

Latitude 38

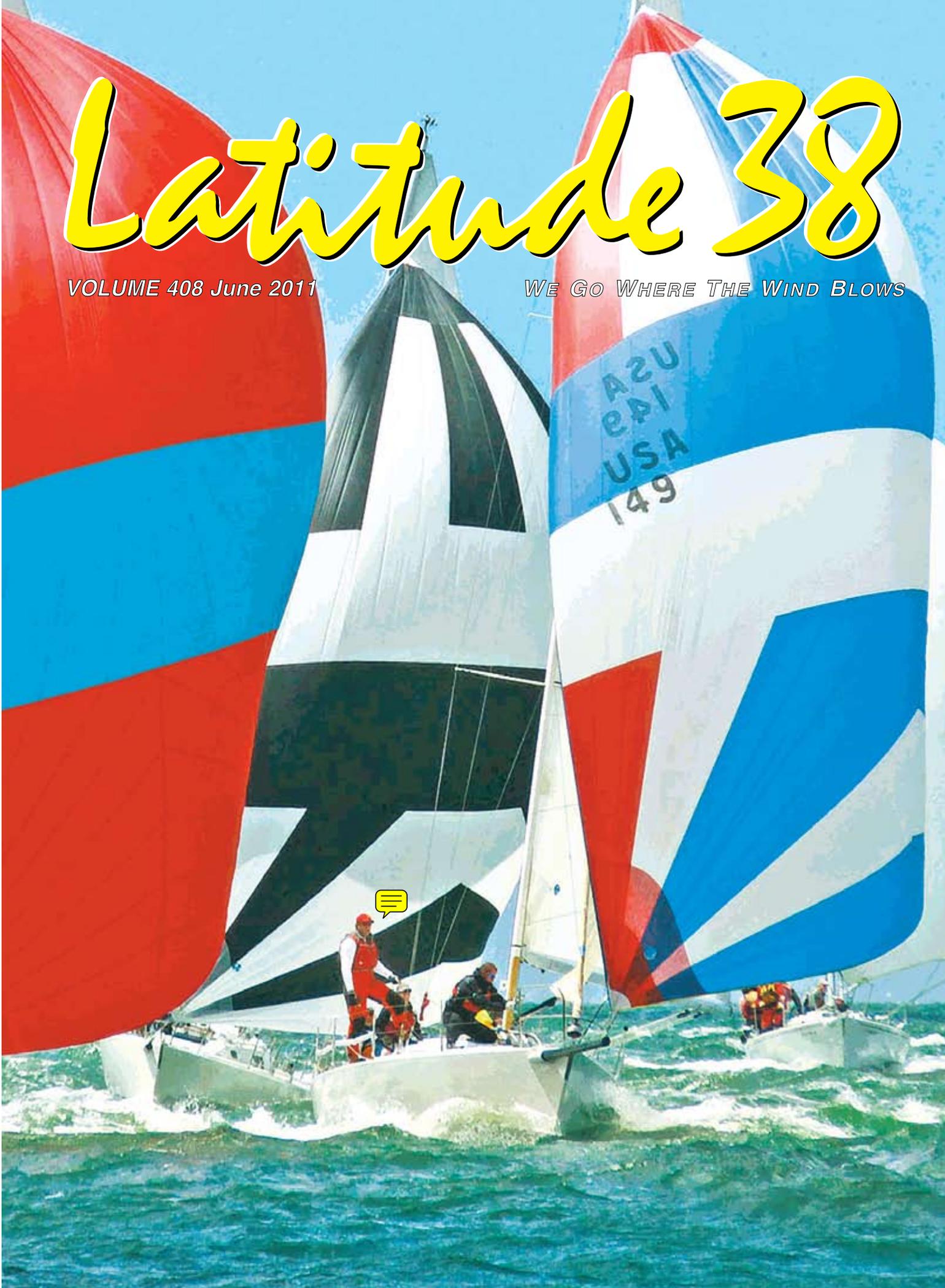
Latitude 38

VOLUME 408 June 2011

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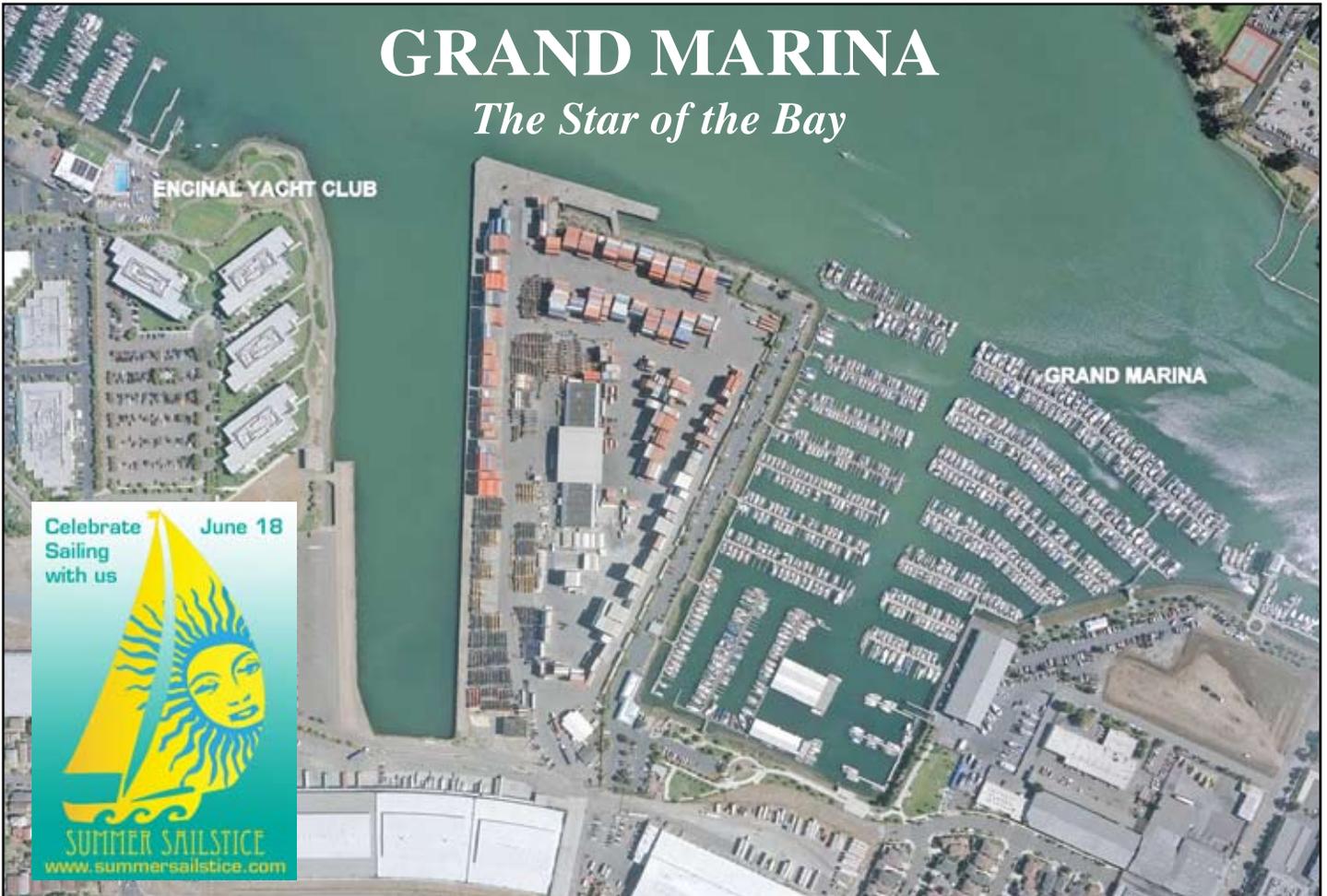
JUNE 2011

VOLUME 408



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Wings, Bill Cook's F-24 trimaran, won all three races on Saturday to win the Nimitz Cup, beating the faster and longer F-31 trimarans.

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Cover: J/105s blast downwind at the St. Francis YC's Stone Cup.

Photo by John Navas/www.navas.us

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.



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45' Beneteau 45f5	1991	139,000	36' J/105	1999	89,500	32' Catalina 320	2004	83,000
44' Norseman 447	1984	225,000	36' Cape Dory ketch	1984	83,500	32' J/32	1997	87,500
42' Beneteau 423	2005	199,500	36' CS sloop	1988	62,500	28' Alerion	2002	80,000
42' Cascade	1971	39,900	36' Island Packet 350	1999	159,000			
41' Tartan 4100	1996	224,500	35' Ericson	1978	24,900	61' Mikelson SFPH	2001	990,000
40' Beneteau	2009	194,000	35' C&C 35 Mk III	1983	49,500	53' Navigator CPMY	1998	269,000
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Latitude 38

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CALENDAR

Non-Race

May 28 — Boaters' Flea Market at Santa Cruz West Marine, 9 a.m.-4 p.m. Info, (831) 476-1800.

May 30 — Organize a cruise-out for Memorial Day.

June 1 — Ullman Sails Seminar Series continues with 'World Class Yacht Designers Forum' at the Santa Ana loft, 7 p.m. Free. Info & RSVP, (714) 432-1860.

June 1-29 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$16.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

June 4, 11, 25 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

June 4 — Nautical Flea Market at Napa Valley Marina, 8 a.m.-2 p.m. Info, (707) 252-8011.

June 5 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

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

June 8 — World Ocean Day, created at the '92 Earth Summit to celebrate the stuff that makes up 70% of our planet. Info, www.worldoceanday.com.

June 9 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

June 11 — USCGA 'Suddenly in Command' course at San Jose West Marine, 10 a.m.-2 p.m. \$10. RSVP, (408) 246-1147.

June 11 — Gary Jobson's film *History of the America's Cup*, with guest speaker Kimball Livingston. Presented by Sailing Education Adventures at Sausalito's Bay Model, 7:30 p.m. Free (\$5 donation accepted). Info, www.sfsailing.org.

June 11-12 — 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 or (707) 55-BOATS.

June 12 — Yoga Workshop for Women at San Rafael's Bow Yoga, 10 a.m.-12 p.m. Guest speaker Dawn Chesney, \$30 includes yoga and meditation. Info, www.bowyyoga.com.

June 12 & 26 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

June 14 — Hoist your ensign on Flag Day!

June 15 — Howl at the full moon on a Wednesday night.

June 16 — Race Fundamentals seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar/whats-happening.

June 17-19 — Ericson Owners Rendezvous at Port Hudson Marina in Port Townsend, WA. Info, (360) 385-2828.

June 18 — Bay sailors are invited to the big Summer Sailstice event at Encinal YC, 10 a.m.-8 p.m. Live music, food, seminars and a boat-building contest will keep the whole family entertained. Find out more at www.summersailstice.com/sf.

June 18 — Open House at Oakland's Lake Merritt Boating Center. Free rentals, 5-7 p.m. Info, www.sailoakland.com.

June 18 — *California is a Lee Shore* book signing by Jim & Pam Duvall at Whale Point Marine in Richmond, 9 a.m.-1 p.m. Info, (510) 233-1988 or www.whalepointmarine.com.

June 18-19 — Celebrate with sailors in the northern hemisphere during Summer Sailstice. Sign up for prizes and see who's sailing in your area at www.summersailstice.com.

June 18-19 — America's Boating Course by Carquinez Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$50, includes lunch. Info, www.carquinez.org or (707) 55-BOATS.

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CALENDAR

June 19 — Take Dad for a sail today!

June 19 — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, www.mastermariners.org.

June 21 — Forget work — go sailing on the solstice!

June 24-26 — 6th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

June 26 — City of Oakland sailing team summer session tryouts at Jack London Aquatic Center, 10:30 a.m.-2 p.m. Info, (510) 238-2196.

June 30 — 'Polynesian Voyagers of Taumako' lecture at Sausalito's Spaulding Wooden Boat Center, 6 p.m. \$15. RSVP, (415) 332-3179 or info@spauldingcenter.org.

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

July 15-17 — Annual Catalina Owners Rendezvous at Tradewinds Sailing School in Richmond's Marina Bay Yacht Harbor. Info, <http://raft.c380.org>.

July 30-Aug. 5 — *Latitude 38's* Delta Doo Dah 3D, a laid-back rally to the balmy Delta waters. Follow the event at www.deltadoodah.com.

Racing

May 27 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or www.sfyf.org.

May 28 — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philies. Info, www.mastermariners.org.

May 28-29 — 47th Annual Whiskeytown Memorial Day Regatta on Whiskeytown Lake in Redding. Info, www.whiskeytownsailing.org.

May 28-30 — 68th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 18 to 138 miles. Info, www.swiftsure.org.

June 3 — Woodies Invitational. StFYC, www.stfyf.com.

June 3-5 — 28th Classic Mariners' Regatta in Port Townsend, WA. Info, www.woodenboat.org.

June 4 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonsc.org.

June 4-5 — Spring Invitational. SFYC, www.sfyf.org.

June 4-5 — 30th Annual Go for the Gold Regatta on Scotts Flat Lake in Nevada City, CA. Gold Country YC, www.gcyc.net/~gcyc or (916) 774-6610.

June 4-5 — Cal Race Week in Marina del Rey. Cal YC, www.calyachtclub.com.

June 5 — Ladies Day Regatta. MPYC, www.mpyc.org.

June 10-11 — West Marine Challenged America Regatta in San Diego. A fundraiser for CA's adaptive sailing program. Info, www.wmcaregatta.com.

June 11 — YRA-OYRA Full Crew Farallones. StFYC, www.yra.org.

