nobody ate or drank

for the entire race. We got to Stockton and there was a sense of relief. It was really intense. We were so close to wiping-out and putting that thing on the hard so many times, it was brutal. We had two bowmen for that race, and we had to keep swapping them out."

Project manager Jay Crum worked for Bill Lee during the late '70 and early '80s and actually helped build *Octavia*. Crum crewed on her in the Del Rey to PV and the TransPac in '81, where he describes this finish, "We finished overlapped with *Secret Love* in the middle of the night and the committee in the hotel room didn't see us finish because we were behind the other boat. So we had to go through a protest the next day to get reinstated."

Happy birthday *Octavia*! May there be many more years of radical offshore downwind racing! There's talk of another Hawaii race, but we'll have to wait and see.

I want to wrap-up with a vignette from Dave Wahle who worked at The Coop

Farr 36, Dean Treadway, 2 points; 2) **Warp Speed**, C&C 115, Jeff Smith, 5; 2) **Abordage**, Melges 24, Erwan Le Gall, 8. (4 boats)

DIVISION 2 (87-120) — 1) **Hoot**, Olson 30, Andrew Macfie, 3 points; 2) **For Pete's Sake**, Ultimate 24, Peter Cook; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells, 5. (5 boats)

EXPRESS 27 — 1) **Great White**, Rachel Fogel, 4 points; 2) **Wetsu**, Phil Krasner, 5; 3) **Dianne**, Steve Katzman, 7. (5 boats)

DIVISION 3 (123-168) — 1) **Two Irrational**, Moore 24, Anthony Chargin, 5 points; 2) **Chesapeake**, Merit 25, Jim Fair, 6; 3) **Frogflips**, J/24, Richard Stockdale, 6. (5 boats)

DIVISION 4 (>170) — 1) **Antares**, IS 30-2, Larry Telford, 2 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 5; 3) **Zingaro**, Santana 22, Jennifer McKenna, 6. (4 boats)

Complete results at: [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### SEQUOIA YC WINTER SERIES #2 (12/11, 1r, 0t)

NON-SPINNAKER — 1) **Head Rush**, Antrim 27, Charlie Watt; 2) **Sweet Pea**, Islander 30, Tim Peterson; 3) **Smokin J**, J/29, Stan Phillips. (15 boats)

Complete results at: [www.sequoiayc.org](http://www.sequoiayc.org)

#### ISLAND YC ISLAND DAYS #2 (12/12, 1r, 0t)

SPINNAKER 1 — 1) **Double Trouble**, Moore 24, Kevin Durant; 2) **Invisible Hand**, J/111, Frank Slooman; 3) **Ragtime!**, J/92, Bob Johnston. (7 boats)

168 RATERS — 1) **Phantom**, J/24, John Guilford; 2) **Bandido**, Merit 25, George Gurrola; 3) **Bewitched**, Merit 25, Laraine Salmon. (3 boats)

SPINNAKER 2 — 1) **Lelo 2**, Tartan 30, Emile Carles; 2) **Razzmatazz**, Santana 525, Bill King; 3) **Spitfire**, Santana 22, Tom McIntyre. (10 boats)

NON-SPINNAKER — 1) **Magic**, Mercury, John Hansen; 2) **Galatea**, Aphrodite 101, Ken Viaggi; 3) **Scrimshaw**, Alerion 28, Maichael Maurier. (7

boats)

COLUMBIA 5.5 — 1) **Seabiscuit**, Peter Szaz; 2) **Tenacious**, Group SCS; 3) **Wings**, Mike Jackson. (3 boats)

Complete results at: [www.iyc.org](http://www.iyc.org)

#### SOUTH BEACH YC ISLAND FEVER SERIES STANDINGS (2r, 0t)

SPINNAKER PHRF ≤ 126 — 1) **Wasabi**, Kernan 44, Dale Williams, 3 points; 2) **Lazy Lightning**, Tartan 10, Tim McDonald, 6; 3) **Wild One**, FT 10, John Lyberg, 9. (11 boats)

SPINNAKER PHRF 127+ — 1) **Double Play**, Yankee 30, RDK partners, 3 points; 2) **Luna Sea**, Islander 36, Dan Knox, 5; 3) **Smooth**, Santana 525, Mark Feinholz, 5. (5 boats)

SPINNAKER CATALINA 30 — 1) **Huge**, Woodruff/Keen, 3; 2) **Adventure**, Jack McDermott, 3; 3) **Goose**, Mike Kastrop, 5. (6 boats)

NON-SPINNAKER — 1) **007**, J/105, Bruce Blackie, 2 points; 2) **Unanimous**, CS 30, Steve Eitrem, 6; 3) **Seaview**, C&C 115, Peter Hamm, 6. (6 boats)

Complete results at: [www.iyc.org](http://www.iyc.org)

#### RICHMOND YC SMALL BOAT MIDWINTERS #1 (12/5)

EI TORO SR. (5r/0t) — 1) **Michael Quinn**, 18 points; 2) **Skip Shapiro**, 18; 3) **Will Paxton**, 19. (15 boats)

EL TORO JR. (4r/0t) — 1) **Neil Marcellini**, 12 points; 2) **Nicholas Lenz**, 13; 3) **Robbie Englehart**, 15. (16 boats)

OPTIMIST CHAMPS (3r/0t) — 1) **Lawson Willard**, 10 points; 2) **William McMullen**, 11; 3) **Teddy Hayden**, 13. (13 boats)

OPTIMIST GREEN (3r/0t) — 1) **Sumner Strumph**, 10 points; 2) **TJ Mahoney**, 11; 3) **Jack Landon**, 12. (80 boats)

SNIPE (3r/0t) — 1) **Doug Howson**, 4 points; 2) **Michael Andrews**, 5; 3) **Vince Casalaina**, 9. (5

boats)

BYTE (3r/0t) — 1) **Laurie Davis**, 4 points; 2) **Michele Logan**, 5; 3) **Elmar Groom**, 9. (3 boats)

WYLIE WABBIT (2r/0t) — 1) **Weckless**, Tim Russell, 2 points; 2) **Marceline Therrien**, 4; 3) **Kim Desenberg**, 8. (5 boats)

ULTIMATE 20 (2r/0t) — 1) **Michael Eisenberg**, 4 points; 2) **Ben Anderson**, 4; 3) **Tom Burden**, 4. (8 boats)

29er (2r/0t) — 1) **Mackenzie Cook/ John Marlett**, 2 points; 2) **John Canepa**, 5; 3) **Mike Pacholski/Haydon Stapleton**, 5. (3 boats)

LASER (2r/0t) — 1) **Simon Bell**, 7; 2) **Christine Neville**, 8; 3) **Hendrik Bruhns**, 9. (11 boats)

LASER RADIAL (2r/0t) — 1) **Dominique Bertrand**, 9 points; 2) **Michael Hooton**, 10; 3) **Kyle Larsen**, 11. (7 boats)

BREAKWATER OPEN CLASS (2r/0t) — 1) **Ron Tostensen**, Antrim Wing Dinghy, 5 points; 2) **Steve Lowry**, Daysailer, 8; 3) **Steve Cameron**, Antrim Wing Dinghy. (8 boats)

THISTLE (2r/0t) — 1) **Ronald Smith**, 3 points; 2) **Michael Gillum**, 5; 3) **Brian Bauman**, 7. (5 boats)

LIGHTNING (2r/0t) — 1) **Wayne Clough**, 4 points; 2) **Michael Molina**, 5. (2 boats)

FLYING DUTCHMAN (2r/0t) — 1) **Zhenya Kirueshkin-Stepanoff**, 2 points; 2) **Buzz Ballenger**, 5; 3) **Mike Meszaros**, 6. (3 boats)

WETA (2r/0t) — 1) **Gordon Lyon**, 2 points; 2) **Marc Simmel**, 4. (2 boats)

SOUTHAMPTON OPEN CLASS (2r/0t) — 1) **Pieter Versavel**, Musto Skiff, 3 points; 2) **Del Olson**, IC, 4; 3) **Christopher O'Leary**, 505, 5. (3 boats)

MULTIHULL (2r/0t) — 1) **Bruce Edwards**, 505 {sic}, 3 points; 2) **Ryan Schofield**, Hobie 18, 7; 3) **Michael Spitz**, Hobie Miracle 20, 8. (6 boats)

Complete results at: [www.richmondyc.org](http://www.richmondyc.org)

# THE RACING

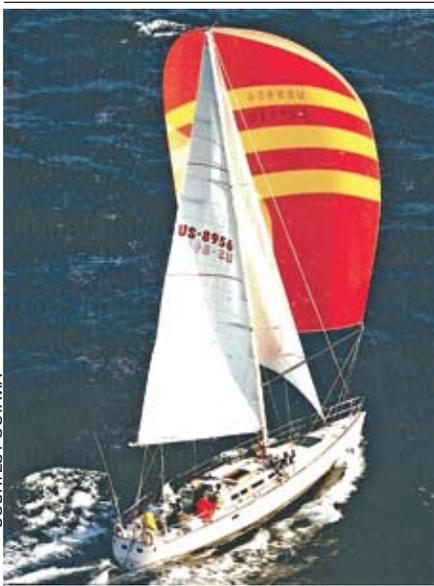
for years and probably poured the keel for *Octavia*. This will give you a glimpse into the world of Bill Lee Yachts back in the day when *Octavia* was built. It was a point in time that I don't think could ever happen again; a time when the stars were aligned just right so that a bunch of really smart, creative and motivated friends could get together and produce some pretty incredible boats that have obviously stood the test of time.

— *Jeremy Leonard*

## Get Checked Out on Race Management with US Sailing

US Sailing and the Encinal Yacht Club are sponsoring a Club Race Officer seminar designed for sailors who have some race committee experience on January 15.

The event will be held in the club's Regatta Room on the ground floor from 07:45 a.m. to 5:30 p.m. and will be lead by Bill Gage —US Sailing's Area G Race Officer and a certified National Race Officer who has taught numerous seminars and workshops. He will be assisted by US Sailing board member and St. Francis YC



COURTESY OCTAVIA

*The Kett Family's SC 50 'Octavia' has racked up some miles and results in the last 30 years.*

Racing Manager John Craig.

The seminar will cover a wide range of topics related to running races including:

race committee objectives, responsibilities, jobs and equipment, sailing instructions, setting the course, the starting system, starting penalties, before the start, during the race, finishing and scoring.

You'll need your own copy of the RRS 2009-2012, and it's recommended that you answer the "study questions" available on the US Sailing website to prepare for the seminar.

The optional Club Race Officer ("CRO") certification test will be given at the conclusion of the seminar. In order to be certified as a US Sailing CRO, you must attend a complete seminar and pass this test. In addition, to be certified as a CRO, you're required to have a current copy of the US Sailing Race Management Handbook and meet the program's other experience-based criteria.

Seminar registration using the US Sailing on-line registration system is encouraged at [http://www.ussailing.org/racemgt/Race\\_Officer\\_Prog/seminars.asp](http://www.ussailing.org/racemgt/Race_Officer_Prog/seminars.asp). For further info, contact Larry Westland, at 510-459-5566 or [lwestland@tricommercial.com](mailto:lwestland@tricommercial.com).

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South Shore YC & Southwestern YC

**Around Catalina**  
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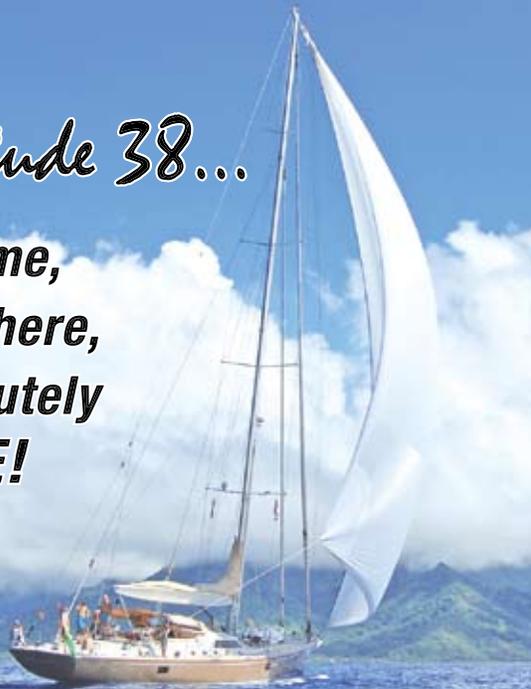


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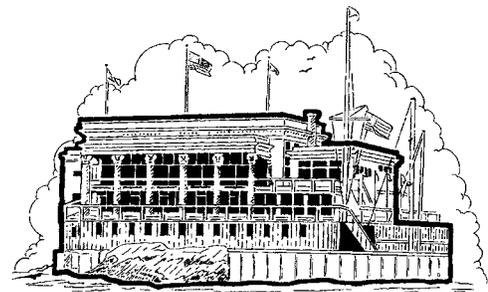
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We bring you a special report this month on **Summer Chartering in the Greater Puget Sound region**, with tips and firsthand insights from a variety of *Latitude* readers.

## Readers' Share Their Insights on Pacific Northwest Chartering

If La Niña delivers as many wet, dreary days as anticipated, we're in for a very soggy winter — which is a good reason to start pipedreaming about sunny summer getaways. In fact, right now is the ideal time to plan a sailing vacation to the West Coast's most spectacularly beautiful sailing grounds, the Greater Puget Sound region — or as some call it, the Salish Sea.

Why plan now? Primarily to lock in your top choice of boat for your ideal dates. Because the region isn't considered to be a year-round chartering destination, fleet sizes are substantially smaller than in popular tropical areas such as the BVI or St. Maarten. And the fact that this region gets many repeat customers — including Europeans who consider both the U.S. and Canada to be bargains these days — makes it even more important to book well in advance if you want a good selection of boats and available dates. The season runs from May to September, with the hottest — and most popular — months being July and August.