June 11 — Mercury Series #4. EYC, www.encinal.org.

June 11 — Summer #3. SeqYC, www.sequoiayc.org.

June 11-12 — BAYS Summer Series #2 for Optis, Lasers, C420s & CFJs. RYC, www.bayarea-youthsailing.com.

June 11-12 — Easom Founders Trophy. SFYC, www.sfyf.com.

June 11-12 — Ronstan Bay Challenge. StFYC, www.stfyf.com.

June 11-12 — Club Boat Series. StFYC, www.stfyf.com.

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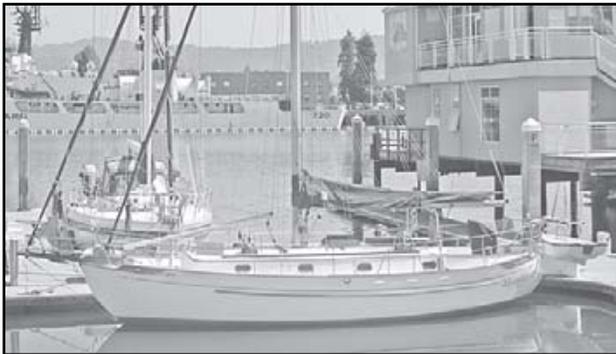
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CALENDAR

June 11-12 — Hobie Regatta on Richardson Bay. SYC, www.sausalitoyachtclub.org.

June 11-12 — BAYS #2 and USA Junior Olympic Sailing Festival at Richmond YC. Info, www.bayarea-youthsailing.com.

June 12 — YRA Spring #2. BVBC, www.yra.org.

June 12 — Spring Series #4 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

June 15-20 — Coastal Cup Race, from the Bay to Catalina Island. EYC, (510) 823-5175.

June 18 — YRA-WBRA City #2. StFYC, www.yra.org.

June 18 — YRA Spring 3/Summer Sailstice. SBYC, www.yra.org.

June 18 — H.O. Lind #3 & 4. TYC, www.tyc.org.

June 18 — Barbary Coast. RYC, www.richmondyc.org.

June 18-19 — El Toro Regionals on Clear Lake. Info, www.eltoroyra.org.

June 18-19 — Opti Heavy Weather Race. StFYC, www.stfyc.com.

June 18-19 — International 14 Nationals. RYC, www.richmondyc.org.

June 24-26 — South Tower Race, Stockton to YRA #16 and back. SSC, www.stocktonsc.org.

June 24-26 — Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, www.lbrw.org.

June 25 — YRA-WBRA Summer Classic. SFYC, www.yra.org.

June 25 — YRA-OYRA Half Moon Bay. HMBYC, www.yra.org.

June 25 — Rear Commodore's Race from Knox to VYC. SYC, www.sausalitoyachtclub.org/racing.

June 25 — Small Boat Spring #3. EYC, www.encinal.org.

June 25 — Lake Tahoe Southern Crossing Race. Tahoe Windjammers YC, www.tahowindjammers.com.

June 25-26 — Sperry Topsider NOOD Regatta. StFYC, www.stfyc.com.

June 25-30 — US Sailing's Jr. Women's Singlehanded Championship, aka the Leiter Cup, in Laser Radials. RYC, www.ussailing.org.

June 26-July 3 — Highland Spring Hiho Windsurfing Regatta in the BVIs. Info, www.go-hiho.com.

July 2 — 63rd Annual Boreas Race, Half Moon Bay to Moss Landing. Elkhorn YC and HMBYC, www.elkhornyc.com.

July 4 — Brothers & Sisters Regatta, a low-key lap around the two island groups followed by a BBQ and shoreside fun for the whole family. TYC, www.tyc.org.

July 4 — Independence Cup. SFYC, www.sfyc.org.

July 4-8 — 46th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

July 6 — SSS LongPac, a qualifier for next summer's Singlehanded TransPac. For more info, contact AJ Goldman at (650) 867-2145 or ajgoldman@scus.org.

July 9 — YRA-OYRA Jr Waterhouse. RYC, www.richmondyc.org.

July 9 — Silver Eagle Long Distance In-The-Bay Race, with a shorter course for boats rating 150 or above. IYC, racing@iyc.org or www.iyc.org.

July 9 — Jack & Jill Race. SSC, www.stocktonsc.org.

July 9 — Trans-Tahoe Race, generally featuring either too much wind or too little but always lots of fun. Tahoe YC, www.tahoeyc.com.

July 9-10 — Finn Masters NAs. EYC, www.encinal.org.

July 9-10 — Longboard SF Classic/UN Challenge. StFYC, www.stfyc.com.

July 12-16 — U.S. Windsurfing Nationals. BYC, www.berkeleyyc.org.

July 16 — 27th Annual Plastic Classic Regatta & Concours d'Elegance, for fiberglass boats from the '60s, '70s & '80s.

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BVBC, www.bvbc.org or (415) 495-9500.

July 16-17 — BAYS #3/Summer Splash (which also acts as the Area G Bemis 420 qualifier) at EYC. Info, www.bayarea-youthsailing.com.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26, 9/9. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Spring: 5/30, 6/13, 6/20 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through 7/28. Info, www.benicia-yachtclub.com.

BERKELEY YC — Friday nights through 9/23. Paul Kamen, (510) 540-7968 or pk@well.com.

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

CORINTHIAN YC — Friday nights through 9/2. Info, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Wednesday nights through 10/26. George Suppes, (650) 921-4712 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 6/10, 6/17. Chris Hanson, (510) 301-2081 or rearcommadore@encinal.org.

FOLSOM LAKE YC — Wednesday nights: 6/1, 6/8, 6/15, 6/22, 6/29, 7/6, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31, 9/7, 9/21. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26. Leslie Iacopi, (415) 931-3980 or lesliesailor2003@yahoo.com.

ISLAND YC — Friday Night Spring Twilight: 6/3, 6/17. John New, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Wednesday nights through 10/12. Steve Katzman, (530) 577-7715.

LAKE WASHINGTON SC — Thursday nights through August. Dan Clark, www.lwsailing.org.

LAKE YOSEMITE SA — Thursday nights through 8/25. Tom Cooke, cookeatty1@yahoo.com.

MONTEREY PENINSULA YC — Sunset Series, Wednesday nights through September. Ray Ward, (831) 659-2401 or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series through 6/22 & 7/13-8/31. John, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 6/1, 6/15, 6/22, 6/29, 7/6, 7/13, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31, 9/7, 9/21, 9/28. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series: 6/1, 6/8, 6/15, 6/22, 6/29, 8/3, 8/10, 8/17, 8/24, 8/31. Thursday Night Kiting Series: 6/2, 6/16, 6/30, 7/14, 7/28, 8/4, 8/18, 9/1, 9/15. Friday Night Windsurfing Series: 6/17, 7/1, 7/29, 8/5, 8/19, 9/2, 9/16, 9/30. Info, racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 11/2. Greg Haws, (831) 425-0690 or greg@scyc.org.

SAUSALITO YC — Tuesday Night Spring Sunset Series: 6/7, 6/21. Dave Borton, (415) 302-7084 or race@sausalito-yachtclub.org.

SEQUOIA YC — Wednesday nights through 10/12. Steve Holmstrom, (650) 610-9501 or www.sequoiayc.org.

SHORELINE LAKE AQUATIC CENTER — Capri 14.2 racing every Thursday night during Daylight Saving Time. Info, (650) 965-7474. Laser racing (BYOB) every Wednesday night.

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35' J/105, '02, Hull #520, Sea Room.....	\$94,900
35' J/35, '84, The Boss*.....	SOLD
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34' J/34, '85, The Zoo*.....	\$29,900

34' MJM 34z, '05*.....	\$334,000
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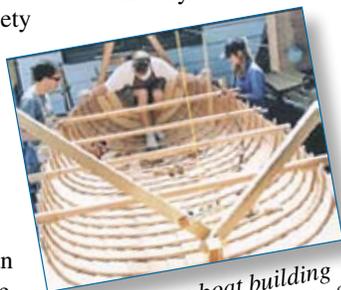
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CALENDAR

May-October. Roger Herbst, rogerlaser@yahoo.com or (408) 249-5053.

SOUTH BEACH YC — Friday Night Series: 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Tad Sheldon, (408) 546-1240 or www.southbeachyc.org.

STOCKTON SC — Wednesday nights: 6/1-8/24. Patrick Felten, (209) 518-6371 or regatta1@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series: 6/1-8/31. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/30-8/29. Rick Raduziner, (530) 583-6070 or raduziner@sbcglobal.net.

TAHOE WINDJAMMERS YC — Wednesday nights through 9/21. Jerry, (530) 318-5210 or jerry.starkey@att.net.

TIBURON YC — Friday nights through 9/9. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Wednesday nights through 9/28. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

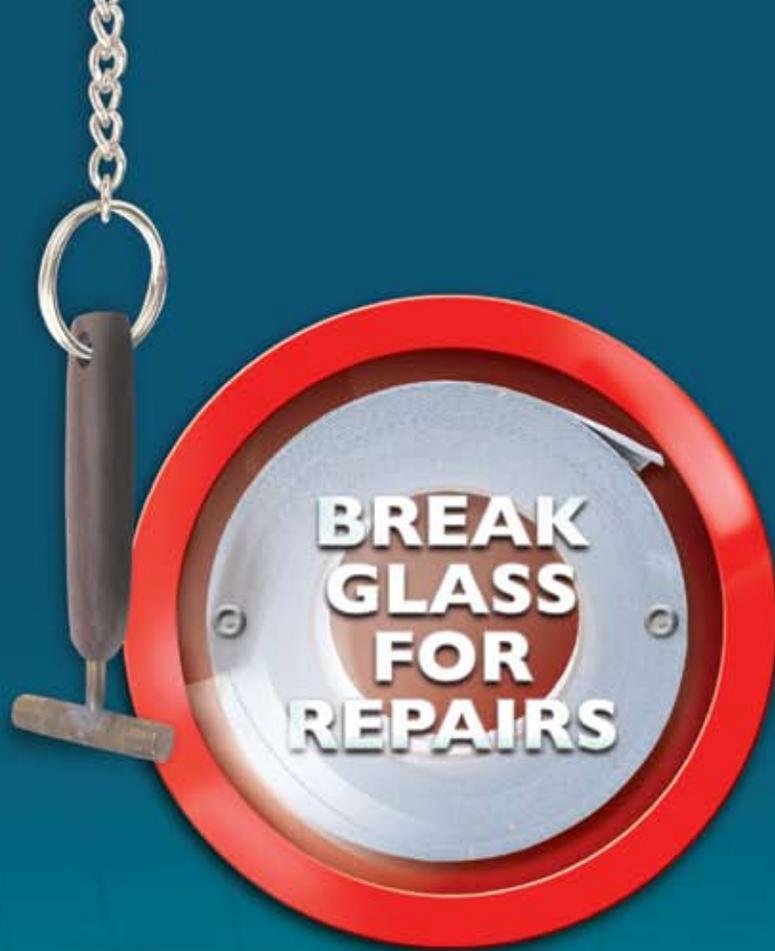
Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you're totally old-school, mail them to *Latitude 38* (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related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

June Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
6/04Sat	0103/5.9	0756/-1.1	1527/4.6	1951/2.9
6/05Sun	0148/5.7	0838/-1.0	1609/4.7	2048/2.8
	LOW	HIGH	LOW	HIGH
6/11Sat	0229/.2	0901/3.9	1350/1.7	2035/6.4
6/12Sun	0325/-0.5	1018/4.1	1448/2.1	2122/6.6
	HIGH	LOW	HIGH	LOW
6/18Sat	0113/6.1	0800/-1.1	1522/4.9	2010/2.6
6/19Sun	0159/5.7	0841/-0.7	1603/5.0	2108/2.6
	LOW	HIGH	LOW	HIGH
6/25Sat	0221/1.0	0850/3.4	1318/2.3	1954/5.6
6/26Sun	0310/0.5	1005/3.6	1412/2.6	2035/5.7

June Weekend Currents

date/day	slack	max	slack	max
6/04Sat		0014/2.5F	0252	0626/5.0E
	1016 2200	1320/3.7F	1655	1904/2.3E
6/05Sun		0059/2.3F	0335	0712/4.8E
	1058 2256	1403/3.6F	1739	1953/2.4E
6/11Sat		0038/4.2E	0442	0739/3.1F
	1046 2221	1305/2.4E	1624	1923/3.0F
6/12Sun		0135/4.7E	0538	0842/3.6F
	1153 2309	1409/2.3E	1721	2017/3.0F
6/18Sat		0017/2.8F	0305	0622/5.1E
	1021 2221	1324/4.0F	1647	1901/2.4E
6/19Sun		0104/2.6F	0351	0706/4.6E
	1103 2315	1406/3.6F	1729	1946/2.4E
6/25Sat		0006/3.0E	0430	0730/2.0F
	1020 2151	1226/1.5E	1559	1855/2.0F
6/26Sun		0101/3.4E	0521	0828/2.4F
	1124 2236	1328/1.4E	1652	1945/2.0F



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LETTERS

↑↓ "I WANT A RIDE FOR THE HA-HA!"

I'm a female in my mid-20s, and I heard about the Ha-Ha from some regulars at my work. I told them about my passion for traveling, and they suggested looking into the event. I've checked out the official Ha-Ha website at www.baja-haha.com, and am very interested in getting more details about the rally. I want to find a way to get on one of these sailboats! I was wondering if you had any suggestions or guidance for me, as cruising around with you guys seems as though it would be a great experience!

K.A.
Planet Earth

K.A. — If you love adventure and you love traveling, we think you'd really enjoy doing the Ha-Ha. One good move would be to monitor the 'Mexico-Only Skippers Looking for Crew' list on www.latitude38.com (click on 'Crew List') to get an idea of



LATITUDE / ANDY

Plenty of young people have joined us on the Ha-Ha.

which skippers and boats are looking for crew. You could also post an 'I Want to Crew' listing at the same spot, but as a young woman, you'd want to exercise the normal precautions about not revealing too much of your identity too soon. In fact, we think the best idea for you would be to show up at the Mexico-Only Crew List Party and Baja Ha-Ha Reunion at the Encinal YC in Alameda on September 7. That would give you the opportunity to meet skippers looking for crew face-to-face, affording a much better idea of which potential situations might be the best for you. There will be plenty of women at that gathering who have done Ha-Ha's, and they'll be happy to give guidance and advice from a woman's perspective.

A number of women in their 20s who have done the Ha-Ha have told us they enjoyed a great sense of security, feeling as though they had 250 'big brothers' and 250 'big sisters' in the fleet.

↑↓ A CLOSE CALL ON A DARK NIGHT

We sailed into Sausalito's Pelican Harbor in March of '77 aboard *Clover*, our 60-ft double-ended English cutter, after completing a haulout at Stone Boatyard in Alameda. Onboard were my wife, 3-year-old son, 8-month-old daughter, and a crew of five hearty deckhands, all of whom had sailed with me since they were born. Pelican Harbor was a busy place. The famous 72-ft gaff tops'l schooner *Lord Jim* was getting a new teak deck laid, the old having been scrubbed away by previous owner Joel Byerly of Antigua, who had insisted on holystoning twice a day. *Alicante*, Dockmaster Ned's Dutch canal boat, was getting a topside paint job. And *Claudia*, a Baltic trader recently featured in *Latitude*, was getting major work done on her B&W diesel.

We soon made friends with another couple about eight slips away who also had young kids — they visited *Clover*, and we visited them. Their son and my son, John, went to playschool together, and so it was that we walked down the dock to their boat for dinner one cold, moonless, foggy night in late April. Our group included *Clover's* crew, John skipping along, and my daughter in her bassinet — and all of us in our winter gear of pea coats, watch caps and boots.

It was a great dinner, with wine, conversation, and guitar strumming. Before it got too late, we decided to leave, as it was

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LETTERS

kiddy bedtime. After saying the good-byes, my crew descended to the dock, and handed down my daughter in her bassinnet. Then I jumped down to the dock. As I turned around, John jumped as well, trying to emulate his dad. My shout of "No!" met his ears as he disappeared with hardly a ripple into the inky-black water between the boat and the dock! It was so unexpected.

My mind raced. The tide was boiling out, swirling around the pilings, and my son was gone! One second: Do I shed my



BOAT U.S.

Kids don't float. Even when they're 'safe' on the dock, keep 'em strapped in.

coat and shoes or just jump in? I must have been in the water within three seconds. I remember diving deep, the water shockingly cold, and letting the tide take me, the way it would have taken my son. John was a good swimmer if it came to that, but he was encumbered by clothes and boots. And there were other negative factors: the 55° water, his being surprised, scared, and swept by a three-knot tide, and it being night.

I flailed around underwater where I thought he might be, my arms and legs spread, unable to see anything in the dark and murky water. Panic set in. What if I couldn't find him? I knew I had just this one dive to find him alive. If I had to surface for air and dive again, it would be fatal, for he would have drifted too far away in an unknown direction due to shore eddies, perhaps to be snagged and drowned on the Bay floor. Such are the thoughts of a frantic parent.

I had been a good free-diver in the Caribbean a few years earlier, able to hold my breath for a minute and a half or more. So I kept swimming and flailing, 12 feet, eight feet, deeper, shallower, back and forth downstream, with both breath and grief rising in my gorge. I would die looking for my son. I wouldn't want to live in a world without him and experience the anguish my negligence would cause me for the rest of my life. I no longer felt the cold, and I knew that I would soon pass out. I didn't care.

Then my little finger felt something soft pass over it. Hair! I lunged and grabbed. More hair! Thank God we'd let John's hair grow long! Together we sped for the surface, where we both began puking up seawater, the best puke I've ever had. We ended up close to the last finger slip, where we grabbed a dockline before being swept across another channel. We were 120 feet from where John had gone into the water.

That was 34 years ago, but I have never forgotten the lesson. And I still shudder about the possible outcome of that black night. At sea, or even on a so-called safe dock, please have your kids wear PFDs until they get ashore, particularly at night. You don't ever want to feel the horror I felt.

William Pringle
Sea'Scape, San Juan 24
Mission Bay

William — What a gripping story. And what good advice.

↑↓ "GIVE MORE ACCESS AT A LOWER PRICE"

In my opinion, the City of San Francisco should apply the same rule with regard to berthing at the San Francisco Marina as it does at the South Beach Yacht Harbor. In other words, slips should *not* go with boats, and people who buy

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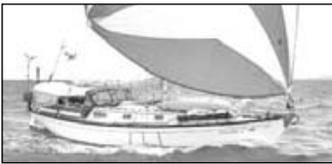
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40' Delphia sloop, 2007...\$189,900



40' Acapulco Christensen, 1976...\$49,000



39' Fortuna Island Spirit 401, 2005...\$324,999



39' Roberts, 1986...\$24,950



38' Irwin, 1986...\$79,500



38' LeComte Northeast yawl, 1968...\$49,900



37' Rafiki, 1978...\$67,500



37' Custom Searunner tri, 1985...\$29,000



37' Rafiki, 1978...\$75,000



36' Islander, 1980...\$34,000



36' Gulfstar motorsailer, 1971...\$29,950



29' Hunter sloop, 2001...\$49,900



65' Ferretti motoryacht, 1997...\$849,000



46' Bertram sport fishing, 1987...\$229,000



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LETTERS

boats in the marina should go on the waiting list. This would give access to more boats at a lower price.

Arnaldo Dallera
Aldalisa, Silverton 40
Sausalito

↑↓ THE WAY BERTHS ROLL AT THE WHARF

Thank you for printing the six letters in the last issue about private individuals profiting from buying and selling berths in publicly owned marinas. I've seen this go on firsthand for years.

From '93 to '96 I was the assistant marina manager at the San Francisco Marina. There was a long waiting list — 20 years for the most desirable berths — so a gray market developed for what were, and are, city-owned berths. The Recreation & Park Department does get a small piece of the berth transfer action by charging a berth transfer fee, which I believe is currently 15% of the sale price, and it has tried to reduce the practice of berth holders with crappy boats selling their boats at an inflated price to people wishing to bypass the waiting list. But it still goes on.

During my time at the San Francisco Marina, I contacted the owner of a '78 Morgan 36 sailboat, which was berthed in the marina and had been neglected for so long that moss was growing on the fiberglass deck, to ask if he wanted to do anything with the boat. We became partners in the boat, and I fixed her up, and eventually bought her from him. But the guy, an attorney and a member of the St. Francis YC, is nobody's fool, and he retained the rights to the slip.

When I eventually put the boat on the market, I received far more interest in the berth than the boat. One person offered me \$10,000 cash for the berth, which was half of what I was asking for the boat. I'm not a saint, so if I'd had the right to the berth, I would have put the money in my pocket.

In '97 I was hired by the Port of San Francisco, and became the wharfinger (harbormaster) of Fisherman's Wharf. The Port has a strict policy regarding berth transfers at Fisherman's Wharf. When a vessel's ownership changes, its berth agreement with the Port is automatically cancelled. This includes changes in both partnerships and outright sales. The only exceptions made are transfers to immediate family members.

Only commercial vessels are allowed at Fisherman's Wharf, and the only waiting list we have is for the berths along Jefferson Street, where heavy foot traffic creates a lucra-

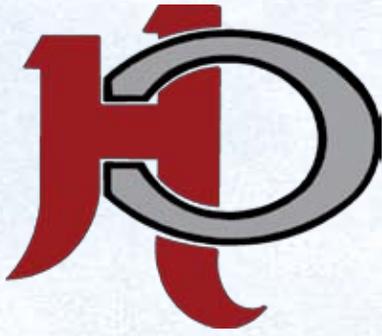


WEBB LOGG

Fisherman's Wharf doesn't allow lease transfers. Period.

...tive business opportunity for charter sportfishing boats. When the charter boats are not fishing, operators are able to solicit passersby from the sidewalk for one-hour tours under the Golden Gate Bridge and around Alcatraz. The boats can carry up to 49 passengers, and they charge \$15 per head for their regular tours, and more for special events such as Blue Angels or fireworks shows.

As you might imagine, the pressure on the Port from Jefferson Street sportboat operators for permission to sell their berths with their boats is intense. One of the Jefferson Street sportboats recently sold, but for at least three years the (former) owner tried every way imaginable to monetize his



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LETTERS

berth, including various partnerships and even a proposal to adopt a buyer so that he would be transferring his berth to an immediate family member! He eventually thought better of that idea, and the Port held firm to its berth transfer policy by assigning the vacated berth to a boatowner at the top of the waiting list. But it was a real struggle, as the seller of the sportboat was not happy about losing the extra \$100,000+ he might have received from the sale if he'd been allowed to sell the berth with the boat. I have no sympathy.

My advice to other public marinas is to limit berth transfers to members of the immediate family, and to raise berth rates to a point where there is a reasonable vacancy rate and the waiting list moves. Regarding the berth holder in Santa Barbara who does not want to lose his 'investment', too bad. Private individuals have no right to profit from the sale of publicly owned marina berths.

Hedley Prince
Wharfinger, Fisherman's Wharf

↑↓ THE OTHER SIDE OF THE SLIP

I have a problem with the 'use it or lose it' policy *Latitude* supports, which requires that boatowners use a boat a minimum number of times a year to keep a slip in the more popular public marinas, and with your thinking that the current requirements aren't stringent enough.

I've been sailing out of Berkeley Marina for about 19 years with several different boats. During that period of time I've moved about the Berkeley Marina, and have been in 11 different slips. For the last 11 years, my boat has been a 15,000-lb Traveler 32 that draws six feet, and therefore isn't very trailerable. My sailing activities were constant and numerous — the Ha-Ha, the Doo Dah, double- and singlehanded races, and up and down the coast. That is until my recent position with FEMA.

Now I find myself hard-pressed to make the required 'use



LATITUDE / LADONNA

Robert would 'lose it' while he's helping people who've lost it all.

it' time, even though at Berkeley it's only once every 180 days. I pay \$424.19 per month for a 40-ft slip, even though *Grace* is only 32 feet on deck. Although berth rates are constantly rising, along with everything else, I keep paying. I have looked into several alternatives, from moving to other places — a slip or on the hard — or even taking her home to Grass Valley. However, I would hate to move her out of the Bay Area, where I have friends and relatives.

While I could move the boat to the Delta or something, the cost savings wouldn't justify it. Plus, with the 34th America's Cup coming, I've been assured that if I leave, my chances of getting back into Berkeley will be slim to none until after the Cup. By the way, I still have the bottom done regularly, and just put on a new dodger, so my boat is far from being neglected. In short, she's a fine vessel, but at this time is without an active captain.

I am 67 years old, and have every intention of sailing for the rest of my life. The current position I have will last at least a few more years, with unknown and irregular off times. Then, with luck, I'll be back to sailing often.

When I was working on the tsunami damage in American Samoa, I was gone for five months, came home, then immediately left to help in New Jersey. If the present 'use it or lose

PETTIT

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Photo by Billy Black

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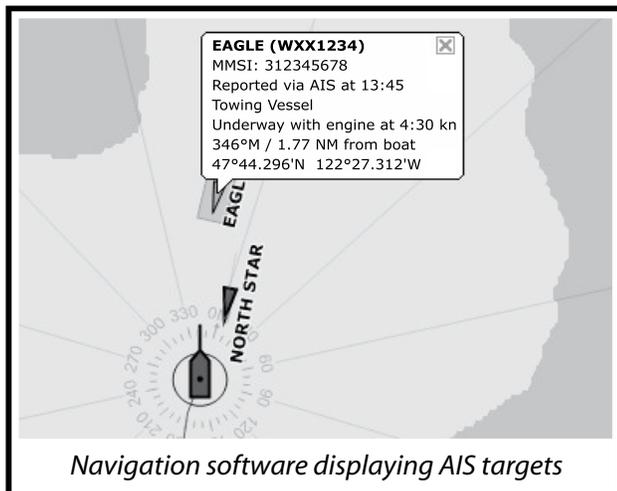


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LETTERS

it' restrictions had been in place at that time, I would have lost my slip.

So, finally, my point: Is it your intent that I'm to lose my slip due to the fact that, at this time in my life, I'm not in position to use my boat because I'm working to help others? If the amount of usage is increased, then sure enough I will be forced to move. For whom is this rule 'fair'? The person who has the opportunity to sail all the time, or those of us who cannot get to our boats often enough to meet a requirement of use?

Is it only the active sailors who should be allowed a slip? Will the regulations extend to the open areas of the Bay next? Whereas, if you haven't sailed the Bay within a year, then you can't be out there with regular active sailors? Will it follow after that if you don't race on the Bay, you can't be out there?

To take a page out of Rotary International: Is it the truth? Is it fair to all concerned? Will it build goodwill? Will it be beneficial to *all* concerned? And the last question, whom will this benefit?

Robert Walker
Grace, Traveler 32
Berkeley

Robert — You've presented a powerful case against a draconian 'use it or lose it' policy. Well done!