If you haven't yet sailed these Northwest waterways, trust us, you will be greatly impressed. The area abounds with wildlife — both above and below

**Believe it or not it's often warm enough to sail in a swimsuit during summers in the Northwest — or even go topless.**

the surface — and the deep green hue of seemingly endless forests has an undeniably calming affect that could settle the nerves of even the most stressed-out workaholic.

Both the American San Juan Islands and the Canadian Gulf Islands have dozens of well-protected anchorages — many equipped with overnight mooring balls — and the distances between them are usually short. Although you do need to be attentive to swift currents and wide tidal ranges, navigation in these waters is relatively easy; charts are spot-on and aids to navigation are abundant. You'll find ample infrastructure ashore for shopping, dining, 'pubbing' and reprovisioning, but you can also easily escape to secluded anchorages with little or no human development.

Throughout the region winds tend to be light (under 10 to 15 knots) and the protected waters are what a San Francisco Bay sailor would probably call dead flat. And due to the region's northerly latitudes, days are extremely long, giving you four or five more hours of daylight than in the tropics. In mid-summer, for example, it doesn't get dark until around 9 p.m.

Charter companies are peppered throughout the region, offering late-model monohulls and a few multihulls. If you have ample experience, most companies will allow you to take a boat farther afield to the primeval fiords of Desolation Sound or up into spectacularly beautiful Princess Louisa Inlet on the Canadian mainland.

It's true that the water temps here are much cooler than in, say, the Eastern Caribbean, but some bays get to a swimmable 70°, and there are dozens and dozens of freshwater lakes within



INSET LANI SCHROEDER

easy walking distance of popular anchorages.

As you might have guessed, we love sailing these waters, and we revisit them whenever we can. But we certainly don't consider ourselves to be experts on the subject. That's why we solicited tips and insights from *Latitude* readers to share with you. In the following pages you'll read excerpts from their comments. So we invite you to grab a pencil and a notepad and learn from their collective experiences:

"Sailing in the Pacific Northwest is the biggest treat as far as West Coast sailing destinations go. We may not have that long a season, but the scenery is unforgettably breathtaking. Not only do we have the South Sound assortment of islands and gunkholes, but we are gifted with having the San Juan Islands along with the Canadian Gulf Islands. Nature didn't scrimp on providing us with a wide variety of mammals, other animals or birds to entertain us.

"We often run across orcas and our seasonal gray whales, and then there are Dall's porpoises and otters scattered around the Salish Sea year round. In the skies we have bald eagles and os-



COURTESY LANI SCHROEDER

# OF CHARTERING



DAN & LINDA NEWLAND

**Spread: Majestic, snow-capped Mt. Baker towers above the mainland, in stark contrast to warm sunny days enjoyed at places like Sucia Island, seen here. Inset: You can find swimmable lakes close to many anchorages.**

preys diving for dinner every evening in most locales.

"With the Olympic mountain range to the west and the Cascades to the east and islands throughout the area, there's never a moment to not be awestruck."

— gary peterson

"Most American sailors start with the San Juan Islands (which are in U.S. waters) and therefore don't require customs clearance procedures. However, the Canadian Gulf Islands and the close location of Victoria, B.C. soon have American sailors moving back and forth to enjoy the gorgeous scenery and the many fabulous Canadian Marine Parks, which are generally only accessible by boat. But the most magnificent areas are farther north along the Sunshine Coast, Desolation Sound and the Discovery Passage areas of British Columbia.

"The *Dreamspeaker Cruising Guides* by Anne & Laurence Yeadoon-Jones are

just fabulous for the sailing beginner. They assist in float planning and give critical information about places to see and where to anchor or berth. However, the key element of sailing in the area is having a keen understanding of the tides, which can rise and fall as much as 16 feet. One joker suggests that there are over 1000 islands at low tides and fewer than 500 at high tides.

"The fjord-like passages in the Toba Wilderness, Desolation Sound and

Princess Louisa Inlet are breathtakingly beautiful and moving in their masterial wondrousness. Many charterers come from Europe due to the absolute beauty of the area."

— jerry r. crowley

"I sailed in the San Juans in 2006 as a participant in the liveaboard Learn-n-Cruise summer program put on by San Juan Sailing. The week-long cruise, which offers ASA certification, operates out of San Juan Sailing's Bellingham, Washington charter base. On our voyage we had students and an instructor aboard a late model Beneteau Oceanis 361, which was our well-provisioned charter boat for the event.

"We all stepped off the boat at the end of the week with great memories of the beauty of the San Juans and the friendly people we met — and got ASA certifications to boot. I just can't say enough good things about it all.

"Sailing in the San Juan Islands is a special treat and provides great opportunities to practice navigation skills. The scenery is magnificent and the trees practically meet the sea, there are a zillion places to anchor at a multitude of islands, reasonable charter boats are available, and the weather can be warm and comfortable in the summer.

"Sailing in the summer, however, means moderate to light winds (think opposite of what we're used to on San Francisco Bay), and you do have to watch the currents a bit. But with some

**Ganges Harbor on Saltspring Island is a wonderful place to shot, dine and poke around while sailing the Gulf Islands.**



JAY LAMBERT

# WORLD

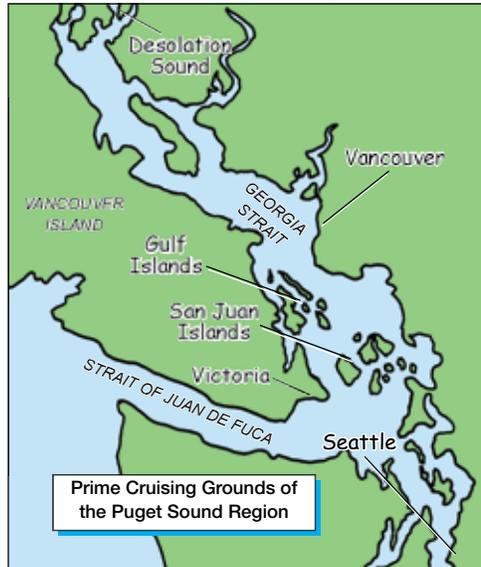
planning you can easily have a great time on a sailboat — as long as it's also equipped with a reliable engine to use when the wind drops.

"Unlike California, Washington State has many well-maintained saltwater marine parks that are only accessible by water. Anchoring in some of these serene locations is often a matter of dropping the hook, then taking the dinghy to shore to tie a stern line to a tree. In other cases, the State provides mooring facilities and full-service marinas are available.

"Some of our favorite places during our journey were Friday Harbor, Inati Bay, Rosario Resort (where young "dock assistants" help you tie up before you head off to the hot tub), Stuart Island, and Sucia Island. If you have the time, there are plenty of places to explore. I'd love to do it again."

— john harold

"The Strait of Georgia can have good breezes but it's open water and quite large. If you have lots of time and don't mind either waiting for good weather or



sailing/motoring while out in the exposed cockpit, then a sailboat will be fine.

"We usually charter near the end of the chartering season as it is cheaper and less crowded. You do run the risk of colder weather and an occasional front passing through, but if you're hunkered down in a snug anchorage, it adds to

the experience.

"We really like the Northwest for boating because it is so different from the Hawaiian waters where we live and normally sail. It's generally flat water in the Northwest, the passages are quick with many choices of anchorages, marinas and towns — and perhaps most important of all, our wives will go with us!"

— jay lambert

"About 80 miles north of Vancouver, Canada's Desolation Sound has everything from towering mountain ranges whose steep wooded slopes angle sharply into the water, to anchorages about as far from civilization as you can get without crossing an ocean. Located on the east side of Vancouver Island, this body of water is in the shadow of a mountain range on the island that blocks a lot of the weather coming in off the ocean. As a result, more often than not you're boating in sunshine while to the north or south there may be cloudy skies.

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# OF CHARTERING

"By the way, the topless shot I sent in was taken while transiting between anchorages. The temperature was 82° with 15 knots of wind, and all the powerboats gave way! We waved back to say 'Thank you.' It doesn't get any better than that."

— *lani schroeder*

"Under the watchful eye of Mt. Baker, you'll enjoy armadas of patrolling Canadian geese, otter pups learning from attentive parents, seals galore, raccoon families foraging along rocky shores, bald eagles by the half dozen swooping on the thermals, and placid deer along the shoreline. On their red stilt legs, oystercatchers search for lunch under the rocks. Drop the crab pots and maybe, if you're lucky, the commercial pirates will not have removed all of the legal males."

— *peter simpson*

"I like docks, shore power, restaurants and seeing the local sights, so my partner Jill and I did the marina

concept. How was it? In a word, perfect. We got up late, read the paper over lattes and usually had a 1- to 3-hour transit to the next destination. So the underway target was about noon-ish. Nice. Who wouldn't like this? And our method worked. We 'did' Friday Harbor, Roche Harbor, Deer Harbor, Rosario and back to Anacortes.

"Canada is a foreign country. Yes, it is true, and you can tell the difference — it is all good. We consistently met the most wonderful people one could imagine. If you add this factor to the other things the area has to offer, it may well be unmatched on this small planet."

— *dave stromquist*



GARY PETERSON

***With a little bit of luck, you'll sight a pod of orcas cavorting in the current. Needless to say, though, you should never crowd them.***

"My husband Dan and I moved up to Port Townsend from Alameda in 2006 and we finally did some sailing in the San Juans last summer.

"The weather can be very changeable, even from one hour to the next.

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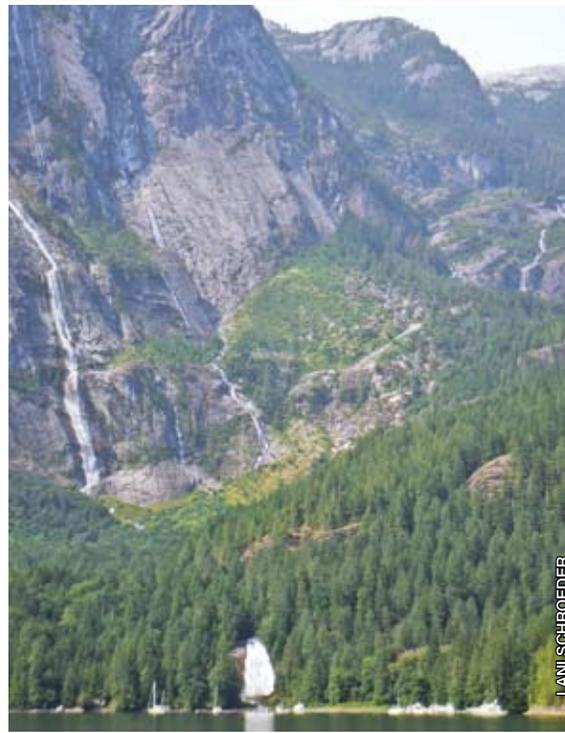
# WORLD

The saying up here is 'If you don't like the weather, wait ten minutes.'

"Currents can kill your fun fast as well, but if you're savvy about reading tide and current charts, you should be fine. There are some channels that shouldn't be navigated at anything other than slack current. Some of the currents can run up to 6+ knots in a narrow opening and take a boat along for the ride without much helm control — it's one way to get up close and personal to the rocks.

"Three mandatory books to have on board are: a thorough tide and current guide like *Captain Jack's* or *Ports and Passages* (broader coverage than *Capt. Jack's*), the currents for the San Juan Islands and surrounding areas, and a *Current Atlas for the Juan de Fuca Straits to Strait of Georgia* which also has annual updates called *Washburne's Tables*.

"Paper charts to keep in the cockpit are invaluable as a tool to back up the chartplotter. We wouldn't be without both as the charts are good for more



LANI SCHROEDER

**As this shot shows, Chatterbox Falls is fed by a system of vertical cascades. Look closely and you can see boats anchored close by.**

open sailing and the chartplotter is excellent in tight quarters. (Many charter boats have chartplotters up here.)

"There are a great number of Washington State Marine Parks in the San Juans. You can pay as you go, as many of the parks are coves or inlets on islands and sometimes the whole island is a state park so you can either anchor out (no charge) or pick up a mooring, dinghy ashore and then walk on trails, camp or barbecue. Our favorite is uninhabited Jones Island. It's a small harbor but very popular and less than an hour away from Friday Harbor.

"Mooring is very popular, as using them eliminates the need to deal with messy anchors. But they are a rare commodity in the high season of July and August, which are also the warmest and driest months.

"For visiting Friday Harbor during the high season, our suggestion is to call ahead with plenty of lead time to reserve a slip. They are happy to reserve

## SAN JUAN ISLANDS



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# OF CHARTERING

at the city-owned marina. The clean hot-water showers, bathrooms and close proximity to town make it an ideal stop for reprovisioning, eating out or taking in a movie. It's well worth going there for a night. In the morning, the bakery boat comes down the fairways and sells coffee and bakery goods straight to the boaters who meet it as it turns into an empty slip, or by just hanging over their transom.

"Most anchorages are fairly deep close to shore as these rocky islands have deep water around them. By anchoring bow out, and tying off to shore, you can get very close to shore for dinghy purposes. There's usually enough gravel or sand to pull up on, especially at Sucia Island. Some of the state marine parks have short piers with a designated area for dinghy tie-ups. If you're really lucky, you may get to tie your boat up at a pier, but those side-ties are very limited in number.

"Usually the wind comes from the west or southwest in the summer, but it can come in from any direction. So

it pays to listen to the VHF weather channels that are broadcast from both Canada and the U.S. They're very good at updating wind direction and strength. So before nightfall, listen. Complacency may result in having to reset in the middle of the night or in dragging anchor into another boat or rocky shore.

"One of the main draws in the summer is finding the orca population. They can be anywhere, but usually hang out on the west side of San Juan Island around Lime Point. Just listen to your VHF while the whale watch boats talk to one another each morning. There are several pods, and several times dur-



LATITUDE / ANDY

**As a counterpoint to idling in secluded anchorages, we suggest a stop at the charming port city of Victoria, the capital of B.C.**

ing the summer they all get together in what's called a "superpod" and play rather than eat. That's the best time to get an eye-ful.