We'd like to take a crack at answering your last question first. The idea is to try to find a way to give as many people as possible water and ocean access, since many people are often denied access because there is no room at some of the more popular public marinas, marinas where some boats are virtually never used. Is that really in conflict with the Rotary goals?

We like to think that there could still be a more strict 'use it or lose it' policy, but one that where exceptions could be made for people such as yourself, who can easily demonstrate an obvious history of dedication to sailing, and obvious reasons that it has to be interrupted for a given period of time.

↑↓ A SHAMEFUL DISPLAY OF GREED

A little over a year ago, my wife and I lost the spare 35-lb plough anchor off the foredeck of our boat while anchored at Los Frailes on the east coast of southern Baja. We were raising the anchor just before midnight in order to head to La Paz, and while we did it, I noticed the empty shackle that normally holds the spare anchor chocked in the bow roller. I can only surmise that the shackle pin had worked out during the bash up from Cabo San Lucas, and the anchor dropped off the bow in the anchorage.

I got a GPS position on the location of the lost anchor, and planned on picking it up when I returned from La Paz. But then we heard a fellow cruiser — actually, the female half of a cruising couple we had met at Los Frailes — get on the net and ask if anyone had lost a 35-lb CQR. We said we'd lost a 'naked' one, meaning nothing had been attached to it.

"That's it!" she said. "Come over and get it."

When I got to their boat the next day, I saw my anchor and said, "Yes, that's it, thank you for retrieving it." Since they'd gotten it up from 39 feet of water, I told them that I'd like to give them something for their efforts. I mentioned something like \$40 or \$50.

The woman stood on the deck with a stunned look on her face. "This is a \$650 anchor," she exclaimed, "and I want \$400 for it." Actually, it was a knock-off CQR, not the real thing, and therefore not even worth that much retail.

I was shocked, to say the least. At age 70 and on Social Security, I don't have that kind of money, and this is my last time around. "If you need the anchor that badly," I responded,

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LETTERS

"you can keep it."

"We don't need it," retorted the woman, "but we will sell it at the swap meet next week."

I've been sailing for close to 40 years and have met countless cruisers during that time. But I was astounded by the attitude of these 'fellow cruisers'. Is this a sign of the times or was it a bottom feeder mentality?

In more positive news, I'm leaving for the Galapagos and French Polynesia in a few days.

Donald Klein

Passion, Dufour 39

Currently at La Playita, Panama

Donald — As we have no way of getting a possible 'other side of the story', we've left out the name of the other party.

In a case such as you describe, the two parties often end up in a fight — but not of the kind you describe. Usually the beneficiary, you in this case, would insist on giving the other party some token compensation — \$40 to \$50 would strike us as being typical. At that point, the other person would be shocked at the mere suggestion of compensation for having done something "any good sailor would have done for another." After a lot of phony squabbling, they'd retire to the bar where the beneficiary would buy a few beers or a bottle of wine and they'd become fast friends.

In our sailing career, we've saved three people from drowning and countless boats that were either disabled, aground or on the rocks, or fouled in lines or nets. Taking money for any of these acts would have ruined the good feeling we'd gotten from helping out a fellow cruiser.

↑↓"YOU'LL NEVER TAKE ME ALIVE, COPPER!"

Did you see that on May 4 Washington State passed a bill that will ban copper anti-fouling paint from use on recreational vessels of less than 65 feet? Maybe this will put more pressure on California to pass SB 623, which is similar legislation. On May 2, the California Senate's Environmental Quality Committee passed SB 623 by a vote of 5 to 1, and sent it to the Senate Appropriations Committee.

Jim Jensen

Occidental

Jim — You'll find our report on the topic in this month's Sightings, but we think that getting rid of copper anti-fouling paint is an important environmental goal, and it seems to us



LATITUDE / RICHARD

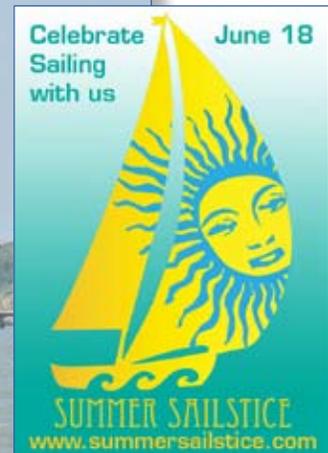
'La Gamelle's spiffy new non-copper bottom paint, EP2000.

that the legislation gives enough time for less toxic bottom paints to be improved and/or developed.

We just applied ePaint's EP2000, which uses zinc rather than copper, to the bottom of our syndicate's Olson 30, La Gamelle. Over the next several years, we plan to try out a variety of non-toxic bottom paint offerings. After all, paint companies have invested large amounts of money coming up with alternative solutions to copper-based paints.

Some mariners, we're sure, will still grouse, noting that the largest contributor of copper in the rivers, bays and oceans comes from copper in brake pads and non-point source runoff. As true as that may be, legislation is underway to reduce or eliminate those sources of copper in the waters, too.

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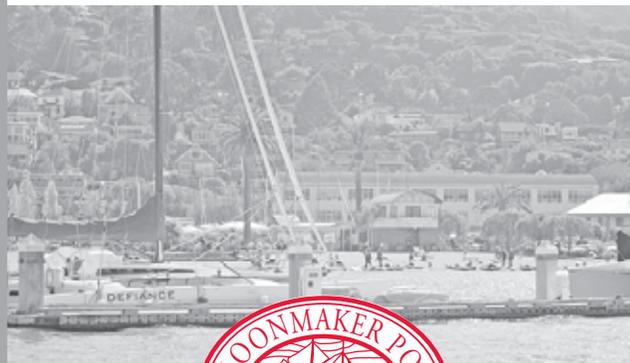


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LETTERS

↑↓ **BEATING THE BASTARDS AT THEIR OWN GAME**

My boat, a U.S. documented vessel with San Francisco as a hailing port (even though I live in Washington), has been in Mexico on a 10-year permit since the '04 Ha-Ha. Nonetheless, I got a letter from the California State Board of Equalization for taxes. I filed for an exemption, as my boat hasn't been in California for the last 12 months, and provided the documentation they requested — including marina and yard receipts. Even though the marina and yard were clearly in Mexico, they claimed the receipts didn't establish my boat's location.

I don't know why the burden of proof should be on me, but am I the first *Latitude* reader to be hustled by the State of California? I find the late fees to be exorbitant for a 30-year-old 32-ft boat, which certainly isn't a luxury.

Can the state file a lien with the Coast Guard? Will I not be able to renew my documentation or sell her until I pay the extortion? Any advice for beating the bastards at their own game?

Perry Mason
Washington / Mexico

Perry — You have us scratching our heads more than usual. The fact that your boat has a 10-Year Temporary Import Permit for Mexico has no bearing on taxes owed in California, nor does the fact that you might have first gotten that permit in '04.

If you got a letter from the State Board of Equalization, it means they want sales or use tax on your boat. If you didn't do a proper job of taking 'offshore delivery', you might be liable for that. For example, if you only have some receipts showing your boat was in Ensenada in November, and then again in May, the Board of Equalization might have good reason to deny your claim. The same is likely to be true if it's really the county wanting to collect personal property tax for your boat.

As for the state's putting a lien on your boat, we're not experts on the ramifications. We imagine the feds would allow you to renew the documentation, but a lien would prevent you from having clear title, and thus being able to sell your boat.

You can best 'beat the bastards' by sailing your boat to some poorly administered island in the South Pacific, adopting the paperwork from a derelict 32-footer, then changing your boat's identity. As they say, 'Living well is the best revenge.' On the other hand, it would probably be less expensive just to pay what the state or county wants.

↑↓ **THE COST OF SINGLEHANDING**

Just as a ballpark figure, what would it cost to rig an Alberg 35 for singlehanded sailing?

Steve Morris
Portland, Oregon

Steve — As much as we'd like to give you a meaningful answer, it would have been helpful if you'd told us what gear the boat already has. Some absolutely necessary things would be an autopilot and/or a windvane, and a reasonably easy way to launch and retrieve the dinghy. If you're young, an electric windlass might not be mandatory, but it would be nice. It would also be nice to have a radar with a guard, and AIS, so you'll be alerted to ships coming your way. A roller furling headsail would be a welcome addition, too.

Of course, it also depends on where you plan to cruise. If you're just going to sail to Mexico and hop down to Panama and up the Western Caribbean, it would be possible to get along without most of the stuff mentioned above. The old KISS philosophy.

The Alberg 35s were / are solid boats, but remember that they



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LETTERS

were built as long ago as the mid-'60s, so the earlier ones may have missed out on nearly a half century of design and construction improvements. That's a long time. For example, the 35



WEBB LOGG

Alberg 35s have lovely classic lines, but they're not known for their celerity.

displaces nearly 13,000 lbs, but has only 24 feet of waterline. That's why her PHRF rating of 201 suggests she's one of the slower 35-footers around. Then there is the matter of the Alberg 35's being only 10 feet wide. As you probably know, this means she has a very small interior compared to modern boats,

and not that much cockpit space either.

Nobody asked us, but what we're trying to say is that, unless the boat is cherry and you can get her for a song, in this buyer's market you might want to look for something a little newer that's already been upgraded and outfitted for single-handing.

↑↓ WARM FUZZIES

I've been reading *Latitude* — I really like that I can download it anywhere — for many years, keeping the dream alive. After completing the Baja Ha-Ha last year aboard Robert and Bobbie Kuschel's Davidson 44 *I/O*, it hit me that it was time for me to 'walk the walk'.

Using *Latitude's* advice that there are inexpensive cruising sailboats about, I searched high and low for an appropriate one. I finally found a '63 Rawson 30 for sale in Marinette, which is in Wisconsin, and where they aren't familiar with Rawsons. When I called about coming to see her, the broker told me that someone else was already coming on Saturday, and that I would have to wait in line. I replied that I thought his job as an owner's agent was not to determine the order of people who saw the boat and when, but to communicate offers to the owner. I then sent my offer and check to the broker, having not seen the boat.

I asked a surveyor to check out the boat for me, but he was less than thrilled at the prospect of looking over a nearly 50-year-old fiberglass ketch. But I was on the phone with him when he got to the boat, and his attitude rapidly began to change. Before long, it was "Wow! This boat is really cool!" Later, "I can't believe all the stuff on this boat!" Finally, "My valuation is going to come in a lot higher than the sales price!"

The price was \$9,000. It included nearly new sails, barely used rigging, a diesel with fewer than 1,200 hours, a new Raymarine radar, a new stereo, a Garmin GPS plotter, nearly new wind, speed and depth instruments, a nearly new autopilot, a windlass, dinghy and outboard, solar panels, backups and spares for everything, foulies — even All-Clad pots and pans. In short, an amazing deal.

When I finally got to see the boat myself, I continued to be amazed. The only downside was that it needed a bottom job, something I ordered after closing the deal.

I'm about to begin 'commuter cruising', and am selecting marinas that are within 30 miles of commercial airports. That way I can fly in from work on Friday nights, sail a leg for two or three days, then fly back to work on Sundays or Mondays. I also have a few nine-day weeks off around the major holidays for long legs and to plan for weather windows. I plan on cruising around the Great Lakes, the Erie Canal, and the Hudson River, and then turning right at New York

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LETTERS

by November. The only real deadline is the closing of the Erie Canal in October.

Doing last year's Ha-Ha really gave me the confidence and the kick in the ass to begin my sailing journey. None of us is getting any younger, so I decided it was better to just begin now with the money I had. I also didn't want to spend a fortune on a boat and have no cruising kitty. So when I run out of coast and airports, it's *arrivederci!* So thanks for the great advice, the great time, and great motivation!

Frank Lagorio
Escapade, Rawson 30
San Francisco (currently Wisconsin)

Frank — Thanks for the kind words. It gives us a warm and fuzzy feeling when people tell us what the Ha-Ha has done for them.

↑↓ THE GOOD OL' DAYS

Your April 27 *'Lectronic* item about the dock use sign in Newport Beach reminded me that I lived on Newport Peninsula — 37th St. — and then Balboa Island — Apolena Ave., the ferry street — from '80 to '87. What good times! We did lots of dinghy sailing, and hung out with the KROQ DJs who had a 'pirate' home on the Peninsula.



DWIGHT WITHERSPOON

Signs like this make us feel as if we're in the Twilight Zone!

My housemates and I had a pair of Lasers, which we left in the front yard and dollyed down to the docks. Launching them from the beach, we'd use the 20-minute zone on the docks as places to drop in the daggerboard and rudder. According to my memory, the dock time-limit labeling system looks no different now — except with nicer color signs — than from 30 years ago. Wait, could it have been that long?!

We were also pretty — okay, make that *very* — foolish, because our idea of a good laugh was to roll-tack a Laser hard enough to dip the tip of the mast into the water in front of the Catalina ferry as it was "turning final" into its slip at The Pavilion, then heating it up and blasting away. (No, this doesn't work in less than 15 knots of wind.) Back then we thought it



TIM DICK

Tim's grandfather built this model 70 years ago.

was a laugh to get a horn blast, but in retrospect, I'm amazed the captain didn't call the Harbor Police. Maybe we were just too quick.

Those were fun days, when there was only parkland between Newport Beach and Laguna Beach. We also had a Hobie 16 that we used to sail off the beach at Emerald Cove. 'Pearling' her back onto the sand at the end of a sail was always a blast, but led to an annual winter ritual of reglassing the bottom of the hulls to build back up what we had 'sanded' off on the beach in the summer sun.

Thankfully, Newport Harbor hasn't really changed. It's still stuck in the early '50s, complete with frozen bananas and Bal Bars, bumper cars, and rock candy. I hope it will remain as a bulwark against 'Angry Birds' as the most fun a kid could have.



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By the way, this weekend we're plopping a three-foot model yacht into Spreckels Lake, the model pond in Golden Gate Park. She was built by my grandfather in England in the '30s, restored by my 83-year-old dad, and will be tasting water for the first time in 70 years. When you look at her canoe body, Bermuda rig, and original fin keel, you realize models were decades ahead of full-size yachts.

Tim Dick
Sausalito / Honolulu

Tim — It's our belief that growing up around nature, particularly nature with some kind of water involved, is the best thing that can happen to a kid. It brings out the sense of adventure and curiosity, and encourages physical activity. Too bad the only contact many kids have with nature these days is seeing it on television.

↑↓ TOURING THE GALAPAGOS

We left the Galapagos on April 26, after a three-week visit, feeling somewhat disappointed and it took a couple of days to put our finger on why. We'd arrived in San Cristobal, went diving at Kicker Rock, visited Santa Cruz, took a four-day/three-night trip on a tour boat, moved to Isabela for about 10 days, did some hikes and day tours on Cristobal and Isabela, and then departed.

I've concluded that the Galapagos is one of the few places where visiting by private yacht is a disadvantage. Without an *autografo*, private yachts are limited to a 20-day visit to a single port, either Santa Cruz or San Cristobal. A four-port *autografo* cost us \$560, including the agent's fee, allowing us to stay up to 60 days and visit Floreana and Isabela. With or without an *autografo*, you need to pay a \$100/person park fee and a port fee based on your boat's gross tonnage (\$300 for *New Morning*). A *zarpe* is also required to move between ports, so add in two trips to the Port Captain's office and \$25 for each port as well. Just stopping in the Galapagos cost us \$550 in government fees, plus a \$100 fumigation fee in Panama.

None of the islands has a good anchorage due to a mix of poor protection from ocean swells and lots wakes from local commercial traffic. Depending on the current local weather conditions, two of the ports will be tolerable and two will not. In the case of San Cristobal, if you have a swim platform, you'll wage a relentless, but ultimately futile, battle with the sea lions who consider your boat to be their home. They are cute and unbelievably nimble in the water, but on your boat they will leave a trail of urine, feces and fur. Fortunately, they are not aggressive toward humans, just persistent.

Here is the catch to touring the Galapagos by private yacht. There are a limited number places you're allowed to visit with your *autografo* without arranging for a land tour and guide, or at least a taxi. And even then, these are on the islands with larger human populations. The really pristine islands, and the pristine areas of all the islands, are off limits to private yachts unless you hire a naturalist to live aboard and are reserved for tour boats and groups with guides. The system is heavily biased to the commercial tourist industry. The waterfront in Santa Cruz even bears a striking resemblance to Sausalito, with jewelry stores, art galleries and t-shirt/trinket shops.

So my recommendation is to not fight the system. Save the money you would spend on an *autografo* and agent. Enter at Santa Cruz where you'll have access to the best provisioning, drop the hook, let out a lot of scope, call a water taxi and let your boat roll while you move into a local hotel (we paid \$35/night for a very nice room). Take a three-night or even seven-night tour boat and see the islands you'll never see from your

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LETTERS

own boat, and with a professional guide. Or if you're a diver, split your time between a tour boat and a dive boat.

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Russ Irwin
New Morning, Paine 54
Sausalito

↑↓ DO BAR PILOTS HAVE OTHER EXPENSES?

The *Lectronic* report on bar pilot compensation, and their request for an increase in rates, was interesting. Do you know if the bar pilots have to pay significant costs out of their apparently quite large salaries? For example, do they have to pay for liability insurance, the costs of running the pilot boat fleet, and so forth? If so, their salaries of high \$300s to low \$400s would not sound quite so generous. I know that doctors have similar issues of gross pay versus net pay after paying for insurance and other costly expenses.

Tim Rochte
Planet Earth

Tim — The San Francisco Bar Pilots Association is like a private company, in that the pilots divvy up the proceeds after all the expenses, so there is no salary as such. Indeed, if all shipping were to cease, they'd go broke. On the other hand, according to the S.F. Gate report, the bar pilots made over \$400k for awhile, then it dipped back down to the high \$300s, but with a proposed increase in pilotage fees, the first since '02, their compensation would likely go over \$400k again in the next few years.

Qualifications, it should be noted, are not enough to become a member of the San Francisco Bar Pilots Association, as you also have to pony up a \$250,000 'buy in' fee. When you retire, you get it back.

We received a tremendous amount of feedback on the bar pilot report. The following letters are a sample. As you'll read, there isn't a lot of sympathy for members of a publicly mandated monopoly, who are already knocking down the high \$300s, seeking an increase in compensation.

↑↓ IS 'RISK PREMIUM' THE RIGHT TERM?

If I had a job, such as being a bar pilot, where I could land behind federal bars for 10 months, plus incur \$500,000+ in legal fees, and the loss of the only job I was qualified for, I would ask for \$400,000+ in wages, too. It's called a 'risk premium'.

Urs Rothacher
Planet Earth

Urs — We think you're confusing a 'risk premium' with negligence. After all, anyone who drives a vehicle as part of his job could get wacked out on drugs, run over three kids in a crosswalk, and end up with big legal fees and years in prison. Do you think that means they all ought to be paid \$400,000 a year? We don't. We think it means that even pizza delivery drivers, who are much more likely to get robbed or killed on the job than are bar pilots, and who probably don't make much more than \$12/hour, aren't permitted to be negligent either.

In the case of Cosco Busan bar pilot John Cota, the U.S. Department of Justice accused him of sailing in severe fog,



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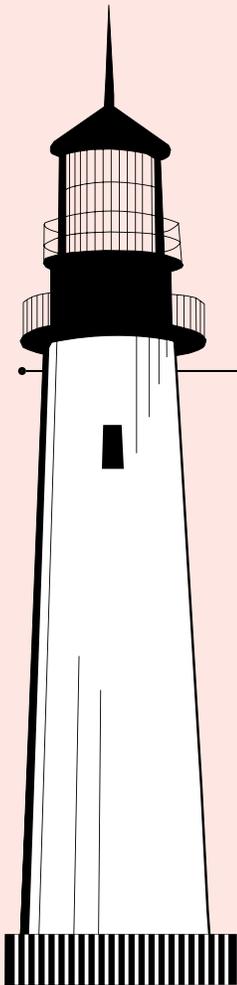


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LETTERS

failing to conduct a proper master-pilot exchange, not ensuring that he understood the ship's radar and electronic chart before getting underway, not asking for extra watch personnel or position fixes, and failing to disclose medical conditions and



John Cota was being paid upward of \$400k when he ran the 'Cosco Busan' into the Bay Bridge, spilling 53,000 gallons of oil into the Bay on November 7, 2007.

his use of impairing prescription drugs to the U.S. Coast Guard. Do you still want to argue that this was a 'risk premium' issue and not negligence?

To the pilot's credit, he apologized. "Pilots view themselves as the first protectors of the environment," he told the court. "That is why it is particularly painful to have played a role in an accident that has damaged it. Clearly, I should have done some things differently."

↑↓ **AND THE BAY ISN'T EVEN A WAR ZONE**

Until very recently, I worked for 28 years as a commercial helicopter and airplane pilot. My work involved firefighting and Lifelight, as well as some overseas civilian support of the U.S. efforts in Iraq and Afghanistan.

As a domestic Lifelight pilot with over 10,000 flight hours and nearly three decades of experience, my starting salary here in the Bay Area was \$72,000/year. And that was with a "five-step headstart" to recognize seniority. Notably, this is the highest wage I have ever made in the U.S. as a Lifelight pilot, whether helicopter or airplane. My overseas wage, flying utility support as a contractor augmenting the military, was a stunning (to me) \$144,000 when in war zones, and \$80,000 when on overseas assignments not in active conflict.

I don't mention this to complain, as I obviously seek service jobs. I love firefighting and Lifelight, and I especially loved supporting our troops as a civilian augmentee. I am now working as the executive director of an ocean-based nonprofit — very low-pressure in comparison to my previous work — and make around the same wage.

I think being a bar pilot would be a very cool job — and I 'get' that they are directing very big boats — but I sure wish we helicopter pilots had their union! Amazing.

Terri Watson, Executive Director
Farallones Marine Sanctuary Association
The Presidio, San Francisco

Terri — The bar pilots do not have a union. They have something better: a state-sanctioned monopoly on a publicly mandated service.

↑↓ **MANY MASTERS WOULD WORK FOR HALF**

The compensation bar pilots are said to be seeking seems on the high side, even for pilotage in the United States. I spent 37 years on and off at sea, most of that as master on vessels ranging from 1,000 DWT to 125,000 DWT, all with foreign flags, while holding a British Foreign Going Master's Certificate. My last position at sea ended in '93 as master of a small U.S.-owned bulk carrier carrying grain across the Gulf of Mexico at a salary of about \$6,000/month for each month worked on a six-month contract. Even as master, I had to keep a watch because the third officer's position had been eliminated as a cost-saving measure. Ship owners are on a never-ending quest to find cheaper crews, and over the

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LETTERS

years I saw my earnings drop each year, the crews get less qualified, and the ships get older and in worse condition.

It seems odd to me that, while crews are getting smaller all the time, pilots are moving up the scale. Years ago, it was usual that you lost pay going into a pilotage service because you enjoyed the privilege of going home each night. There would be many a master that would be willing to work for far less than half what the pilots are currently seeking.

Frank Keavy
Florence, Oregon

↑↓ OPEN THE BUSINESS TO COMPETITION

Bar pilots have been getting high salaries for some time. Back in '70, a pilot who lived in Napa told me he was making \$70,000 a year, which was a huge amount of money back then.

I wonder how the money flows from the bar pilots back to the members of the board that approves the rates. There has to be some pay-off for the pilots to get the outrageous salaries they reportedly do. I say open the pilot business up to competing pilot groups. The salary for a pilot will fall to about a third of what it is now.

Martin Thomas
Kokopelli, Sabre 34
Alameda

Martin — As we've mentioned, the pilots don't get a salary, but rather get a fee based on the tonnage of shipping. Proposals for increases in the rate structure go before the board, but ultimately have to be approved by the state legislature.

We hope that this doesn't result in a bulls-eye being painted on the side of the Olson 30 La Gamelle, but as much as we respect — and are friends with — bar pilots, we think they are out of touch with respect to their compensation, which is a direct result of their having a monopoly. We believe in competition, and we think society would be better served if there were a competing pilot service. After all, it would likely result in 120 pilots making \$200,000 a year rather than 60 pilots making \$400,000 a year. That would also mean that another 60 people had high-paying jobs instead of being out of work and collecting unemployment.

We'd like the bar pilots to know that we're not singling them out. We think society would also be far better served if the highest paid public employees, safety and otherwise, were paid 30 to 50% less, and if there were 30 to 50% more of them. For example, would the citizens of Oakland not be better served if, instead of 32 run-of-the-mill firemen making over \$200,000 a year, there were 64 of them making \$100,000 a year? With all benefits, of course. Or, 32 of them making \$100,000 a year, with the city having another \$3.2 million to use for other purposes.

↑↓ GOING FOREIGN? GET DOCUMENTED

What are the pros and cons of having a vessel federally documented versus having state registration only? I'm thinking in terms of paperwork in foreign ports of entry.

Brian Cleverly
Magrathea, Fuji 32
Sacramento

Brian — While you can usually get away with state registration in foreign ports, foreign officials aren't as familiar with it, and you can have problems in some places. If your boat is five net tons — your Fuji 32 would qualify — and you are going foreign, we would absolutely go with documentation. The only downside is that documentation is initially more expensive. While

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LETTERS

you can download the necessary forms from the Coast Guard to do it yourself, it can get complicated. Most boatowners figure it's worth the \$350 to \$500 typically charged by people who do documentation for a living. There's also a one-time fee of \$134, but no annual fee for renewal after that. If the boat is already documented, it only costs \$84 to get new documentation, and it's easy enough that a magazine publisher can do it.

↑↓ "DON'T HOST A TSUNAMI PARTY ON YOUR BOAT"

As a disaster relief worker who provided emergency medical relief during the first few days after the Asian tsunami of '04, I have some advice. If you're not going out to sea with your boat, don't be the guy who throws a party on your boat at the dock to 'watch the wave'. Where I worked in Sri Lanka, 10,000 people were killed by the tsunami wave in just a few square miles because they didn't go to higher ground. A tsunami is a devastating force that shouldn't be challenged. If you're not going to sea with your boat, getting to high ground can easily be a matter of life and death. I know from firsthand experience.

Rene Steinhauer
Witchdoctor II, Hudson Force 50
Sausalito

Rene — Hopefully the footage of the Japanese tsunami devastating everything in its path will give people religion. Most tsunami warnings might be considered false alarms, but all it takes is one to finish you — and your loved ones — off.

↑↓ WE'RE GLAD WE BROUGHT GINGER CRUISING

We left Alameda in October of '09 with Ginger, our shanghaied feline crew. We spent '10 in Mexico and are now in El Salvador, and none of the officials ever cared that we have a cat. The only quasi-issue was when checking out of Mexico at Puerto Chiapas, where all boats are inspected by the navy and a drug-sniffing dog. The dog's handler had us lock Ginger in the head because he didn't want his dog scratched.