"Look for crabbers' flagged buoys on the surface to find the best spots to

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# WORLD

drop your traps. A lot of charter boats carry them. It only takes a few hours to catch dinner. There are Dungeness and rock crab — which are smaller, but just as tasty.

"On Orcas Island and San Juan Island (Friday Harbor) you can catch a shuttle in the summer up until Labor Day to take a tour of the island, or be dropped off at places. It's a cheap alternative to renting a car and allows you to really see the interior of two of the largest islands.

"There are some other hidey holes that locals use and some anchorages that are way too shallow when the tides go out. You might see powerboats in them, but not keelboats. It's best to read your charts carefully and keep an eye out for the predicted direction of the night wind so you are in a lee anchorage, as some spots are protected from the west and southwest, but may not be protected from the north."

— linda newland

"Sucia Island is not to be missed. Grab a mooring ball in Fossil Bay if



COURTESY LANI SCHROEDER

**As Lani demonstrates, in the quiet backwaters of the Desolation Sound area water temperatures reach a swimmable 70° or higher.**

there's room. Then take the hike over to Echo Bay."

— elizabeth baggs & alan bradley

We thank all these contributors for their candid advice — all of it worth

heeding. One subject that was touched on only lightly, however, is crossing between international boundaries. It's relatively easy to do — especially going *into* Canada, where you simply step into a special phone booth, scan your passport and answer a few questions by phone. Coming back into the U.S. is a bit more formal, as you need to speak to actual immigration agents. And remember, these days *every crewmember must have a passport*, even if he or she is only six months old.

That said, we think a two-nation charter is a splendid idea. No matter which direction you're traveling, you'll find the clearance process to be one of the fastest and most efficient you've ever experienced.

Wherever we charter, we tend to design a cruising itinerary that gives us a balance of developed and undeveloped anchorages. That is, a town with a little nightlife, dining and shopping one day and a tranquil, out-of-the-way respite the next. If you like our thinking, then including the Canadian waters in your

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# OF CHARTERING

itinerary is a wise idea. Not only are the Canadian Gulf Islands much less crowded than the San Juans during the peak summer months, but including them simply gives you more variety.

And we highly recommend taking the time to visit Victoria, at the southern end of Vancouver Island, which is the capital of British Columbia. It is exceedingly clean, well-planned and charming, with all sorts of interesting shops, galleries, pubs and restaurants. Plus, there's a fabulous museum that is supported by National Geographic, and is a stone's throw from the harbor. Inside it is an IMAX theater.

Here are two options for visiting Victoria: If you have ample time, plan your trip down Haro Strait with a strong ebb tide, so you don't spend an entire day getting there. And if possible, plan to arrive late in the morning, as that's when most boats pull out from the guest docks that lie directly in front of the iconic Empress Hotel — and adjacent to the Parliament building. From there, the whole town is walkable, and you'll

be in the center of the action. It's first come, first served, however. No reservations. Several other nearby marinas could suffice as Plan B.

If you're short on time, consider visiting the sensational Butchart Gardens, which lie well north of the city, then access Victoria from there by bus — they go until late at night. There's room for 4 to 6 boats in the anchorage on the back side of the Gardens. And here too, arriving at about 10 a.m. may get you a spot. In a pinch you could conceivably check out the expansive gardens in the morning, hop a bus to town, and return that evening in time to see the nightly light show. Even for non-gardeners like us, it's a fascinating place.

Whichever portion of this incredible



PETER SIMPSON

*If spectacular scenery, easy sailing and friendly towns aren't enough reason to sail the Northwest, how about an abundance of crab!*

region you're lucky enough to explore under sail, we're sure you'll be thrilled by it. Whether sailing with your lover or your whole extended family, there are attractions to please all. In fact, we can't wait to get back there ourselves.

— latitude/andy

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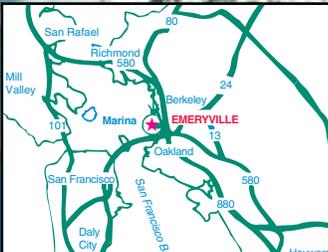
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# CHANGES

With reports this month from **Interlude** on leaving Spain; from **Sarah Miller** on a young woman's crew experience; from **Capricorn Cat** on a slow trip, with stops, down the coast of Baja; from **Jake**, on spending the summer in the Sea of Cortez; and a hefty portion of **Cruise Notes**.

## Interlude — Deerfoot 74 Kurt and Katie Braun A Leisurely Cruise Around (Alameda)

We grew up in California, went to public schools, graduated from UC Berkeley, got married, worked for 20 years child-free, and are now retired. We started sailing around the world in the '02 Ha-Ha, and by the time you read this should be crossing the Atlantic toward the Caribbean. Here are some excerpts from our log about our last days in Spain.

After a fun time on Spain's party island of Ibiza, we took off for Gibraltar in late September. On our second night out, we almost got run over by the *Disney Magic* cruise ship. Kurt called them to say we were wing-on-wing and thus had limited maneuverability. They made the grand gesture of a one-degree change in course. We joked that they wanted to get close enough to illuminate our boat so their guests could take photos. Sure enough, that's exactly what they did.

We arrived at Gibraltar in calm weather motoring against as much as two knots of current and having to dodge copious ship traffic. The only place to anchor was actually just across the border in Spain at the town of La Linea. We found plenty of room in what appeared to be an all-weather anchorage behind the breakwater. La Linea is a working class town with some old buildings and

**Although infested by Barbary Macaques — inset right — the Rock of Gibraltar is one of the geographic icons of the Western world.**

shops, and is trying to attract cruise ship tourists from across the border. The Mercadona supermarket north of the town center had the best prices we've seen in the Med, with large quantities and a good selection.

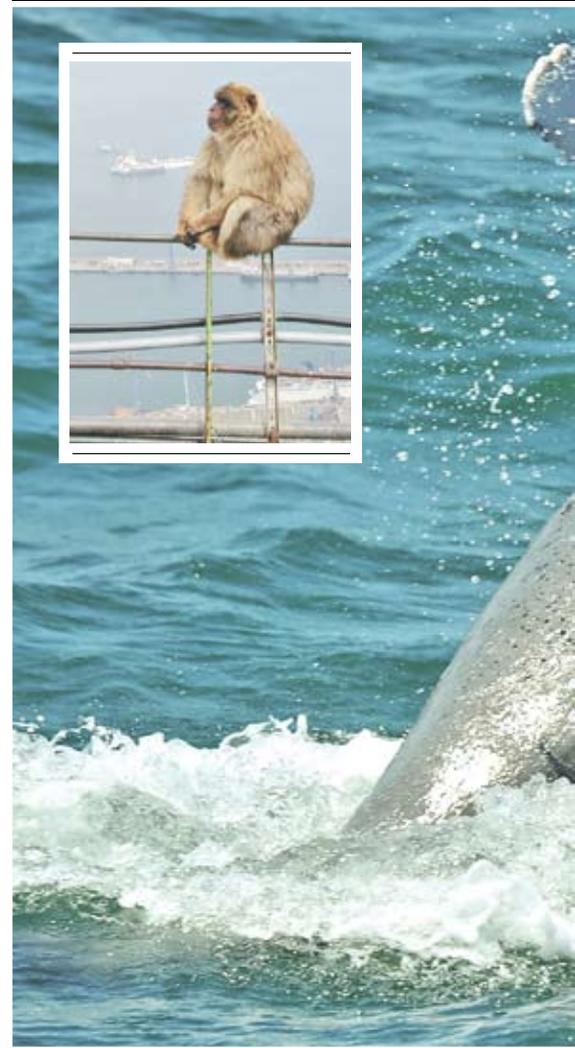
We later took *Interlude* to the fuel wharf in Gib, where we took on 1,100 liters of diesel at \$3.75/gallon. After re-anchoring off La Linea, we rode the dinghy back to Gib and visited some friends in Ocean Village/Marina Bay. We were allowed to visit within the marina compound, but not to go into town. To properly cross the border from Spain to Gib requires walking thru a checkpoint — and across the airport runway!

We planned to remain in the La Linea/Gib area for a few more days, but the Guardia Civil came by and told every boat in the anchorage to leave. They said it was not possible to anchor off La Linea, and that we should go into either Puerto Deportivo or Ocean Village/Marina Bay in Gib. Either marina would have charged us about \$75/night. When we asked where we could anchor, we were told to call Algezeras Trafico, which told us to contact Algezeras Pilot Station, which told us to contact our agent to contact the authorities for an anchorage position. In other words, act as though we were a ship. There is no longer an authorized yacht anchorage in the entire Gib/Algezeras area, so cruisers must berth in a marina. This is becoming typical of all ports in Spain. Knowing we weren't that welcome, we set off out the strait on the 70-mile run up to Cadiz.

The eight-mile wide Strait of Gibraltar separates Europe from Africa, and connects the Mediterranean Sea with the Atlantic Ocean. Due to evaporation, the Med has a constant influx of water.

Tides in the Atlantic and wind direction and strength dictate the strength and direction of the surface and subsurface currents. With over four knots of current and 30 knots of wind some 300 days a year at Tarifa, these effects must be taken into account when transiting the Strait.

Our ride out the Med was smooth, with 1-2 knots of favorable countercurrent



while we hugged the coast and stayed just inside the easily visible current line. As we rounded Tarifa, the NE wind piped up from 5 to 25 knots — and then died again as we approached Cape Trafalgar. The wind got up to 25 knots again from the north as we approached Cadiz.

Cadiz is an historic old Spanish town with interesting architecture, museums and churches. Columbus sailed from here on his second and fourth voyages to the New World, and in the 18th century Cadiz grew to become Spain's richest city. We also enjoyed Puerto de Santa Maria, but did not support the impressive bull fighting arena.

One of our reasons for going to Cadiz was to obtain outward clearance from Spain. This is reportedly hard to get in the Canary Islands, and the ports in the Caribbean all require some sort of paperwork showing you're not a dirtbag and have properly cleared out of the last country you were in. After a lot of time and effort, and a good deal of luck, we finally managed to overcome the bureau-

INTERLUDE



Gib, Kurt and Katie.

GIBRALTAR TOURISM



# IN LATITUDES



JAY AILWORTH

***The Whale Report. It's December, so yes, those sailing on Mexico's Banderas Bay need to be on the lookout to avoid babies such as these.***

crats to get our passports stamped and obtain the paperwork needed to clear out of Spain to the future satisfaction of some official on the island where we'll make landfall in the Caribbean.

As we write this, we are bound for Lanzarote in the Canary islands and have about 400 miles to go. The sailing has been great, with 12-18 knots on the beam, and the wind now going farther aft. We are heading offshore to catch stronger winds, and will be poling out a headsail soon for a downwind ride to the Canaries.

Our motto continues to be, 'To Go Boldly Until We Are No More'.

— kurt and katie 11-15-10

**Knotta Afreighter Nothin'  
Sarah Miller  
Zihua To Panama  
(Boston)**

When I first wrote to *Latitude* last

year, I mentioned that I was a young female from the East Coast looking for adventure on the sea. I got my wish on the second leg of my trip from Puerto Vallarta to the Panama Canal.

I was lucky to be crewing for Michael Foley aboard his Portland-based Bene-teau 41 *Shannon*, as he was respectful, inspiring — and a boatload of fun! Although there were already five of us on the boat, he welcomed five more for the 140-mile trip from Zihua to Acapulco. Of the 10, seven of us were still in our 20s. We arrived in Acapulco on the Saturday night of MTV's Spring Break in Acapulco, so you can just imagine what a night of dancing that turned out to be.

Just five of us continued on to 270-mile-distant Huatulco: Capt Mike of Clarity Central; Adam Hoffman, 21, from Minnesota; Reuben, 22, a mandolin-playing stowaway from Santa Barbara; Ron, 62, an ex-Silicon Valley executive from Sacramento, whom Mike

met on the plane to Puerto Vallarta and invited to come along. I was the fifth crewmember.

There wasn't any wind, so we had to motor non-stop. When we reached the potentially dangerous Gulf of Tehuantepec, there was a 5-day weather window. After being concerned about the crossing for months, Mike told the crew, "Crazy George says we should just go for it, so let's go!" And we did, setting sail straight across the Gulf on the 905-mile leg to El Salvador. The problem turned out to be too much heat and not enough wind. The air, water and humidity were all over either 93 degrees or percent. As a result, I couldn't find a 'happy place' on the boat. The only thing that brought relief was taking a cooling dip in the miles-deep, crystal clear water.

Then, while we were 30 miles off the coast of Guatemala, a huge humpback whale breached 400 feet off our port beam — and kept doing it while closing on us. At less than 100 feet, she breached for the fourth time — and stared down at us with one seemingly angry eye. We tried to motor away while gathering the ditch bag and EPIRB. The whale breached three more times before finally slowing to a floating position, during which time she slapped the water with her tail for another five minutes. Yikes, that had been close!

The shallow bar crossing at El Salvador's Boca Cordoncillo made for another white-knuckle moment. "Mike," I asked, "why does the depthsounder say we're in one foot of water while we're going over

***The Santa Cruz-based catamaran 'Rapsallion' shows why crossing the bar at Boca Cordoncillo can be a white-knuckler.***



***One of the beautiful bays at Huatulco in southern Mexico.***



COURTESY EL SALVADOR RALLY

# CHANGES

waves?"

"Sarah," he replied tersely, "this is not a teaching moment, all right?"

We made it in fine, of course, as did three other boats headed up the estuary for Bahia del Sol as part of the 1st Annual El Salvador Rally. Being young guys, Adam and Reuben hadn't wanted to wait for slack tide outside the bar, so they had taken the kayaks in to a beach-front cabana for some drinks. Thank goodness nobody made a fuss about their entering the country illegally.

For the next five weeks, it was just Ron and I on *Shannon* at Bahia del Sol, as Mike returned to the States for work, and Adam and Reuben hopped on a powerboat owned by a guy Reuben knew from Vermont. I got to see first-hand what a wonderful rally Bill Yeargan and Jean Strain of the Honolulu-based *Irwin 37 Mita Kuuluu* had put together. There was lots of socializing around the pool, dinners out, a BBQ fund-raiser for a local school, and weekly tours to La Herradura by dinghy for fresh food.

Among those who 'rocked the bar' as part of the rally were Vicky Platt on her Seattle-based *Hans Christian 38 Inspiration at Sea*; Tom and Kathy Edwards of the Portland-based *Pearson 424 Awahnee*; Rob and Susan Jackson of the North Bend, WA-based *Hood 38 Joyeux*; Ahmed and Jitka Agrama of the Los Angeles-based *Tradewinds 55 Om*; Dennis Gade of the San Francisco-based *Islander Freeport 36 Dolce Vita*; Eric and Valerie Wagoner on the Seattle-based *Cooper 37 Mystic Pacific* (enroute back *Sarah*, in the blue bikini, hanging with *El Salvador's* young elite. This was after visiting with the happy but poor kids in the village.

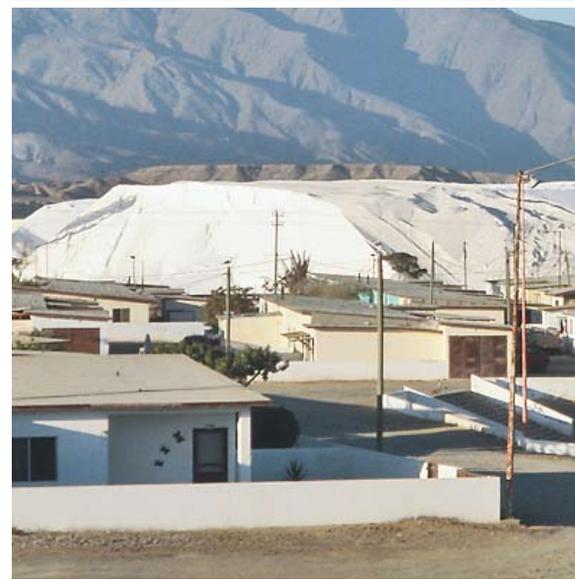
to France); Tim and Tracy Sowell with their boys, Alex, 4, and Sean, 2, on the England-based *Morgan 46 Gijima*; and many others. There were over \$7,000 worth of prizes for all the participants, and I expect it will be an even bigger and better event this year.

When you travel to Third World countries such as El Salvador, you get some perspective on your life. For example, we visited the island across the river that is home to a village of 300 people who live without electricity, and who get around by dugout canoe. Their homes were made of sticks, and we rarely saw any items from the First World. Coca-Cola was sold in plastic bags with an ice cube and a straw for 25 cents. The modest school was especially touching. Although the 30 kids only had a deflated soccer ball to kick around, they seemed very happy. My visit to that village made me realize how fortunate I've been to have grown up in the circumstances that I did. Now when I start to open my mouth to complain, I remind myself of how little those kids have, yet how happy they are. I'm hoping to think of some way to make their lives a little better.

For contrast, and as a result of a chance meeting, I spent some time tromping around the country with the daughter of the vice president and her friends. As you might expect, all of them were children of El Salvador's leaders and prominent business families. Hanging out with a bunch of a Third World country's richest of the rich, after visiting the poorest of the poor, was, to say the least, illuminating.

For another adventure, I took a two-hour bus trip to San Salvador. There I was able to buy a DeWalt buffer and a 3M buffing pad at an Ace Hardware store that looked like any of countless ones in the States. When I got back to *Shannon*, I took layers of junk off the hull, which hadn't been waxed in six years. So when we departed El Salvador a few days later, *Shannon* looked like a million bucks.

Prior to our leaving El Salvador, officials told us that we had to pay a new tax of \$100/person that was being levied on all visitors. In fact, we were told that the boat wouldn't get her *zarpe* to leave until we paid up. This is clearly not something that will encourage tourism, so the owner of Bahia del Sol held a televised news conference to



denounce the plan. We ended up paying the stiff fee, but the new law was being hotly contested when we left in April.

[To be continued next month.]

— sarah 12/04/10

## Capricorn Cat — Hughes 45 Wayne Hendryx, Carol Baggerly Stopping Along the Coast of Baja (Brisbane)

We love doing the Baja Ha-Ha, but because of a combination of family obligations and not getting our settee seating reconfigured in time, we sailed down the coast of Baja about two weeks after the Ha-Ha fleet. The bad news is that, unlike the Ha-Ha fleet, we had so little wind that we were only able to sail about 10% of the time. We've been making passages up and down the coast of Baja for 35 years, and it was the first time we weren't able to sail most of the way.

The good news is that we had the time to stop at some interesting places, and meet some of the most kind and helpful

SARAH MILLER



School girls from the village across the river.

COURTESY SARAH MILLER





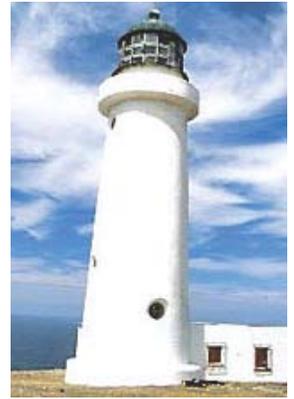
# IN LATITUDES



PHOTOS COURTESY CAP CAT

season, when all the hookah divers from the cooperative come over to dive for the rich bounty, most of which ends up in the stomachs of the Japanese.

Interested in the fishery, we motored 25 miles to Cedros Village on the southwest part of Catalina-sized Isla Cedros. Most of the thousands of participants in the Ha-Ha who have sailed right past Cedros probably have no idea that Cedros Village has a population of about 4,000 and flights



**The San Benito Light.**

three times a week from Ensenada, plus two main industries. The biggest industry is Exportadora de Sal, which is a salt company owned 60% by a Mexican company and 40% by Japan's Mitsubishi. It seems odd, but the salt is brought over to the island on barges from Guerrero Negro, then processed and stockpiled in mounds the size of a couple of city blocks, and finally shipped to Kure Island, Japan. With 500 employees, the salt company is the largest employer on the island. They provide housing for their employees and their families and schooling from kindergarten to high school, and have two company stores.

The other main industry is the fish cannery, which has modern offices on the main street in town. When we visited, the receptionist directed us to Eduardo Aguilar Martinez, who was born on Cedros, and who speaks English better than we speak Spanish. He quickly

**A can of abalone, which normally would have been destined for Japan, is cut open in sanitary conditions for Wayne and Carol to sample.**



**Clockwise from lower right. Carol in the hyperbaric chamber with Wayne looking on. Eduardo, who has saved many lives, at the chamber controls. The stained-glass window at the church on Cedros features scenes from the salt plant. The huge salt piles. 'Cap Cat' performs when she has wind.**

Mexican people. You people in the States who believe all the misleading reports in the media and think all of Mexico is as dangerous as Oakland or the Bayview in San Francisco have no idea what you're missing!

Our first stop was Ensenada, where we bought diesel for \$5/gal U.S. — ouch! We also paid \$95 a night for a slip at Marina Coral, where Liliana and her staff made us feel very welcome. Since Ensenada is only about 60 miles south of San Diego, many cruisers don't stop there on their way south. Nonetheless, it's a great stop at the end of a Bash. Marina Coral has indoor and outdoor pools and hot-tubs, where waiters are happy to serve you pitchers of margaritas and delicious snacks; great restrooms and showers; and a cool bar and a fine restaurant. It's the perfect place for you and your crew to reflect on the great

times you had in Mexico while planning your return, and to celebrate your having completed the challenge of the Bash. It's also a good sanctuary to prepare yourself for re-entry — take a deep breath! — into the ultra-fast-paced life in the United States.

Our second stop — after endless motoring — was West San Benito Island, a remote and lightly-populated island a little less than halfway down the Baja Peninsula and about 12 miles to the west of much larger Isla Cedros. West Benito was quiet, as the only inhabitants are the fishermen who come over from the 45-mile distant mainland for periods of work. It was also lobster season, which isn't as busy as abalone



CARINA

# CHANGES

became our very, very good friend. In fact, he would shed tears when we left two days later.

Eduardo explained that there is a six-month lobster season and a six-month abalone season, and that everything gets processed in their USDA-inspected and approved facility. He noted that a soup can-sized can of their abalone retails for \$30. Other seafood they send to Japan includes sea cucumbers, which many Asians believe is an aphrodisiac; top shell snails, which are similar to conch; and sea snails. The abalone shells are all sold to Korea, but nobody knows what they do with them. The cannery also processes and freezes lobster, cooked lobster, and many kinds of fish. Most of this is then transported in the co-op's large, clean vessels to Turtle Bay, then trucked to Ensenada for final shipment to Japan. The cannery and co-op employ about 300 people, plus the divers and fishermen.

Gathering seafood has always been one of the most dangerous occupations in the United States, and it's the same in Mexico. That's why Cedros is equipped with a hyperbaric chamber, which is used to treat divers suffering from the bends. Eduardo has been the sole operator of the device for the 21 years that it's been there, and even gave us a tour of the inside. He estimates that he's treated between 1,000 and 1,500 divers! In the early years, when divers were less

'Cap Cat' anchored in the little harbor at Cedros Village. A unnoticed shift in the wind later put her against the southern breakwater.

educated about the health limitations on diving, many needed treatment. Divers are more knowledgeable these days, so Eduardo now has to treat only one a month.

After Eduardo visited us for coffee the next day, he took us on a driving tour of the island's high points with his four-wheel drive Ford Explorer. When we visited the cannery, we had to wear hair-nets and rubber boots, but we got the grand tour. They even opened a \$30 can of abalone for us. I didn't mention it to our hosts, but canned abalone tastes little bland compared to the fresh stuff.

After spending the better part of two days taking us around the island, Eduardo joined us for lunch on *Cap Cat* while I did my pre-departure inspection. But what was this?! The bolt holding the alternator in place was broken. Eduardo rushed us to two hardware stores before they closed in search of a 3" x 3/8" metric bolt, but they couldn't help us.

Our prospects were getting as dim as the daylight when Eduardo drove us up a series of steep hills to the local junkyard. It was a one-dog, one-lightbulb, 300-wreck operation staffed by three men. After we showed them the broken bolt, one man disappeared into the dark for about 15 minutes. He returned with some car parts, and after wrenching on them for a few minutes, came up with just the bolt we needed! It was yet another Mexican miracle. What's more, he had two spares for us.

It turned out to be a dark, windy, and because of an unusual east wind, bumpy night inside the small harbor where we were anchored. Then, at about 9 p.m., there was a loud bang all along the port side of *Cap Cat*. We raced on deck to discover that our cat was banging against the leeward breakwater! Without our realizing it, there had been a 90-degree windshift in the 25-knot gusts, our anchor dragged, and in what must have been a matter of just a minute or two, we'd dragged down on the breakwater. Miraculously, neither the rudder or saildrive nearest the breakwater had been damaged.

I told Carol, whose eyes were bulging, to raise the anchor. When she got it up, she saw that there was a piece of rock between the shank and one fluke of the anchor, and that the hook was covered in seaweed. No wonder the anchor had



dragged — even though it was 20% larger than the one we used in prior years. I immediately fired up the engines, then lowered the dinghy and jumped into it. Using the dinghy's bow, I pushed the port transom away from the breakwater for all the Yamaha 15 was worth. Once the boat was at a 45-degree angle to the breakwater, I had Carol put the port engine in reverse at full throttle. I knew it meant the bow would be scraping against the breakwater, but we had no choice.

But we were lucky, lucky, lucky, as *Cap Cat* miraculously suffered nothing more than some scratches to the hull and two small gouges below the waterline. I filled the latter with Splashzone underwater epoxy. All in all, it was an inexpensive lesson. After all these years of cruising, we've finally gotten around to being very good using the anchor watch applications on our various GPS units.

The lesson I learned at Cedros is that whenever there's a big windshift, it's possible for the anchor to break free. So in

CAP CAT



The folks at the cannery weren't interested in buying the bug-eyed rock fish Wayne had caught.

CAP CAT





ALL PHOTOS COURTESY CAP CAT

the Puddle Jump this spring, but were unable to complete all the necessary projects, such as painting the hulls, elevating the davits, and so forth. So we won't be crossing the Pacific until the spring of '12. That means we'll be forced to spend our fourth winter season in good ol' Mexico. It's a tough life!

— wayne 12/15/10

**Jake — Hunter Legend 45  
Jake and Sharon Howard  
Sea of Cortez Guide  
(Seattle / Mexico)**

Jake, a retired wholesale mortgage broker, and Sharon, a retired teacher, have been living on a series of sailboats for a long time. Long as in 27 years. They started on a U.S. 305, which was a Garden-designed, Bayliner-built 30-footer. They later moved up to a cutter-rigged Hunter 37, then in '89 they bought a new Hunter Legend 40, which they still own and cruise today.

"We've been happy with our Hunters," says Jake. "During the most recent haul-out of our 20-year old boat, we found no blisters, and the original Yanmar diesel continues to run just fine."

Living aboard isn't always easy, even in temperate climates such as San Francisco Bay. But Seattle? "It's true that when you live aboard up there you have to deal with winter, rain, and occasional snow," admits Jake. "But Seattle is a great area. We even took an annual winter cruise — although one year we found ourselves in a blizzard."