I'm surprised that Terry found little about cats onboard, since I estimate that at least 10% of the cruisers we've met have cats. We only know of one couple who took their cat back to relatives, and that was because theirs was a wanderer, and they were afraid she was going to get lost or killed by local dogs.



COURTESY SUNNY SIDE UP

Cats take up little space onboard and you don't have to row them ashore.

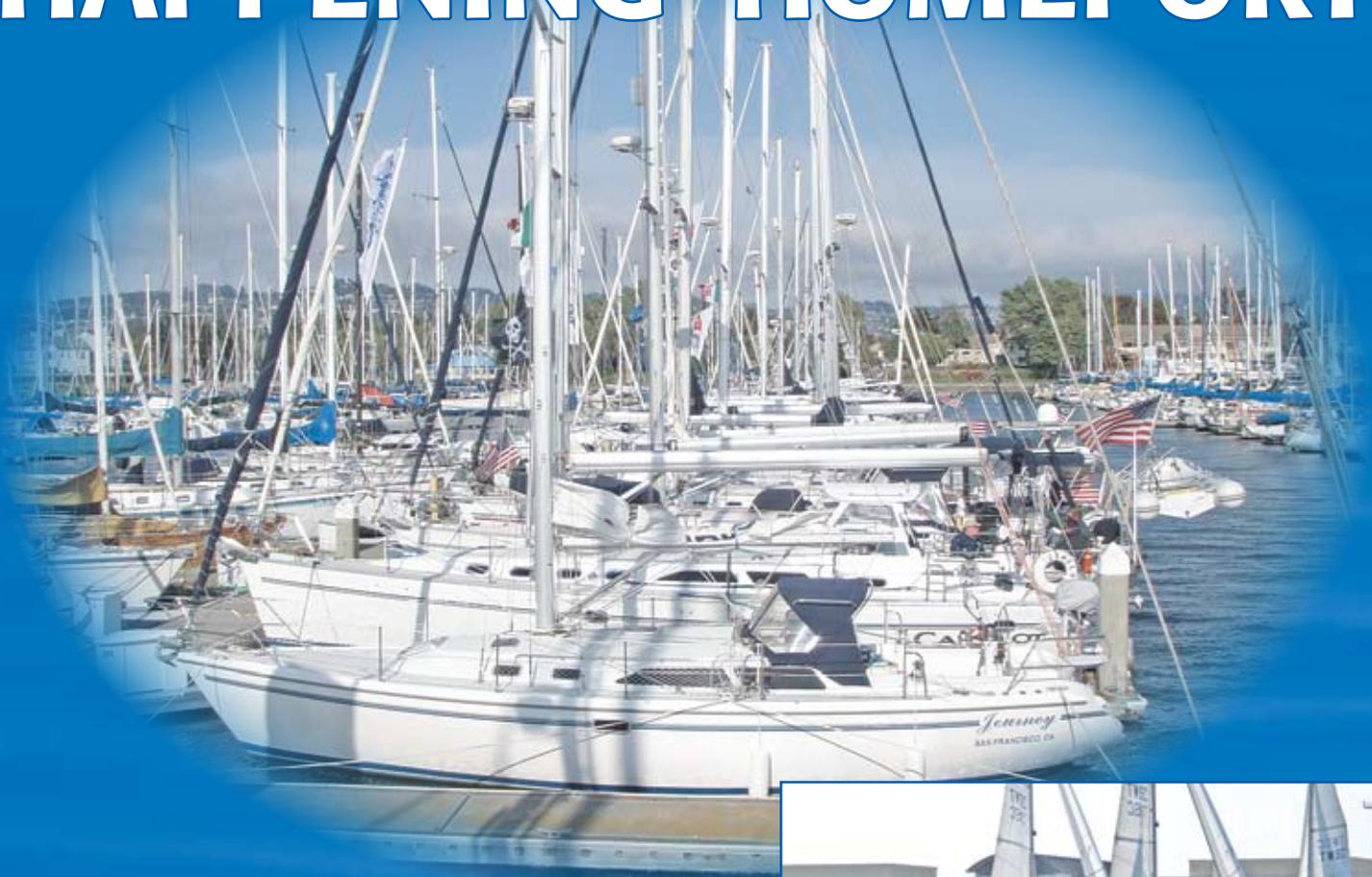
Tied up to a dock, we try to keep the companionway closed at night for the same reason. Last fall in La Paz, we heard frantic calls on the net for several days about a lost cat. It broke our hearts.

Unlike a dog, cats don't need to be taken ashore several times a day. Ginger has a small litter box in the v-berth along with her food and water. At first she was tracking small litter pieces around the boat, but we fixed that with a fuzzy rug in front of her box.

For trips off the boat for a night or two, we just leave extra food and water out. For longer trips, we use cat sitters. With many cruisers missing their cats back home, we've never had trouble finding sitters.

Finding food and litter hasn't been a problem, as long as your cat isn't too picky. Ours loves canned tuna, which is plentiful and cheap in Mexico. I would recommend giving a kitten as much variety of food as possible.

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LEG 3

San Francisco – Newport Beach

7 days 450 miles Aug 12 – Aug 19, 2011

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LETTERS

Underway, Ginger disappears into the v-berth and we don't see her again until the hook is down. But we know that some cats like to wander about. Falling overboard would be a concern for us if our cat wandered.

Overall, we are glad we brought Ginger — though, like most cats, she spends most of her time sleeping.

Carolynn & Tom Boehmler
Sunny Side Up, Mayflower Mercury 48
Alameda

↑↓ DON'T MESS WITH BUBBA

Bubba de Boat Kat is my Maine coon mix cat who has sailed over 6,000 miles with me in the Gulf of Mexico. He is about to begin more sailing adventures on our new-to-us Formosa 41 ketch. Bubba is an awesome guard of both me and my boat, but he can't steer very well.



KAREN DURAN

Bubba is a bad-ass boat cat.

Karen 'Zeehag' Duran
Solitary Bird, Formosa 41
San Diego

↑↓ 1,000 MILES WITHOUT AN AUTOPILOT

I just completed my first Baja Bash, and would like to share some of the things I learned. We left Mazatlan on April 2, and arrived back in Santa Cruz 18 days later. If I could do it all over again, I would wait until late May or June. April is not the time of year to be off the coast of Baja.

We had an uneventful crossing to Cabo, fueled up, and headed north at about 3 p.m. As soon as we cleared the tip at Cabo, we ran straight into 34 knots, with 8- to 10-ft seas. We turned back and got the anchor down, thinking we would try again around midnight. It wasn't much better then, but we kept going and things started to moderate after we got past Cabo Falso.

We listened to Don Anderson on the Amigo Net giving gale warnings and unsettled weather forecasts for the next five days. Our plan was to try to get to Bahia Santa Maria and wait it out. After we reached Mag Bay in the middle of the night, our autopilot failed. At least the predicted gale hadn't materialized so, having three people on board, we decided to press on to Turtle Bay, hand-steering for the next 36 hours. The weather wasn't great, but we didn't see much over 25 knots and 5-ft seas. My boat weighs almost 50,000 lbs, so we could punch through most of it without slowing down too much.

We got into Turtle Bay the second night around midnight and were able to get a good night's sleep at last. We spent the next day and another night in Turtle Bay waiting for the gale that never came. We took off the following day and had about 18 knots from the southwest (!) all the way up the inside of Cedros. After clearing the north tip of Cedros we got right back into 25 knots from the northwest and sloppy seas.

But it was that night that it got really ugly. I think we were about 12 hours behind Lou Freeman on the Swan 51 *Sea Bird*, who had all the hail on deck. We also had a visit from the Mexican Navy, who had to board us while the waves were about five feet. One of their own people got sick and hurled over the side. There were squalls all around us with lightning and lots of rain. The wind in between the squalls was down to around 20 knots, so it was good they didn't last long.

We finally made it to Ensenada, where we spent the night at Marina Coral. We topped up with fuel there, since it was

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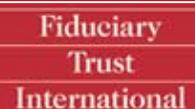
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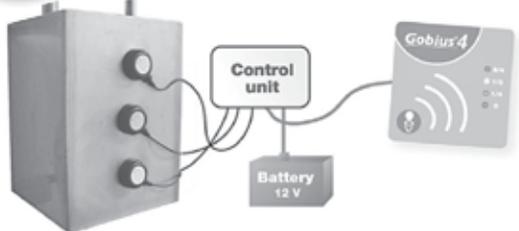
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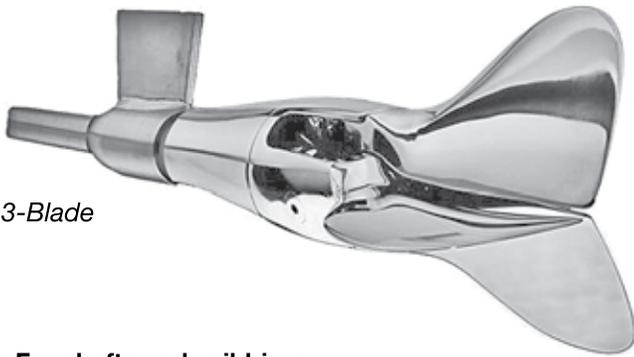
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LETTERS

\$3.50 a gallon instead of the \$5.25 we were told it would be in San Diego. Another 10 hours got us into San Diego, where we cleared in at the Police Dock. The Customs officials were quick, and cleared us in with no problems.

Then it was off for Santa Barbara and another night of wind and waves. By this time, the forecast gale had made it to Pt. Conception, so we waited in Santa Barbara for three days. Not a bad place to be stuck. When NOAA predicted the wind was going to drop, we left for Conception. I guess nobody told the wind it was supposed to moderate, because we had to wait another two days at Cojo before we could get around. After another 27-hour run, we tied up in Santa Cruz.

I learned three things: 1) 1,000 miles upwind is a long way to hand-steer. 2) Use as many sources for weather forecasts as you can, because predictions are nothing but predictions. 3) Never do the Bash in April.

Mike Morehouse
Lady Hawke, Mariner 50
Santa Cruz

Mike — There are no guarantees when it comes to Bash weather, as some people have had easy Bashes in February and April, usually considered two of the worst months, and hard trips in June, usually considered to be one of the easier months. It all depends on if you can get that six-day window, or a three-good, two-bad, three-good opening for getting to San Diego.

Doña de Mallorca doesn't consider herself to be an expert, but she's been the skipper of Profligate for 10 Bashes. "Based on my experience and that of others I've talked to, the best months to come north are November and June," she says. "And the later you go in the spring, the better your chances are of avoiding really bad weather. My worst Bashes have been in early April, right after the end of the Banderas Bay Regatta. I don't plan to do that again anytime soon. As for the single worst spot along the Bash, we've had some really bad weather making the jump from Isla Cedros over to the mainland."

As you read this, de Mallorca will be Bashing north with Profligate once again, with the Wanderer as crew. We're keeping our fingers crossed that the autopilot works because, unlike you, we're not going to do 1,000 miles upwind without one.

↑↓ CANAL LINE-HANDLING FOR DUMMIES

I've heard rumors that yachts transiting the Panama Canal will pick up help, in the form of line-handlers, for a transit. Our understanding is that four are required, one at each corner of the boat.

My wife and I would love to experience a Canal transit on a boat, although not on a cruise liner. We thought that by offering our services for free, we might be able to get on a boat. Do you have any experience or information that might help us plan such an adventure?

Jeff & Lisa Thayer
Jim, International 470
Montara

Jeff and Lisa — Four line-handlers are required for a Canal transit, and yes, most cruisers would rather take other sailors for free than have to pay for line-handlers. Sometimes the Canal Commission has yachts do two-day transits, with an overnight in Lake Gatun, so be aware there might be a shack-up involved. But it's a great experience.

The best places to get information on a Canal transit hook-up are the Balboa YC on the Pacific side, and the Shelter Bay Marina on the Caribbean side. But there is also a cruiser net

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LETTERS

where boatowners put out the call for line-handlers.

Panama is a long way away from Montara, so it's a good thing that the country of just 3 million has many more attractions than just the Canal. Among them are the San Blas Islands



WEBB LOGG

Yachts are often looking for extra hands for a canal transit.

— take a puddle jumper to Porvenir from Panama City, and you get to fly across the jungle-covered country and the blue waters of the Caribbean to an all-time favorite cruising ground. Portobelo, the massive Spanish fort complex from which silver and other treasure was consolidated for shipment from the Americas to Spain. It was famously sacked by the pirate Henry Morgan, and the remains of Sir Francis Drake lie there in an iron coffin. The Bocas del Toro is a popular destination and hang-out for cruisers, surfers and backpackers. Old Panama, which is the remains of the oldest European city on the Pacific, is not to be missed. Neither is the incredible 90-by 30-mile Darien Jungle. The untamed natural region is the only interruption in the Pan American Highway that would otherwise connect Prudhoe Bay, Alaska, with Ushuaia, Argentina. And because Panama is the narrow land bridge between North and South America, it has tremendous wildlife — particularly bird life — much of which can't be found elsewhere.

↑↓ HAVE AT LEAST ONE 'PEDRO' ABOARD

"Hi, I'm Jim. I'm willing to handle lines for you for free for the Canal transit. I just want to gain some experience before I take my own boat through next week."

Granted, if you're the owner of the boat, you won't have to pay Jim the standard \$50/day that you would have to pay Pedro, an experienced Panama Canal line-handler. But Jim won't know any of the zillion little tricks and safety measures that Pedro provides. Pedro knows that you have to unkink and flake your three-strand on deck before your pilot arrives, and Pedro gets it done. Pedro knows which of those two ACP line-handlers up on the wall will try to knock out your port lights with a monkey fist. Pedro warns you in advance about that funny spot inside Gatun Locks where one of your four lines will need to be hauled *pronto* due to extreme upwelling turbulence from that one large manhole.

You'll find four times more inexperienced 'Jims' seeking to learn aboard your boat, than you will Pedros who will teach you the ropes. So I suggest you hire at least one 'Pedro', and the rest can be 'Jims'.

Capt. Patricia Rains, Author
Cruising Ports: the Central American Route
San Diego

↑↓ FINDING A LINE-HANDLER GIG WAS EASY

In response to your April 22 *Lectronic* advice about getting a gig as a line-handler for a Panama Canal transit, just last night I returned from Panama after sailing from St. Lucia to Panama aboard Harley Earl's Deerfoot 63 *Kailani*, then transiting the canal on a Lagoon 44 catamaran.

Two hours after arriving at Shelter Bay on the Caribbean side of the Canal, I secured volunteer positions as line-handlers for myself and a friend. Nothing could have been easier than getting such positions, as all the boats about to transit the Canal can easily be identified by the six to eight black tires, wrapped

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LETTERS

in plastic, hanging down their topsides. So I just walked the docks and asked if volunteer line-handlers were needed. While most boats responded that they were fully crewed, the captain of the catamaran overheard my inquiry, then canceled the two paid line-handlers he had booked, accepting my friend and me instead to augment the rest of his crew.

Just after sunset, we motored to 'the Flats' where we were met by Jose, a very likable and knowledgeable advisor who patiently answered the many questions we had. He guided us to the Gatun Locks, where we tied alongside a sightseeing boat. We had no lines to handle on our port side, while on starboard we had another sailboat tied to us. If we had been next to the wall in the three chambers that form the Gatun Locks, the rushing water would have required vigilance and strength to pull the slack out of the 125-ft lines as the boat rose up in the chambers. All went smoothly, and within an hour we had reached Gatun Lake, which is where you end up after exiting the last chamber of the locks in a southbound direction.

We motored a mile or so in the dark to an anchorage close to the new locks that are under construction. Two mooring buoys were already occupied with rafted-up boats, so we anchored in 50 feet of water. We were anchored just 150 feet from shore, and truck traffic to and from the construction site was almost constant. The huge dump trucks kept running like ants until 4 a.m., and they only stopped because it was a Sunday.

We were instructed to be ready for our next advisor to come aboard at 6 a.m. By 7 a.m. we were under way with Amado, navigating the well-buoyed Banana Cut, which goes away from the main ship channel through pristine jungle and past many small islands, shaving maybe 20 minutes off the transit time. Since the Canal Authority has prohibited any settlement within five miles of either side of the Canal for the past 100 years, nature is undisturbed and the original environment is unchanged. It's here that we finally heard the howler monkeys.

We were the boat within the raft facing the wall on our port side when we went through the Miraflores Locks. However, 'down-locking' is infinitely easier than 'up-locking'. The water rushing out of the chamber does not produce any disturbances for the boats and rafts, and all a line-handler has to do is keep a moderate amount of tension on the line to ensure that the boat/raft position within the lock is maintained.

By the way, transit advisors are not pilots, and handle boats under 65 feet. Usually it's a side job to augment their income from other occupations. Both Jose and Amado spoke English fluently, were friendly and professional, had great senses of humor, and consumed next to nothing of the food and beverages we had prepared. Our transit advisor told us that the minimum cruising speed required for a boat is five knots, not the eight knots others have spoken of in the past. He explained, however, that if you overstate your boat's cruising speed and thus mess up the Authority's locking schedule, you may be fined. So it seems best to stick with the truth.

Hellmuth O. Starnitzky
Ocean Echo, Hallberg-Rassy 45
Alameda

↑↑"THE ONLINE VERSION OF LATITUDE IS BEAUTIFUL"

I first started looking at *Latitude's* ebooks years ago when you first put them online, and decided that it was worth trying to connect, even when I had a slow internet connection in Thailand. I read *Changes* every month, and occasionally the *Letters*. I've been reading all of the *Lectronics* for the last several years, and enjoy them all.

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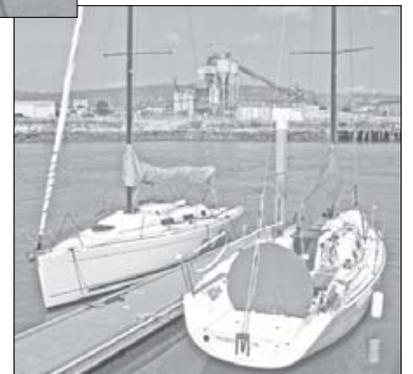
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LETTERS

edition of *Latitude* to see better renditions of *Changes* photos than those in print. I was tempted. Then you suggested visiting the online version of the May issue just to see the spread of the yachts sailing off St. Barth. I did and was absolutely astounded. The magazine no longer takes that long to download, and I was awed. The magazine is just beautiful, and the photos are incredible! My congratulations to you and your staff for an incredible product.

I've especially enjoyed reading about your wonderful winter adventures in Mexico and the Caribbean. Based on my on-the-water experience, you can understand that I'd be interested. I did the '97 Ha-Ha with my Gulf 32 pilothouse sloop *Knot Yet*, then sailed her from Mexico to Thailand between '98 and '01. I sold her and bought *Knot Yet II*, a Nordhavn 46, for cruising between Thailand and Malta from '02 to '07.

John Keen
 ex-*Knot Yet*, ex-*Knot Yet II*
 Thailand

John — Thank you. We take considerable pride in our photos, and love the way they appear in electronic versions.

MEMORIES OF THE GREAT & FUNKY PEDRO MIGUEL

Thank you for Andy Turpin's April 21 *Lectronic* remembering the once great and funky Pedro Miguel Boat Club inside the Panama Canal. I stayed at this boat club for three months in '01, and had a wonderful time.

With the withdrawal of the U.S. presence and the closure of over 26 military establishments in Panama, the active membership in the club plummeted to 35. And the new tractor tugs, used to move large ships into the nearby lock and hold them against a long dock, created a two-foot swell into the club's marina. It was just a matter of time before the silt from the prop wash began to fill in the whole area. Indeed, in order to leave my slip, I had to wait until the water rose a foot in the Miraflores Lake because of daily traffic. But I still had to winch my way through six inches of mud and tie up at a transit dock until the next morning!

The Canal Authority refused to even discuss dredging the marina, so it was only a matter of time before the place had to be closed.

John Anderton
 ex-Sanderling
 Vancouver, Washington

John — The Pedro Miguel was indeed one of the coolest clubs in yacht club history, with great facilities for yachties to do



LATTITUDE / ANDY

their own work on their boats prior to heading to either the Pacific or the Caribbean.

If docks could talk, this one would tell us about the hundreds of international cruisers who once took respite at the Pedro Miguel Boat Club.

What many folks don't realize is that the club was located between two locks on Miraflores Lake, which is only 1.5 miles long and half a

mile wide. If you had a cruising boat, it was merely a place to keep and work on your boat, because if you wanted to get to open water, you'd have to do a partial Canal transit. The only

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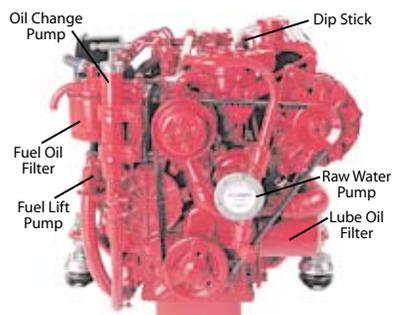
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LETTERS

people who sailed on Miraflores Lake were U.S. military, who took sailing lessons in dinghies. We were told that when the boats were sailing, there was always a mothership crewed by a guy with a rifle. It wasn't terrorists they worried about back then, but the crocs.

The Pedro Miguel, gone but not forgotten. Come to think of it, the same goes for Panama's two other famous yacht facilities, the Panama Canal YC, with slot machines, in Colon, and the pre-fire Balboa YC, where the young Panamanian honeys used to seek out young U.S. servicemen as their ticket to prosperity and ultimately life in the States. The gals were notorious for often dressing more outrageously than hookers.

⇅ WHO NEEDS A LATITUDE FORUM?

I wholeheartedly concur with *Latitude's* reasons for choosing not to initiate an online forum. The *Letters* section and the rest of the magazine do just fine.

Ray Catlette, O.R.M.
Reno, Nevada

Ray — We're glad you like things the way they are. We couldn't sleep at night if we had an online forum that included some of the massive misinformation we've seen appear in posts on other sites. Not that some of the forums don't have some good information, too, but somebody needs to separate the wheat from the chaff, so to speak.

⇅ GETTING IN TOUCH WITH OLD FRIENDS

I was very surprised to read of Thom Perry's unfortunate experience on the CNB 76 *Four Devils*, which sank beneath him and his crew in the Caribbean on March 2.

I sailed with Thom for many years aboard my schooner *Aello*, and he was not only fun to sail with, he was extremely competent. I've lost contact with him over the years and would love to drop him a note. Can you send his email so I can say hi?

Tim Britton
tbritton@brittonyachts.com

Tim — *Latitude's* policy is to print your email address, giving Thom the option to contact you if he wants to. Thanks for understanding.

⇅ BAJA IS NEARLY AS VIRGIN AS IT'S EVER BEEN

Latitude's photographs of Baja never cease to amaze me — and spark my wanderlust. I launched *Hejoha* in '07 after



LATITUDE / RICHARD

For all the previous ideas to develop Baja, it remains nearly as pristine as 30 years ago.

a four-year rebuild. The plan was to head south, but as John Lennon noted, "Life is what happens when you're making other plans." As a result, we're still sailing out of San Diego Bay several times a month year 'round, and we haven't abandoned our plans to see Mexico. Anyway, thanks for all those photos of Mexico showing us what's not that far away.

Joe Moore
Hejoha, Calkins 40
Carlsbad

Joe — Thanks for the compliment. It's a beautiful area, and it really isn't very far away.

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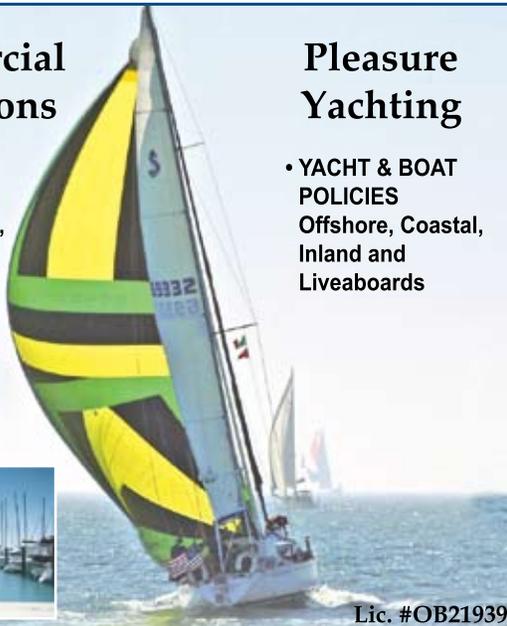
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LETTERS

The other cool thing is that the Sea of Cortez, has changed very little in the last 30 years. We were down in Puerto Escondido back in about '78 — Capt. Patricia Rains of Pt. Loma Publishing was there and will remember it, too — when the Fonatur folks gave us a presentation of all the development that was supposedly going to take place in Puerto Escondido, Loreto and the rest of Baja. There has been some development, of course, but 99% of the Baja coast is as virgin as it's ever been. We like that.

ON THE LOOKOUT FOR BRIDGE DOPPLER

I'm looking for a quickreading device to calculate overhead clearances. I was a crewmember aboard a large catamaran



COURTESY CHARLEETE II

'Charleete II's mast is 71 feet so going under a 70-ft bridge was . . . exciting.

with a mast height of 71 feet that went up the Petaluma River recently. With bridge clearances of 70 feet, it was a heart-rate raising experience. Prior to the trip we measured the exact mast height above the water, then calculated low tide at the first bridge,

checked predicted winds, etc. We figured we had a 5-ft margin, but it was still unnerving to slowly motor under the bridges and cable. There must be some type of Doppler device to get a quick reading from the deck so you can have confidence in the chart's readings. Does anyone know of a device like this?

Ron Taillon
 Charleete II, Leopard 45
 Alameda

Readers — When we received this letter from Ron, our curiosity was piqued about the rest of the story. He put us in touch with skipper Laurie Chaikin, who provided the following explanation:

"After careful study of tides and discussions with other boats and the harbormaster, we decided to attempt the trip. My first mate, Ron, and I measured from the tip of the mast (including the light and windmeter) to water level: 71 feet. We filled the water tanks — 256 gallons gave us three extra inches — invited a few heavy guests, and motorsailed to the mouth of the river, arriving at low tide.



COURTESY CHARLEETE II

It may look like a close shave, but 'Charleete's mast had a good five feet to spare.

"Once we neared the bridge, we 'put on the brakes' and literally inched forward. The crew posted astern watched with binoculars to make sure we didn't hit. Everyone had already been informed that we'd abort and head elsewhere if it didn't seem safe, but we made it under with five feet to spare. Afterward, I required some medicinal alcohol!

"Overall, it was a worthwhile, successful adventure full of learning — boating skills, problem solving, maneuvering — as well as going to new places close to home. Would I do it again? Yes, but not until my heart rate slows back down, which could take a few months!"