But the decades of rain and cold ultimately took their toll, for when the couple entered the '07 Ha-Ha, they had three goals: "To always have fun. To always be warm. And to always be dry." In other words, to be somewhere where the weather is the opposite of that of Seattle. They've found what they've wanted

***When it comes to spending summers in the Sea, Jake and Sharon are of one mind — it's fantastic. This will be their fourth in the Sea.***



**Counterclockwise from lower right. Wayne and Carol, in the center, became part of the surf crew. Forget going to Jeffery's Bay in South Africa, San Juanico perfection is closer at hand. Christian Buhl's bay cruiser. Wayne and Carol at the helm of a failed whale-themed panga bar.**

the future, I will, at the minimum, fire up both engines and back down until I'm sure the anchor is well-set for the new wind direction. The horrible sight of *Cap Cat's* port beam pinned hard against the rocks by the wind, and visions of her being ground to bits, will be all the motivation that I'll need. Thank God there hadn't been time for a fetch to build from the new wind direction, or there might have been much more damage.

We continued on to Turtle Bay, where we were sobered by the sight of the still floating bows of the *Privilege 49* catamaran that had burned to almost nothing following two propane explosions in November. Once again we paid \$5/gal for diesel.

Part way down the 'Middle Reach' of Baja, we stopped at San Juanico to visit with former San Franciscan and former crewmember Christian Buhl, who has

taken up residence and surfing there. We're not experts, but San Juanico has to be one of the best longboard surfing spots anywhere, as the waves peel off perfectly for almost a mile. Buhl had plenty of surfboards, so we all went out — and even got up. After a great visit with our good friend, we motored most of the way to Cabo, where we again paid \$5/gal for diesel. Is there a pattern here?

Even though there hadn't been much wind and we weren't able to be part of the Ha-Ha fun, we still had a great trip. We caught some tuna, traded some beer and cookies for two yellowtail, then eight lobster, then a 25-lb calico sea bass. They were all delicious.

We'd been hoping to do



LATITUDE/RICHARD

# CHANGES

in Mexico, where they've spent the last three winters on the mainland, and the last three summers in the Sea of Cortez. And they are going to follow the same program again this year.

Since the desert-like Sea of Cortez is the antithesis of green and cold Seattle, and since so few cruisers spend more than one summer there, we decided to pick Jake's brain about the area for cruisers who might be thinking about spending the upcoming summer there.



"Some people say that the Sea of Cortez is unbearably hot in the summer, but Sharon and I really like it," says Jake. "In fact, we're constantly trying to convince other cruisers that if they stay the whole summer, they won't turn into dehydrated prunes by July. Quite a few cruisers stay through July, but only the hardcore folks stay through the hottest months of August and September. In our first two years in the Sea, about 25 to 30 boats spent the entire summer in the Sea. But last summer there were more like 45 in the Bahia de Los Angeles area, which is where most hardcore cruisers migrate for August and September. Perhaps part of the reason for the increased numbers is that we and some of the other cruisers have really been talking the area up for the summer."

Every cruiser in Mexico has heard the stories of how brutal the summer heat can be in the Sea. Jake claims that it's simply not that bad. "By May and June, the daytime temperatures will have gotten into the upper 80s, while the humidity is about 40% — which is much lower than on the mainland. From August to the middle of September, most cruisers

**Some say the summer heat in the Sea makes people act a little silly, but the photos above and below don't support that claim, do they?**

are in the Bahia de Los Angeles area to stay clear of hurricanes, and the temps are about 95 to 100 during the day, and 80 to 82 at night. The saving grace is that there's almost always a 10-knot breeze, and you can always cool off by jumping into the 85-degree water."

Many cruisers are surprised to learn how late in the year it is before the water in the Sea of Cortez warms up for comfortable swimming. "A few people start getting in the water during Loreto Fest, which is late April or early May, but it's still cool. The water doesn't get up to 80 degrees until about the end of June or the beginning of July — although it can be warmer in shallow places such as Conception Bay. We've seen the water temp reach 90 degrees there."

What's the very best time in the Sea of Cortez? "Sharon and I think it's October, when the heat has broken but the water is still plenty warm. If there's been much rain, the desert will have greened up nicely, too."

When it comes to hurricanes, Jake feels they aren't really a threat in the Sea of Cortez until the middle of August, by which time most cruisers have migrated north to Bahia de Los Angeles — which is 470 miles north of Cabo and only 250 miles south of the latitude of San Diego. "If you're in the BLA area, you're always going to have 7 to 10 days' warning of a tropical storm or hurricane. Almost all of them fizzle long before they get as far north as BLA. And even if one did come that far up, it would have to take a reverse 'S' course up the Pacific side, work its way northeast along the tall mountains, then curve back to the west at BLA to hit Puerto Don Juan, the preferred hurricane hole."

Jake sees a summer in the Sea of Cortez as something best being broken down into three areas or segments. The first is getting over to the Baja Peninsula from the mainland, which he and Sharon like to do about the third week in April. "We'll do the Loreto Fest and stay in the 140-mile-long La Paz to Loreto region until about the third week in June.

"The second segment is the 150-mile stretch from Loreto to Santa Rosalia, which we cover from the third week in June until the middle of August. We never miss the Fourth of July Party in Conception Bay put on by Geary, who does the weather on the Sonrisa Net. He's got a *palapa* at El Burro Cove, and the cove was just big enough to hold the



31 boats that showed up last year. He provides the hot dogs, everybody else brings a plate, and we all have a great time.

"The third segment is from the middle of August, at which time we cover the 150 miles more up to Bahia de Los Angeles, where we stay until about the second week in October. There's also the option of making a crossing to Guaymas-San Carlos, another great area. It's only about 85 miles from Santa Rosalia, as the Sea is pretty narrow that far north. When the temps begin to drop again in the second week of October, we gradually make our way south again. We like to get back to the mainland by early November, because it can get really cold in the Sea. In the middle of November of last year, for instance, it got down to 49 degrees at both Mulege and San Carlos — way too cold for us!"

Some of the attractions of the Sea include unspoiled nature and fabulous anchorages. "Within 20 miles of BLA, there have to be 20 to 30 really nice



COURTESY JAKE

# IN LATITUDES



LATITUDE/RICHARD

**Beautiful Agua Verde, which has several coves and is located just south of Puerto Escondido, is a Sea of Cortez signature anchorage.**

anchorage. None of them are very far from Puerto Don Juan. Last summer I was more or less the entertainment director, so we had full moon parties in both August and September. We'd spend most of the day in the water, then have a potluck thing at night. The kids loved the full moon parties. Since all the boats were already in the same general area, it was easy for everyone to gather."

Jake says that while the majority of the boats that summer over in the Sea are crewed by couples, there were several 'kid boats', and four or five singlehanders. "We're almost like a big family, as we all started meeting each other months before and several hundred miles to the south at events like the Loreto Fest."

Of almost as great a weather concern as hurricanes to cruisers who summer in the Sea are *chubascos* and *elephantas*. To Howard's way of thinking, a *chubasco* is a wind, oftentimes accompanied by

lightning and less often by rain, that comes over with the thunderstorms from the mainland. "They usually come at night and don't last more than 90 minutes. Southbound Net Weather forecaster Don Anderson is good at forecasting them, and says they can bring winds of up to 60 knots. We, however, have never seen a gust over 36 knots. If a *chubasco* isn't accompanied by lightning or rain, some of us have taken to calling them *chubacos*. In any event, they are a phenomenon that mostly occurs between the end of June and the first week of September."

*Elephantas* are entirely different, as they are the hot west winds that rush down out of the tall mountains of the Baja peninsula. "They are much harder to predict than *chubascos*, and can blow for four to five hours. *Elephantas* are more likely to strike certain areas, such as where there are gaps or low spots in the mountains. As a result,

it can be blowing 30 knots in one place, yet be blowing less than 10 knots just a few miles away. Because the *elephantas* always come out of the mountains, it's best to avoid west-facing anchorages.

It would seem like a giant pain to take down all of a boat's awnings and sunshades each night, but that's exactly what Jake and Sharon do from late July to early September. "It means that if we get a wind event, which we do about every two weeks, we don't have to get up in the middle of the night and wrestle everything down before it gets damaged."

Since products and services become more rare north of La Paz, Jack was kind enough to run down what is available and where in the Sea.

"When it comes to provisioning, you can get what you need in each area, but the selection is more extensive the farther south you are. La Paz, of course, is the best place to provision, as it's a big city and they have everything. Loreto and Santa Rosalia don't have as much stuff or variety, but they aren't bad. Once up in the BLA area, there are four *tiendas* in the village, and you may have to hit all four to find everything you need. But they've got fruits and veggies and meats and poultry. When cruisers in the BLA area want more variety, they'll pay for gas in order to join someone who is making the two-hour drive to Guerrero Negro. The city on the Pacific Coast has bigger grocery stores, a couple of banks, a lot more restaurants, and even a hospital."

Jake and Sharon aren't big on fishing, but cruisers who are can reliably augment their food supply with a variety of fish. The usual favorites are sierra and dorado. Cruisers still do quite a bit of clamming at Conception Bay — and other secret spots.

**What does Sharon, a happily retired teacher, think of spending the summers in the Sea of Cortez? This photo tells all.**



# CHANGES

Jake advises that diesel and gas can be purchased at La Paz, Loreto, Puerto Escondido, Santa Rosalia — and via jerry jugs at BLA.



**Onboard internet access is intermittent, at best, north of La Paz.**

“Getting fuel at BLA is quite a cruiser social event. There are two Pemex stations in the village, although only one of them has diesel. But there’s a guy with a powerboat in BLA who gets on the radio and announces when he’s going to make a fuel run with his truck. Everybody shows up at Guillermo’s with their jerry jugs, and hops in his truck for the ride to the Pemex station. The Mexicans think it’s about the funniest thing they’ve ever seen.”

Those with Mexican cell phones or TelCel computer modems can get decent coverage in populated areas; there aren’t any populated areas north of Santa Rosalia, so the coverage is very limited. There are two internet cafes in BLA. Most boats have Sailmail and/or Winlink for communication.

For those who need money, there are ATM machines in La Paz, Loreto, Santa Rosalia, San Carlos — and San Felipe, 150 miles northwest of BLA in the tide and current-challenged northern Sea. By the way, it’s illegal for Mexican stores to take more than one \$100 bill per customer. This is true even at places like Costco in Puerto Vallarta. Similarly, when buying something with a \$20 bill, you’re not supposed to get more than \$2 back in change. It’s all about trying to limit the repatriation of narco money.

**Buying diesel in Bahía de Los Angeles is a little complicated, so it becomes a major social event — much to the amusement of the locals.**

Jake and Sharon recommend XM-Sirius radio for keeping up with the news and for entertainment. Jake notes that while the two companies have combined, they still don’t use the same satellites. Sirius is said to offer better coverage than XM in Mexico.

Many cruisers in the Sea listen to the Amigo and/or Sonrisa Nets in the morning, and the Southbound Net at night. Jake is a net controller on both the Sonrisa and Southbound nets.

If someone needs to leave their boat for a period of time, the best places are La Paz, Puerto Escondido, Santa Rosalia — or across the Sea at San Carlos-Guaymas. “The Singlar Marina at Santa Rosalia has an interesting program,” says Jake, “where you can buy a month’s worth of marina time, but not have to use it all at once. For example, if you leave for a week, it’s not counted against you, and you can use it some other month. For us, it came out to be about \$17 a night, which isn’t bad. They have a great and helpful staff, too.” Jake recommends against people leaving unattended boats on the hook for long.

Boats can be stored on the hard at any number of locations in La Paz and across the Sea at San Carlos-Guaymas. The Singlar haulout and storage facility in Puerto Escondido has become a big hit, and was filled to capacity last summer. Jake hauled *Jake* there for a bottom job, and was pleased with the price and the work. The Singlar facilities at Puerto Escondido and Santa Rosalia both have swimming pools, which are much appreciated in the summer.

*[Part II will be published in the February issue.]*

— latitude/rs

## Cruise Notes:

As we reported in *Lectronic Latitude*, 55-year-old Canadian cruiser Milan Egrmajer was shot and killed on the evening of December 3 aboard his Ericson 35 **Adena** while she lay to her anchor at remote Laguna Diamante on the north coast of Honduras. The veteran of two years of cruising the Caribbean had been sailing from Guatemala’s Rio Dulce to the Bay Islands to Panama with his 24-year-old daughter Myda, when they elected to anchor in the isolated cove to take refuge from rough weather. Myda reports that four unsavory men in a *panga* had come



around and asked for a screwdriver, then a knife, allegedly to fix their engine. Her father was at least somewhat suspicious, for when he brought out the knife, he secretly brought out a flare gun, too. Myda says there was some fumbling as the knife was transferred, so her father reached over toward the men in the *panga* to help. Apparently one of the men took the motion as a threat, and fired four bullets into the retired engineer’s chest. Myda, who initially didn’t think her father had been fatally wounded, grabbed the flare gun and shouted at the men. They retreated. Myda was rescued 17 hours later by Australian cruisers and taken to Belize. Her father’s body was later recovered.

A little more than a week before, French couple Jean-Louis and Cathy, last names unknown, had their catamaran **Maroïne** boarded in the middle of the night at nearby Puerto Escondido, Honduras, by six men armed with guns and machetes. The couple, who speak some Spanish, tried to keep the attackers calm, and let them steal their dinghy and motor, computers, camera, telephone and other valuables.

It’s rare, but not unknown, for cruis-



# IN LATITUDES

LATTITUDE/RICHARD



*You're 100 miles offshore, it's hot, there's not enough wind for the chute, and you're young and looking for a little afternoon excitement. If you're Dustin Houseknecht of Florida, and you're halfway between Cabo and Punta Mita, why not go for a back flip off the daggerboard?*

ers to be murdered on their boats in Central America. The most recent incident before Milan's occurred in August of '08, when 62-year-old Daniel Dryden of the Anchorage-based Southern Cross 39 **Sunday's Child** was killed while his boat was anchored alone in the Rio Dulce. According to Dryden's wife Nancy, who was on the boat with him, Dryden resisted the four men who came out in a *panga*. It's not clear if he resisted to try to protect her, or if he was primarily trying to protect their possessions.

By the time you read this, Christmas and New Year's will have passed, but the cruising season got off to a festive start all over Mexico with **Thanksgiving** get-togethers. Up in **Guaymas**, the crew of the B.C.-based **Ceilydh** explained that, despite the challenge of obtaining turkey and ham, they shared in a huge potluck feast at Marina Guaymas with 50 other sailors. Unlike some long-anticipated cruiser events, this one was essentially spontaneous, with the effort spearheaded by Phil Perkins of the San Diego-based **Mannasea** and Sharon of

**Castaway**. In addition to inviting all cruisers, they also invited the entire staff at Fonatur's Marina Guaymas. "As cruisers, we clearly have a lot to be thankful for," say Diane Selkirk and Evan Gatehouse of **Ceilydh**.

To the southwest in La Paz, Patsy Verhoeven of the Portland-based Gulfstar 50 **Talion** reports they had a dockside gathering at her Marina de La Paz home base. Folks from **Eros**, **Yellowstar**, **Sorceress**, **Adios**, **Star**, **Aunt Sur**, and **Maria** showed up to share all they had to be thankful for. "The great food, music and stories were topped off by a fabulous sunset," says Patsy.

At Punta Mita on the northwest tip of Banderas Bay, John and Gilly Foy of the Alameda and La Cruz-based Catalina 42 **Destiny** had 23 cruisers over to their condo for dinner, 14 of whom had done the '07 Ha-Ha. We don't want to jump to any wild conclusions, but it seems to suggest those folks feel pretty

safe in Mexico.

As for **Mazatlan**, the big deal wasn't Thanksgiving, but rather the **Sixth Annual Tuna BBQ & Free Beer Fest** on December 4. "Held at Marina Mazatlan, it was the doing of Rick Cummings of **Cape Star**, who hosted 160 new, old, hungry, and thirsty sailors," reports Mike Latta of the Mazatlan-based Falmouth cutter **Narwhal**. "Cummings BBQ'd 150 lbs. of delicious marinated tuna and dealt out cold Pacificos as if they were playing cards, while the cruisers brought a wide array of dishes."



*Fluids for the BBQ'd tuna.*

"We have to agree that a shower of any kind is a special event while cruising," writes Emmy Newbould, who has been cruising with hubby Eric Willbur aboard their Brickyard Cove-based Dutchman 37 **Nataraja** since April '09. They are currently in New Zealand. "Our boat only holds 40 gallons of water in her tanks, plus we carry four jerry cans. We don't have a watermaker, so fresh water is precious to us. The shampoo, soap and sponge have a special place in the cockpit so as to be at hand when the squalls come. But the real treat is a bath — and pure decadence is a bubble bath. Some of our favorite bath spots are: Comptrollers Bay in Nuka Hiva — the river has a wonderful spot where you can sit, relax and enjoy Jacuzzi-like jet action; Warm Springs Bay on Baranof Island in Southeast Alaska — you can either hike up to the natural hot springs and enjoy them while a massive waterfall tumbles down behind you, or you can enjoy a proper bath in the bath house on the wharf, where you will find tub-sized cattle water troughs plumbed

*Emmy Newbould of 'Nataraja' samples the champagne and bubble bath experience at Palmira, and finds it sufficiently decadent.*



NATARAJA

# CHANGES

with the hot springs water; and Smoke House Bay on Great Barrier Island in New Zealand — a very special spot with not one, but two bathtubs with showers. One is sitting above the beach, the other is inside the bath house and is plumbed with hot water that is heated by the fire in the wood-burning stove. But my number one all-time favorite spot is the bath tub on Palmyra Atoll. This one sits on the beach backed by the lush jungle. Pure, pure decadence is a bubble bath on the beach while sipping champagne!”

As was reported last month, single-hander Mike Rafferty’s San Diego-based Freeport 36 **Aquila** sank 80 miles to the west of Noumea, New Caledonia, on November 12. He sent us a full report of the incident, but subsequently asked us not to publish it because of potential legal ramifications. So we’ll stick to what is considered to be common knowledge.

Rafferty, a Ha-Ha vet who had started the Puddle Jump on April 4 from Puerto Vallarta, cruised throughout the islands of the South Pacific, and then on November 12, set sail for Australia at the same time as a number of other cruising



AQUILA

**Here you see four hose-clamps around 'Aquila's prop shaft and stuffing box. Rafferty told cruisers there was only one left when she sank.**

boats. All were hoping to take advantage of a weather window to reach Brisbane or other Australian ports. According to Kirk McGeorge of the St. Thomas, USVI-based Hylas 47 **Gallivanter**, who had

helped Rafferty cast off from Noumea, the singlehander put out a *mayday* at about 8:30 p.m. Several boats, including **Gallivanter**, rushed toward Rafferty’s last reported position. Fortunately, Claude and Normande Gosselin’s French-Canadian sloop **Azzar** arrived in just 30 minutes. **Aquila** slipped below the waves as Rafferty was being transferred to the other boat. **Azzar** would take him the rest of the way to Australia.

Rafferty told many cruisers that he first became aware there was a problem when he heard floating floorboards banging around in the salon. He turned on the main bilge pump, but it didn’t work. He turned on the secondary pump, but it couldn’t keep up with the inflow of water. He then put his head underwater to reach the prop shaft and stuffing box, and found that only one of the four hose clamps was still in place! Having shut all the thru hulls, he’s convinced that’s where all the water was coming in.

What makes the loss of **Aquila** controversial is that less than a month before, Rafferty had had his boat hauled at Bao-

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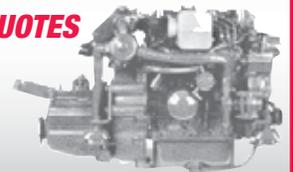


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bab Marine at Pt. Vuda, Fiji, where her shaft was pulled and other work done on that area of the boat. In fact, *Aquila* had to be hauled a second time because she was taking on so much water. Was the sinking in any way related to the work the boatyard had done or not done a month before? We'll never know.

One thing we do know from decades of covering sailing, is that if you've had work done on your prop shaft — or any other part of your boat — it's a good idea to keep an eye on it for awhile. In the recesses of our memory, we can recall that **Dick Mitchell**, an ex-fighter pilot and pioneering Northern California singlehander, was doing a Singlehanded Farallones Race aboard his Pearson 36 — the name of which we can't remember — when she started taking on water fast. Mitchell confirmed that there weren't thru hull problems, but just before stepping into his liferaft, remembered that he'd just had work done on the stuffing box / prop shaft. Rushing to that area, he discovered that, sure enough, that's where the water was pouring in. He was

able to stem the flow, pump the water out, and make it back to the boatyard safely.

As for the above-mentioned *Gallivanter*, McGeorge writes, "Greetings from Bundaberg! We arrived three days ago, and are now comfortably anchored 10 miles up the river within sight of what may be the biggest rum distillery in the Southern Hemisphere. Catherine is ecstatic about being back in her homeland, and Australian officials have granted us a year — extendable up to three years — without our needing to import *Gallivanter!*"

Armed with muscular Australian dollars, **those darn Aussies** keep buying California boats! While having breakfast at Sayulita, Mexico in early December,



**Goche, at left, had nothing but good things to say about 'Isis'. On her first sail, Leslie Nordella didn't know how good she had it.**

we bumped into former crew Lauren Goche of Santa Cruz, Portland, Sayulita, "and in the summer, commercial fishing boats that spend a month or more at a time 1,100 miles off the coast of Oregon." She told us she was crewing for delivery skipper Robin Jeffers, taking the Santa Cruz 52 *Isis* that used to belong to

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# CHANGES

Brendan Busch of La Honda — to Costa Rica, where she would be put on a ship for delivery to her new owner in, yes, Australia! We hate to see *Isis* go, as she is a vet of the '04 and '07 Ha-Ha's, as well as a Sea of Cortez Sailing Week. But talk about good luck, Leslie Nordella, Goche's Portland friend, was lucky enough for her first sail ever to be a long downwind passage on an SC 52.

As you may remember, there were at least two boats from California in the last Ha-Ha that had been purchased by Aussie owners. There were Patrick Bloomer's Farrier 44 cat **Tiger**, heading to Western Australia, and Jack and Leanne Hembrow's Moody 54 **Red Sky**, heading to Brisbane. But wait, as they say on television, that's not all! As went to press, we heard that Scott Case, formerly of Arizona, has sold his La Cruz-based Fountain-Pajot 40 catamaran **Twins** to an Aussie. It's a little surprising to us, as during last year's Pirates for Pupils Regatta, Case told us he'd had to wait a full year to take delivery of the cat at the factory in France.

It turns out that trimarans *can* sink — if one of the amas gets torn off



LATITUDE/NICK

**Scott Case at the helm of the Fountain-Pajot 40 'Twins' during last year's Banderas Bay Blast. Apparently, she too has been sold to Oz.**

in stormy conditions. Canadians John Davidson, 65, and Jud Baker, 47, used their EPIRB to barely cheat death off the coast of Central America early in December during what was to be a voyage

from Costa Rica to Nicaragua. Davidson's 42-ft tri **Trinity** — type, builder, and age unknown — sank in rough weather just five miles off the coast of Costa Rica after an ama was torn off and the mast came down. According to an interview with Davidson's son, the pair had just enough time to grab an EPIRB and scramble into the boat's 8-ft inflatable dinghy before *Trinity* went under. They immediately began paddling toward shore, but heavy conditions blew the hard-to-row inflatable farther offshore. It flipped once, but they were able to right it.

"The two spent three days drifting farther out to sea, with no food, water or shelter from the elements. They began to wonder if the EPIRB was even working. Fortunately, it was. After receiving the EPIRB signal, the Coast Guard arranged to have a Navy P-3 Orion fly over the area, but it was too dark and the dinghy couldn't be spotted. It took two more days of searching before a Coast Guard C-130 finally pinpointed the signal. The plane's crew reported that they could see two people in the dinghy, but neither was moving. On the second pass, the now-

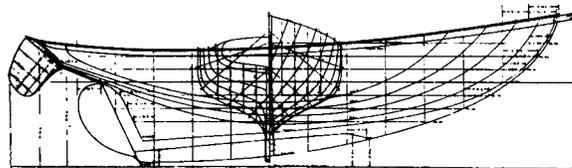
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delirious castaways realized the noise they heard was a plane, and started waving their paddles. The 695-ft car carrier **Sunbelt Spirit**, one of the largest ever built, had already changed course toward the area, and arrived about 30 minutes after the dinghy was spotted. The ship's crew helped Davidson and Baker aboard, where they were treated for dehydration, sunburn, and severely blistered hands from countless hours of rowing. Baker was able to fly home almost immediately because he'd been able to grab his passport, while Davidson was stuck waiting for a replacement. Nonetheless, we suspect it will be an unusually memorable holiday season for both of them and their families. EPIRBs — they do save lives.

A 'well done' to George Backhus and Merima Jaferi of the Sausalito and Auckland-based Deerfoot 2-62 **Moonshadow** for their fine performance in December's Atlantic Rally for Cruisers from the Canary Islands to St. Lucia.

"After over 2,700 miles, we could see the glow of lights to the south from Barbados," remembers Backhus. "We

gybed onto starboard and decided to go to white sails as the wind and sea were building as we approached the Lesser Antilles chain. By late morning we had gusts up to 35 knots and the seas were tossing us about like dice in a cup. "Land Ho!" was just before 11 a.m.

"The long reach up the coast of St. Lucia in rough seas seemed like the longest stretch of the passage for us. Having made landfall, we just couldn't wait to get to the finish line. As we rounded Pigeon Island into Rodney Bay on the leeward side of the island, the seas calmed, but we were hard on 20+ knot winds. *Moonshadow* heeled right over as we sheeted the sails in and bore down on the finish line. We finally crossed after 18 days, 3 hours and 51 minutes. It wasn't a fast passage



**After more than two weeks of sailing off the wind, 'Moonshadow' jams to weather to make the ARC finish line off St. Lucia.**

because of unusually light winds, but we were later told that we were the 19th of some 235 boats to finish. We arrived at our berth in the Rodney Bay Marina to the sound of a steel drum band, big welcomes and piña colodas, along with a basket of fresh fruit and a bottle of St. Lucian rum."

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# CHANGES

reputation for being such an ecologically progressive country? Maybe it's not deserved. Check out the photo of the mob of men, women and children **raiding turtle nests** for eggs — right in front of the turtles. How rude! And how foolishly shortsighted.

It's not as if the problem is limited to Costa Rica. There have been tremendous turtle conservation successes in **Mexico**, including those based out of Nuevo Vallarta. But not everyone is with the program. According to one woman who doesn't want her identity revealed, "While walking on the beach in Nuevo Vallarta this morning, I witnessed two municipal police officers, with a backpack, searching for turtle nests to collect the eggs. This is a felony, as not even the police are allowed to touch the eggs. I went to the turtle conservation camp to report the incident, but nobody was there. So I called the police station to report this felony, and the woman on the other end of the line simply could not stop laughing."

"The week after I left Peru — which I found to be one of the most wonderful



PETER NEWTON

**Scrambled turtle eggs for breakfast? There seemed to be a festive atmosphere as eggs were gathered on this Costa Rican beach.**

countries in the world — I was reminded that this wonderful cruising life isn't all wine and roses," reports Pamela Bendell of the Port Hardy, B.C.-based Kristen

46 **Precious Metal.** "After many tears of farewell with friends, yacht club staff, water taxi drivers, and local merchants, *Precious Metal* set sail from Lima at noon November 17. Six weeks of maintenance and installation of new equipment had her ship-shape and ready — or so I thought — to begin her next season of the Galapagos, Central America, Mexico, and the South Pacific.

"Things started to go south just four hours into the passage, when I noticed that my newly re-built alternator (\$\$) wasn't charging the batteries. Returning to Lima was a distant option because clearing in and out again would be expensive and time-consuming. So we began to shut things down: the watermaker, most of the refrigeration, the lights, the music, the radar and running lights unless necessary, and the biggest sacrifice of all, the autopilot. It soon became clear that we had to abandon our plans for the Galapagos and put into port. After many satphone calls and relays, I was able to arrange a 'forced entry' into Ecuador, whereby I could bypass nor-

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mal entrance formalities. This sounded appealing, but in corrupt developing countries, it comes with a cost.

"As we approached Puerto Lucia, Ecuador, we were still in positive spirits despite the fact that the Heart Interface battery monitor indicated minus 411 amp hours! But our dock, mechanic and ship's agent were all waiting. Things progressed nicely, as all the amenities came alive as soon as we were plugged into shorepower. The mechanic quickly discovered that the alternator had just come off its mount. Overhanging all of these positives was my pending meeting with officials to process my entry into Ecuador. Soon five men in uniform — Port Captain, Immigration, Customs, Health Inspector, and my agent — presented themselves. They sat around the salon table while all but Mr. Immigration drank all our Coke. He drank our scotch. Everything was going well as the piles of documents were thrown in front of me for signature. Suddenly, the Mr. Immigration/Scotch discovered that my passport hadn't gotten a departure stamp from the

Galapagos seven months before. Mind you, I'd already cleared into and out of Peru, so he was obviously just looking for a bribe. During two hours of ridiculous conversation, Mr. Immigration/Scotch threatened to make me go all the way to Guayaquil to meet other Immigration officials. I finally asked for immediate exit papers from Ecuador. The result was that I was basically allowed to stay, but not legally, so my name didn't appear on the crew list and I wasn't allowed to leave the marina. They finally relented when I told them I had no food, and said I could take a taxi to and from the store — but I couldn't walk! Barry, one of my crew, jokingly gave me a piggy-back ride to the theatre so I wouldn't be breaking the rules. As the officials departed, they asked for — a bottle of scotch. I gave



**"Let's have a drink to celebrate corruption," suggests Mr. Immigration/Scotch. Corruption is the world's most devastating crime.**

them a bottle of pisco. As soon as they got to their car, they began drinking it. I hope it gave them all headaches the next day. It's such a shame that the wonderful Ecuadorian people are represented by these horrible men with so much power."

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**22-FT SANTANA, 1970.** Alameda Marina. Best Offer. Boat name *Atuna Matata* with trailer. Comes with Pineapple class jib with battens, Pineapple main, UK Matrix spinnaker, hull# 515. (510) 206-5976 or williamking0425@sbcglobal.net.

## 24 FEET & UNDER

**20-FT PACIFIC SEACRAFT FLICKA.** 1992. San Carlos, MX. \$28,900. *Dulcinea*. Go small, Go NOW! Fully loaded, sea-worthy pocket-cruiser. Factory upgrades: teak decks, single-hander's package, enclosed head. Ullman tanbarck sails. Ready to take you anywhere. Must sell! <http://picasaweb.google.com/sirena/jh/Dulcinea02?authkey=Gv1sRgCLWk1t-B3fXvCA#>. randy.ramirez@sbcglobal.com.

**19-FT COMPAC, 1983.** Pittsburg, CA. \$2,450/obo. Holiday with *Bula Matari*, a well-equipped ComPac 19 by Hutchins! Shoal draft keel, Evinrude 6hp outboard, 5 sails, trailer with two new tires. Very clean and sail ready! (925) 432-0699 or (925) 437-3495.

## 25 TO 28 FEET



**28-FT PEARSON, 1976.** Berkeley. \$11,500/obo. Great Bay boat. Complete refit since 2007. New: jib, furling system, fresh water head, rigging, lifelines, thru hulls, refrigeration. 2005 mainsail, GPS, depth. Bottom job 2009. Pictures online. [www.firststampa.com/IBEX](http://www.firststampa.com/IBEX). Contact (415) 205-0687 or (707) 363-3196 or dktalton@comcast.net.

**28-FT SANTANA, 1976.** Berkeley Marina. \$7,000. Volvo diesel, Martec prop, large sail inventory. Prime, upwind O dock slip. Well rigged for effective, easy sailing. 12 and 110 volt electrical systems, with Balmar charging, mounted VHF. Harken traveler and furler with 95 & 130 jibs. New asymmetrical spinnaker, clean teak interior, roomy headroom, enclosed head. October 2010 haulout, bottom cleaned and painted. Solid boat for Bay sailing. sylviaagrahamdvm@hotmail.com or (510) 812-4150.

**27-FT PACIFIC SEACRAFT ORION.** 1979. Alameda, CA. \$42,500. *Aphrodite* gave us great memories and adventures in Mexico. Great condition and cruise ready. Cutter rig, Yanmar diesel, CapeHorn windvane, asymmetrical spinnaker, propane s/o, dodger, more... Surveyed July 2010. (530) 392-5651 or (530) 885-3232.



**27-FT NOR'SEA, 1980.** Moss Landing, CA. \$16,000. Tough little blue water cruiser, safe, easy to handle junk rig, many offshore mods, Fiji vet, aft cabin. Check link for pictures and detailed info. [www.kabai.com/seablossom](http://www.kabai.com/seablossom). (408) 218-9604 or Kabai@yahoo.com.

**25-FT MANCEBO, 1975.** Fort Mason. \$4,995. 25-ft cat ketch custom designed and built by Dave Mancebo for cruising. See article at website: [http://s418.photo-bucket.com/albums/pp264/nwsail/Boat\\_s/?action=view&current=catKetch1.jpg](http://s418.photo-bucket.com/albums/pp264/nwsail/Boat_s/?action=view&current=catKetch1.jpg). Call or email Eric at [ejamison@ucsd.edu](mailto:ejamison@ucsd.edu) or (707) 477-1140.



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## 29 TO 31 FEET



**30-FT YANKEE, 1972.** Moss Landing. \$4,000. Custom mast, Sailomat vane, 8-ft Avon, Atomic 4, 110%, 135%, storm jib, and North main. She's a basic boat needing interior and exterior cosmetic attention. [www.tweakoz.com/eggy/wordpress/?page\\_id=24](http://www.tweakoz.com/eggy/wordpress/?page_id=24). (831) 239-5123 or [diego.link.eggy@gmail.com](mailto:diego.link.eggy@gmail.com).



**30-FT SANTANA 3030PC, 1982.** Ventura. \$27,000. Race or cruise. 2-cyl Yanmar 267hrs. New headliner/cabin sole/electrical panels. New rod rigging. Harken traveler/genoa leads. Harken roller furler, dodger, H/C pressure shower, CNG stove/oven. Full sail inventory. Too much to list. (805) 581-9220 or [dncclaws@aol.com](mailto:dncclaws@aol.com).



**30-FT OLSON, 1978.** South Lake Tahoe. \$12,000/obo. *Wraith* is loaded, 20+ sails, racing/cruising, rebuilt trailer, GPS, VHF, beam of destiny, jock strap, double spreaders, rod rigging, Nissan 3.5hp, new V-berth cushions. 2009 fleet champion. (530) 416-6100 or [wilsonrs@charter.net](mailto:wilsonrs@charter.net).



**30-FT J/92, 1993.** Las Vegas, NV. \$46,000. *Norhi* (former *Pappy & Me*) won the 2010 Boat of the Year for the Nevada Yacht Club in the spinnaker division. Complete listing and 2009 survey available upon request. [iflosom@avsdigital.com](mailto:iflosom@avsdigital.com) or (702) 285-9735.

**ISLANDER 30 MK II, 1971.** Moss Landing Harbor District. \$7,500. 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](mailto:drbradcase@sbcglobal.net).



**31-FT PEARSON SLOOP, 1978.** Brisbane. \$18,500. Hull #6/65, dry, fast, very good condition, 2008 inspection, Volvo Penta MD13 23hp, new prop (2009), rigging led to cockpit, Hansen (2010), main + 100% jib, Hogan (2007), 130% genoa, Hogan (2010). Contact Tom. (408) 316-3744.

**30-FT OLSON, 1980.** SF Bay Area. \$9,500. Special reduced winter price! Great buy! Olson 30, race-optimized, winning boat. Has not been sailed since 2005. Faired, clean. All exterior wood surfaces replaced with carbon fiber or Delrin. Ports and stock compass mounts closed-in with fiberglass. Near-new deck gear: Lewmar toe rail track and car system, Harken adjustable jib leads, Harken traveler, Harken 3:1/6:1 mainsheet system, Harken winches, new deck gelcoat and non-skid ('98). Spar: Ballenger single spreader spar with near-new standing rod rigging. Tuff Luff headfoil. Stock boom/pole. Sails: #1 Velocity Mylar/Kevlar, #2 Dacron, #3 Velocity Mylar/Kevlar, spinnaker - Velocity 5 nylon. Interior: original. Trailer: good single axle, F-rated tires. Misc: all original gear included in boxes (w/orig coolers). [www.olsonbackground.com](http://www.olsonbackground.com). [olson30.org/OlsonBackground/Original\\_Olson\\_30\\_sales\\_brochure.html](http://olson30.org/OlsonBackground/Original_Olson_30_sales_brochure.html). (408) 712-1020 or [mtown@att.net](mailto:mtown@att.net).

## 32 TO 35 FEET

**34-FT SAN JUAN, 1984.** \$30,000. Price Reduced for Quick Sale. 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](mailto:nino@access-print.com).



**35-FT YOUNG SUN CUTTER, 1981.** San Carlos, Mexico. \$74,800. Bluewater cruiser, located in San Carlos, Mexico, ready to sail the world, full cruise equipped, more information on our website: <http://youngsun.squarespace.com/specs>. Or email [mohrmonte@gmail.com](mailto:mohrmonte@gmail.com). (970) 259-5102.



**35-FT HINCKLEY PILOT, 1963.** Sausalito. \$55,000. Sparkman & Stephens design, 1963. Rebuilt Perkins 4-108, full batten main, radar, chart plotter, autopilot, well maintained. Sweet boat to sail, especially upwind. Estate sale. Contact (415) 720-5477, (415) 339-0100 or [billbysfbay@gmail.com](mailto:billbysfbay@gmail.com).

**35-FT TRIDENT WARRIOR, 1973.** Moss Landing. \$39,000. 35-ft blue water cruiser ready for the South Pacific. Less than 100 hours on rebuilt Yanmar 30hp inboard. New 9-ft dinghy and 4hp Mercury. Unique center cockpit with 3 cabins. Extras! Headroom! See more at <http://tridentwarriorboat.webs.com>. Email [rjwestbay@yahoo.com](mailto:rjwestbay@yahoo.com).



**33-FT HOBIE, 1984.** Alameda. \$15,900. Fixed keel model. New in 2010: Tiller, hatchboard, GPS, VHF, gel battery, charger, new Mercury 9.9 outboard. 10 bags of sails, Dacron and Mylar mainsails, two 120%, #2, #3, self-tacking jib on furler, storm jib, wind seeker, 1/2oz spinnaker. Spinnaker pole, whisker pole. To be competitive, you'll need new sails and ropes, and the price reflects this. Interior is open and clean and light. Priced for quick sale. See more at <http://picasaweb.google.com/nelsonyachts/Hobie33SailboatForSaleInAlamedaFastAndFun?feat=directlink#>. Email [davidkory@gmail.com](mailto:davidkory@gmail.com).



**32-FT VALIANT, 1979.** San Francisco. \$36,000 / Price reduced. Proven blue-water cruiser, roller furling jib, 3-cylinder Universal diesel, windvane, radar, autopilot, SSB and VHF radios, anchor winch and all-chain rode. 6' 2" headroom, hot water, shower, propane stove w/ oven. 6-man liferaft. (415) 601-5666 or [kenkelton@gmail.com](mailto:kenkelton@gmail.com).

**32.6-FT PEARSON VANGUARD, 1965.** Berkeley. \$7,500. Steal for 1/2 price. Electric windlass, mast steps, very strong, well-built cruising sloop. Easy to sail. Injury forces sale. Don't wait. Contact Stan. (510) 978-2793.



**34-FT J/105, 1994.** SF Marina. \$75,000. Hull #83. Pre-scrimp boat is for sale. Lightly used. Minimum class weight, wheel package, excellent condition. Located SF Bay. (650) 380-1583.

**32-FT SABRE, 1985.** Sausalito Yacht Harbor. \$49,500. 2009 refit: propane stove/oven, running rigging, all hoses, GPS, VHF, stereo, batteries, salon cushions, new jib, canvas dodger, engine heat exchanger. Westerbeke 21hp diesel. Avon 9-ft dinghy. (415) 272-5056.



**35-FT BENETEAU 343, 2006.** Marina Bay Yacht Harbor, Richmond. \$118,000/ obo. Pristine condition, professionally maintained. Raymarine E-80 chartplotter, radar, autopilot, wind, depth, knotmeter. Lewmar electric windlass, furling jib, StackPack main, microwave, AM/FM radio with 10-CD player. (707) 545-6542 or [roy@njlaw.com](mailto:roy@njlaw.com).



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**34-FT C&C, 1980.** La Paz, Baja Mexico. \$38,000. Just sailed 1500 miles from SF for Ha-Ha 2010, then to La Paz. \$28,000 of new cruising gear, all electronics, new Yanmar 3GM30F since 2009. Boat is sea-proven and ready for cruising. See details, photos at website: <http://sites.google.com/site/svlegacyforsale>. (831) 726-3192, (831) 345-9384 or LK@wisdomseminars.org.



**34-FT J/105, 1992.** Sausalito Yacht Harbor. \$70,000/obo. Hull #42. *Jose Cuervo* has new mast, furler, foil, pole rig and turnbuckles. Keel and rudder faired. Minimum class wt. Big Boat winner, light and fast. (415) 218-6312 or mbm@4ibp.com.

**34-FT CORONADO, 1970.** Antioch. \$17,000. Easy singlehander: roller-furling jib, Dutchman mainsail. Autohelm, Garmin GPS, 2 VHF's. Hauled and painted 2010. New head and dodger, low hours on rebuilt A-4. Propane stove and cabin heater. 2 anchors w/chain and rode. (510) 676-4444.



**COLUMBIA 34 MKII, 1973.** SF Bay. \$22,000/obo cash or trade. Documented. Extensive cruise history and equipped to the teeth for cruising. Redundant systems, tons of tools/spare parts. 7' headroom. Refrigeration. Pressure water. Propane stove. Great cruiser, great liveaboard (liveaboard friendly marina with marina approval). All new AC shorepower system with expansion capacity. Yanmar 3GM30 diesel runs beautifully. Utilitarian, cruiser's sail inventory. I intended to cruise her, but now sadly selling due to illness. boat4sale@sapphirefire.net or (415) 692-1330.

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**38-FT KETTENBURG, 1956.** 3 Available. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: [www.sailk38.com](http://www.sailk38.com). (916) 847-9064 or [steve@paradigmpilgrim.com](mailto:steve@paradigmpilgrim.com).



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**37-FT CREALOCK CUTTER, 1980.** Monterey. \$45,000. 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. Email [ddatpbio@gmail.com](mailto:ddatpbio@gmail.com).

**36-FT ALLIED PRINCESS, 1977.** Petaluma, CA. \$40,000. Well cared for cruising ketch. Recent refit includes new sails, running and standing rigging, electronics, hull LP paint. Perkins diesel w/500 hrs. [www.flickr.com/photos/54536845@N08/](http://www.flickr.com/photos/54536845@N08/). (707) 364-0801 or [rkhurt@comcast.net](mailto:rkhurt@comcast.net).



**36-FT ISLANDER FREEPORT, PLAN B.** 1981. Olympia, WA. \$60,000. Popular Perry design. Beautiful wood interior with lots of storage. 50hp Pathfinder engine. New KiwiGrip non-skid. Updated windows and stainless ports. Feathering prop. Asymmetrical spinnaker, 140, 100, & full batten main. Dickinson heater. New Quick Hector windlass. CQR & Fortress anchors. All LED lighting. GPS, AIS, radar, VHF, AB dinghy and outboard. (503) 492-9967 or [freeport1981@live.com](mailto:freeport1981@live.com).

**CATALINA 36 MK II, 1995.** Alameda, CA. \$85,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or [roystark@aol.com](mailto:roystark@aol.com).

**36-FT PEARSON CUTTER, 1982.** Marina LaPaz, Baja. \$64,500. Ocean proven, turnkey cruiser. Excellent condition, furling headsails, storm sails, 44hp Universal diesel, new transmission. Custom interior, pressure water and heater, solar panels, dinghy and OB, many upgrades. (907) 235-7073 or [halandsuze@yahoo.com](mailto:halandsuze@yahoo.com).



**37-FT NEW ZEALAND, 1970.** Long Beach. \$40,000. Built by Jim Young. Construction cold moulded kauri hull. Tip top shape. Call for more info. (253) 843-0406 or [Intgods@comcast.net](mailto:Intgods@comcast.net).

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**40-FT HUNTER LEGEND, 1986.** La Paz, MX. \$64,900. Cruise ready for the 2011 season, full electronics, comfortable performance cruiser. Constantly upgraded with newer equipment. Call or write for details and pictures. Save money by buying in Mexico. (530) 957-2810 or [gregondetente@gmail.com](mailto:gregondetente@gmail.com).



**43-FT TASWELL, 1995.** Bainbridge Island, WA. \$330,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, Espar heat, much more. <http://nxtues.wordpress.com>. (206) 295-1024 or [ntuesday1995@hotmail.com](mailto:ntuesday1995@hotmail.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>. (520) 825-7551 or [stanstreb@gmail.com](mailto:stanstreb@gmail.com).



**45-FT SPARKMAN & STEPHENS.** Seafarer yawl, 1962. San Francisco. \$75,000. Yacht *Soltura*. Built in Holland in 1962 of hand-laid fiberglass. Seven Seafarer 45's were built, and their high quality of construction is evident. Great size for the Bay, Delta and Pacific. Sea-kindly and easily handled by two people. Possible trade or financing. Contact Jerry. (415) 435-3513 or [gsumsey@yahoo.com](mailto:gsumsey@yahoo.com).

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**45-FT DOWNEASTER CC, 1980.** La Paz, Mexico. Best offer. This California-built boat was refitted in 2004. Our plans have changed and we will make this an excellent deal for new owner. Can be seen at website. [www.mazmarine.com](http://www.mazmarine.com). (941) 204-3271 or [kruzn2004@aol.com](mailto:kruzn2004@aol.com).



**47-FT BENETEAU 473, 2004.** Beautifully maintained, lavishly equipped, lightly used, three staterooms. Elite upgrades: electric winches, bow thruster, air conditioning, heating, generator, MaxProp, Yanmar engine, epoxy barrier, forward scanning sonar. Best 473 buy. Possible tax advantages! For complete info and photos visit: <http://yachtamicus.com>.



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**LATE 2007 TAYANA 460.** Grand Marina, Alameda. Looking for equity partner to share my late model year 2007 46-ft Tayana. Boat is as new and the terms are flexible. Contact (650) 906-7293 or [dwmoir@westernappliance.com](mailto:dwmoir@westernappliance.com).

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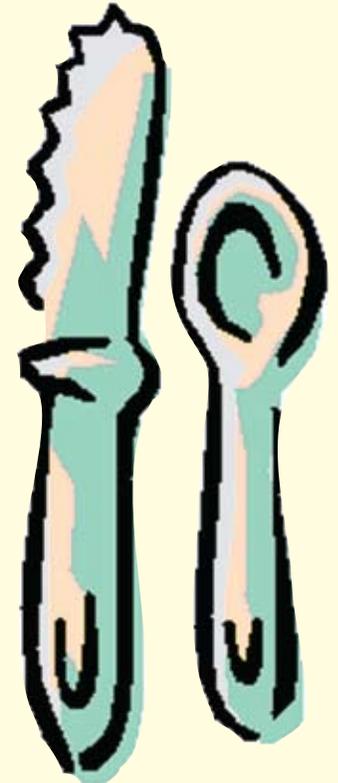
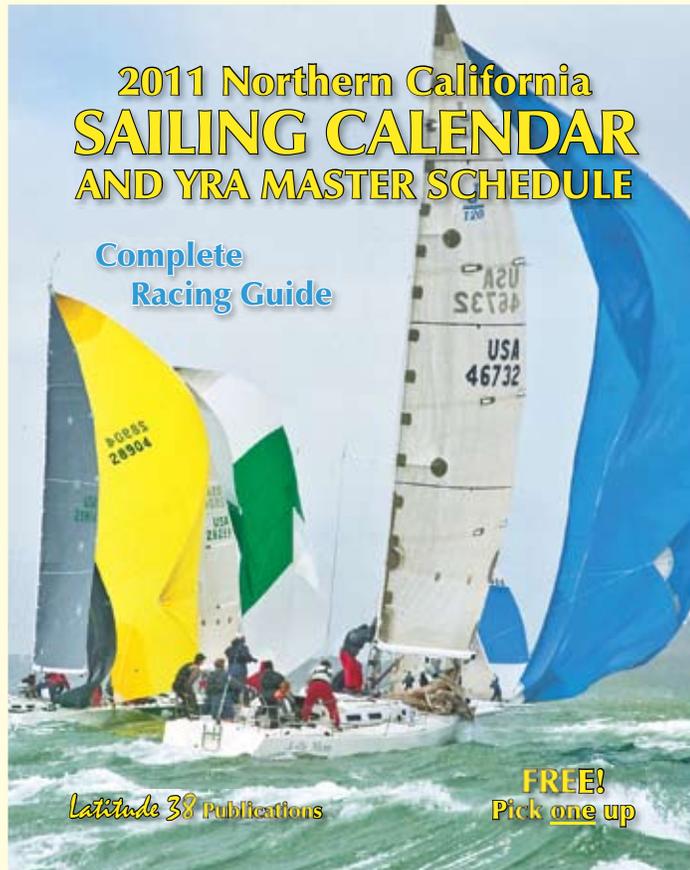


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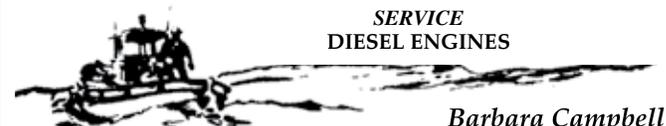
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42' GRAND BANKS Twl. Aft cabin, F/B, Onan, twin dsls, radar. Excellent..... 121,000  
36' SEARAY 360 aft cabin fly bridge express. Twins. Nice & a GREAT VALUE. Asking 34,950  
34' CLASSIC LAKE UNION DREAMBOAT. We have TWO; a Blanchard and a Rathfon. Starting at a BARGAIN ..... 17,500 Asking  
33' CHRIS CRAFT Cavalier. Fresh twin GMC Marine 350s and MORE! This is a good buy on a good boat..... Asking 9,950  
28' BAYLINER 2850 FLYBRIDGE SEDAN. New VOLVO/GM 300hp V8, economical & 30+MPH reported. Just completely refurbished & refitted to exceptional condition. .... Asking 19,950  
27' FARALLON Pilothouse, '86. F/G, twin 51 V8s, fast and seaworthy. Just detailed and very nice ..... Asking 51,950  
22' ALUMINUM PLEASURE TUG. Bufflehead live/cruise. Loaded..... Asking 108,250

### POWER

130' CAMCRAFT Passenger Ship. Certified for 33 passengers overnight. Booked for the season. Virtual turnkey: Money and opportunity, working PNW ..... 2,200,000  
101' STEEL TUG with beautiful SAUSALITO BERTH. Great YTB, operational, fantastic opportunity. Loads of potential. Fabulous value!.....\$44,950/obo  
100' Steel HIGH ENDURANCE ADVENTURE/ CHARTER SHIP in Northern Caribbean. Turn-key operation. A great opportunity! MOTIVATED! .....REDUCED! 1,374,950  
85' CLASSIC TUG, '23 Vancouver Shipyard. Recent CAT V-12 repower. Massive, beautiful and seaworthy. Perfect for Classic Tug Yacht ..... 179,950/offers  
62' ELCO 1926 CLASSIC MOTORYACHT. Twin dsl, gorgeous, elegant, comfortable. GREAT LIVEBOARD CRUISER. Must see! Offers encouraged! ..... 148,950  
56' HOLIDAY MANSION Cruising Catamaran HOUSEBOAT. High-end custom interior, twins and MORE! Motivated seller has reduced her to ..... 42,950/offers  
50' TRUMPY TRAWLER, Long range, great layout, 671 N-Series diesel. Needs TLC. A great boat! ..... 44,950/offers



**EMERGENCY SALE!**  
**88' LUXURY MOTORSAILER** Turkish Gulet Ketch. 7 staterooms with heads, showers, air & heat, plus crew's quarters. New CAT diesel, auxiliary genset. Large aft deck with canopy and side curtains. Recent FULL REFIT. Big 22' beam and MORE! \$1.2mil survey. Now Asking **\$399,000**



**GO ANYWHERE**  
**44' STEEL** Canoe-stern cutter by Geo. Buhler/Fred Lagier & 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**



**NOW IN LA PAZ!**  
**57' BOWMAN** Ketch. An AWESOME vessel completely equipped for world cruising. TOO MUCH TO LIST; must be seen. Has circumnavigated and also completed the Northwest Passage east to west. Seaworthy, comfortable and roomy, this is your ultimate bluewater cruising yacht. Asking **\$219,950**



**SELL NOW!**  
**49' CUSTOM** Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser in great shape. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. Asking **\$119,950**

**CALL (510) 232-7200 OR FREE (877) 444-5087**  
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**FOR INFORMATION & INSPECTION APPOINTMENTS**



*I have been bringing my boats to KKMI for years and they have always done great work; fair, fast and friendly, should be their motto.  
Leroy Berges 'Zigane'*



*Thanks for keeping the boys happy, you have a customer for life!  
Team 'Good and Plenty'*



*Thanks to the whole KKMI Team for the fantastic job they did on our Mason 44, 'Arione'. From our first contact we felt confident that KKMI was going to get everything working, and you did. Thanks so much!  
Jaye Eldridge & Art Stiers*



*If you own a yacht and it needs attention, KKMI is the place to go. Thanks KKMI for the great service.  
Charles Rixford 'Widgeon'*

# Happy New Year

The entire Team at KKMI would like to wish the racers, cruisers, day sailors and commercial fishermen a happy and healthy 2011!



*I bought 'Ganesha' brand new from KKMI when I retired and they have been taking care of her since. She looks great and is almost as good as new even if I am not.  
Tom Bauch 'Ganesha'*



*At KKMI we get great service, a great job, at a great price.  
Sail On,  
Call of the Sea*

We look forward to continuing to provide discerning boat owners the very best value, quality and service in the coming year. Hope to see your faces and your bottoms, of your boat that is, in Pt. Richmond & Sausalito.



*My experience with KKMI has always been great! Consistently on time and on budget, I couldn't have asked for a better professional and knowledgeable team to work with.  
Michael Gregg 'Kind Of Blue'*



Sausalito, 420 Harbor Dr. (415) 332-KKMI (5564)  
Pt. Richmond, 530 West Cutting Blvd. (510) 235-KKMI (5564)  
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*From shuffling schedules, to emergency haulouts, to staying late, to putting Grand Prix touches on a boat, you guys are top notch!  
Jim Condon, Melges Mafia*



*The respect and professionalism I was shown was very reassuring and the results speak for themselves. I am very happy with all that worked on 'Cece's Rival'.  
Allan Wyckoff, Harbor 25*



*Having a project manager and staff that communicates what they are doing, meeting project time lines, making suggestions and continually keeping you aware of budget, all while doing great work, made this my best experience by far.  
Mark Tucker 'Sabbatical'*