We asked 'Lectronic readers to send in their suggestions

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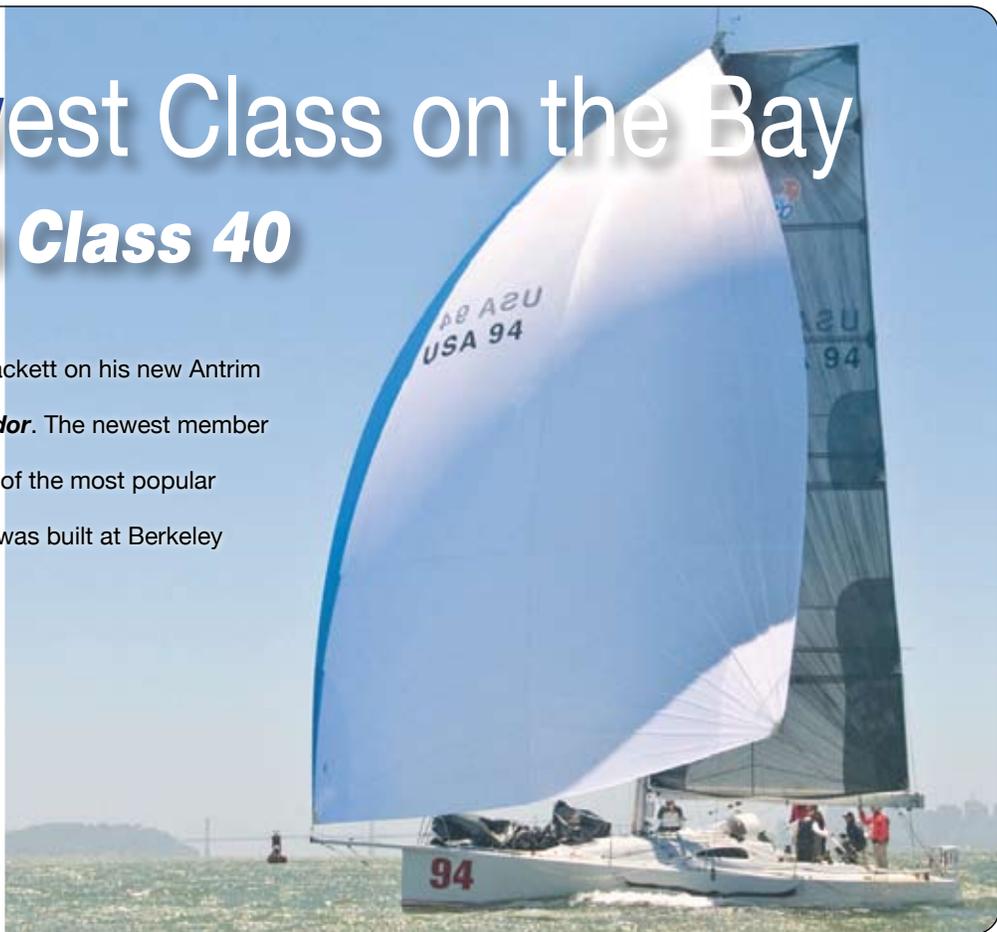
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LETTERS

for the best way to accurately gauge bridge clearance and we were flooded with responses. Following are just a handful that cover the spectrum of options.

↑↓ "YOU DON'T NEED A GADGET FOR THAT"

In answer to Ron Taillon's question in the May 2 *Electronic Latitude* wondering if a device exists that would give a sailor with a tall mast approaching a bridge "a quick reading from the deck so you can have confidence in the chart's readings." There is a very effective low-tech solution called a bosun's chair. Those who have moved boats up and down the Intra-coastal Waterway back east have done it for years. You haul someone, preferably lightweight, to the masthead and they have a look. Works great, doesn't break down, doesn't cost much. This is something we do *not* need an electronic gadget to accomplish.

Beau Vrolyk
S'agapo, Spirit 46
Santa Cruz / San Francisco

↑↓ HIGH-TECH OR LOW-TECH, PICK YOUR PLEASURE

Here on the Right Coast we have the ICW and all its bridges. I've seen two ideas — one high-tech, one low-tech — work well. First the high-tech: Mount a camera on your masthead (if you have a Raymarine CP, this is simple to display at the helm).

As for the low-tech, find a piece of driftwood — a fork or L-shaped 6-ft piece is best — go aloft and lash it to the masthead in such a way as to extend forward and up like a bug's feeler. It'll hit before the mast does. One sailor I know cruised the entire 1,600 mile ICW like this, breaking three feelers en route, but without a scratch to the vessel.

I recently had to take a cat under a too-low bridge. We waited for low tide and the bridgetender came out of his booth and called it for us.

Mike Stevens
Annapolis, Maryland

↑↓ JUST PULL OUT YOUR SEXTANT

To measure the height of the bottom of the bridge above the water, measure the angle with your sextant from a known distance from your intended position under the bridge, correct for your eye height above the water and solve the right triangle with the known length of the base and the sextant angle. Common knowledge before GPS.

G. McBride
Planet Earth

↑↓ HARD-CORE SOLUTION

If you're sailing one-design, the test for the bridge height is the guy who goes before you!

Doug Schenk
Free Bowl of Soup, J/24
Portland, Oregon

↑↓ GRAB YOUR HANDY GOLFING GADGET

The obvious answer is to buy a laser range finder. You can range the top of your mast, then the bridge, and verify that the bridge is farther away than the top of your mast.

These aren't cheap, but Nikon makes one that's accurate to a half yard, and sells it for about \$175.95 on Amazon. They are available at many hardware stores as well. They're mostly used, by civilians at least, for measuring the distance to the pin on a golf green.

These things work by sending a short pulse of eye-safe laser light out of the device, then collecting the return pulse.



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LETTERS

Timing how long it takes for the pulse to go out and reflect off something, and knowing the speed at which light travels, tells you how far away it is.

For instance, light travels about one foot every nanosecond (billionth of a second). If you launch a pulse at a bridge that's 100 feet above you, the pulse will take 200 nanoseconds to



Laser range finders were the overwhelming choice of our readers.

return to you, since it went there (100 feet) and back (another 100 feet). While this may sound complicated, thanks to the telecom industry you can buy lasers that turn on and off 10 billion times per second, and receivers that detect this light — all for a hundred bucks. And while timing nanoseconds may also sound complicated, the computer you're reading this email on, perhaps with its quad-core 4 GHz processor, can perform something like 3200 computations in the time it takes light to go the 200 feet to the bridge and back, so timing such intervals is indeed trivial. The most expensive thing in the rangefinder is not the electronics, but rather the optics, which are similar to those found in standard binoculars.

The word "Doppler" in Ron's question is totally misleading. Doppler refers to a frequency shift in a wave — anything from sound to radar to light — due to relative motion between the source of the wave and the observer. As such, it would have no value in determining a bridge height. You could use the Doppler effect to measure how rapidly your boat is approaching the bridge, but if you want to know how far away it is you'll need something like the laser rangefinder, or its radio equivalent, a radar.

I don't know why I'm writing all this, except perhaps my other choice is to watch *The Apprentice*.

PS: I rarely confess to being a PhD physicist, but if that lends credence to my reply then so be it.

Jim Vickers
Joyride, J/109
San Francisco

↑↓ HOLD THE PHONE

I don't think that a radar range finder is the "obvious answer" at all. If the bridge has a structural beam that extends below the main deck then that beam could easily be missed by the radar range finder. The range finder will get a strong reflected signal from the deck and will probably report that distance to you. The signal that the range finder gets back from that one low beam that's going to whack you could be so weak (in comparison) that the range finder would miss it . . . but your mast wouldn't. Ouch!

Doug Hendricks
Life, Hunter Passage 42CC
The Bahamas

↑↓ OUR EXPERIENCE WITH RANGE FINDERS

A laser rangefinder works, and cheaper ones can often be found for under \$100. Just dinghy under and check by measuring up to the bottom of the bridge. We carry one aboard and use it to range to shore, allowing us to track our distance when stern tied. It works in the dark, too.

Rob Murray
Avant, Beneteau First 435
Vancouver, BC

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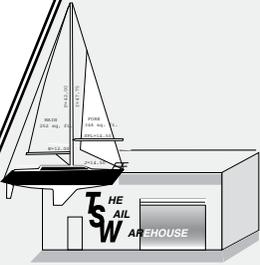
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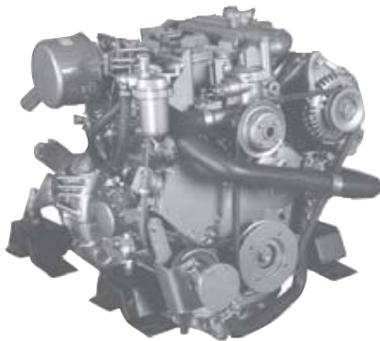
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LETTERS

↑↓ DIRTY LOOKS FROM THE WET-BUTTED

I enjoyed the Wanderer's *Changes* piece about riding in a dinghy standing up in order not to get one's butt wet. In fact, been there and love that! I'm talking about our family of four standing up in an 8-ft roll-up inflatable scooting across the harbor — to the disapproving looks of the wet-butted and the risk averse. As *Latitude* points out, the secret to survival is bent knees — and eternal vigilance. I found I didn't need a tiller extension to steer. If I wanted to alter course, we'd just heel the boat over in that direction.

B.L. Sachs
 Dripping Springs, Texas

↑↓ REMIND US AGAIN: ST. BARTH OR ST. BARTS

It's a minor point, but we're curious. In your reports from the Caribbean, you call your favorite island 'St. Barth', while *Sail* magazine and others refer to it as 'St. Barts'. As this island is on our short list of places to visit, I wonder what the locals call it.

Don Ryerson
 San 'Don't call it Frisco' Francisco

Don — 'St. Barth' is the French nickname for St. Barthelemy, and since the island is French, everything is properly St. Barth. Such as the Voiles de St. Barth, Air St. Barth, St. Barth Commuter, 'ti St. Barth and so forth. Nonetheless, many Americans refer to it using the English nickname of St. Barts. The locals are used



LATITUDE / RICHARD

to it and don't mind because Americans are known for being the best — if not the only — tippers.

American tourists often mispronounce St. Barth and St. Jean, but c'est la vie.

If you rhyme 'Jean' with 'bean' or 'teen', it screams 'cruise ship person', because the French pronunciation is the same as our 'John'. But it's an easy mistake for English speakers to make, and the gendarmes won't arrest you for it.

The problem with pronouncing things the English way is when you get to names like St. Jean, the second largest community.

↑↓ THE BUCKET IS ON OUR BUCKET LIST

St. Barth is on the Bucket List for my wife and me, and I'm wondering how *Latitude's* publisher connects to the internet when anchored off Gustavia. And how does he recharge the batteries on his laptop? My wife and I have the dough to rent a car on the island, but I need four hours a day on the internet — anything less would be a deal killer.

The editor also made a great case for anchoring out, as the spiritual energy largely speaks for itself. My favorite places to anchor out have been: Nias Island, Sumatra; Sausalito, but only in the late summer; Waikiki; Key West; and La Paz, where I married my wife under a ridiculous set of circumstances. Nonetheless, we've made it 18 years and counting.

On an entirely different matter, it has always surprised me how few people commute to work from Sausalito to San Francisco by boat. I bought a Boston Whaler Montauk for \$7,000, and added a small kicker outboard in case the main one crapped out. I paid \$150/month for slips at both Clipper in Sausalito and Pier 39 in San Francisco. It was a rough trip most days, even in the early morning, so I usually couldn't go too fast. But sometimes it was flat calm on the way to the



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LETTERS

City, so if the weather was nice, I would turn right and head out the Golden Gate and up to Stinson at 45 mph. I'd have lunch, throw out some crab pots, and just be happy for no particular reason.

Anonymous Please
Schoonmaker Point Marina, Sausalito

Anonymous — We're really pleased with how many readers have indicated that, based on our reports, they are very interested in visiting St. Barth by charterboat, particularly during the Bucket or the Voiles. For the record, we have no economic



LATITUDE / RICHARD

Pretty as a painting, the 138-ft J Class 'Hanuman' was just one of 40 classic beauties that sailed in the St. Barth Bucket this spring.

incentive in pushing the island, we just can't think of a tropical sailing experience that we'd be more confident recommending. We'll be running a little Latitude guide to visiting the island by charterboat in the next few months.

Now, to answer your specific questions, we do all our internet stuff at Center Alize, 50 yards from two of the dinghy docks. Francis has it open from 8:30 a.m. to 7:30 p.m. six days a week. We usually don't even bring our computer back to our cat. The port does provide free internet by the port office, the ferry dock, and the cupola near Baz Bar, but it's usually really slow because so many ships' crews are using it. You can get night internet access at Le Repaire or Oubli for the price of a beer.

If we need to charge anything on the boat, we use an inexpensive inverter we plug into a cigarette lighter. We mostly use it to charge our Kindle, which we use to read all the newspapers before we roll out of the bunk in the morning, and to read Michael Connelly's downtown L.A. detective novels. That guy can really write! Amazon nails us for about \$6/week to get what would otherwise be a free connection in the States. De Mallorca has a Verizon international plan for her Blackberry that gets her email and internet even when on the hook. It costs \$69 a month, and has worked in every country she's been to. Why can't we get that for our iPhone and iPad?

You only need a car on St. Barth for two hours to get a look at the more remote places, such as Washing Machine or Maison Nureyev. The rest of the time you don't want or need the hassle of having a car. One of the really great things about the island is that everywhere you want to go is easily accessible by boat or foot, or you can get a ride hitchhiking in about 30 seconds.

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

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

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

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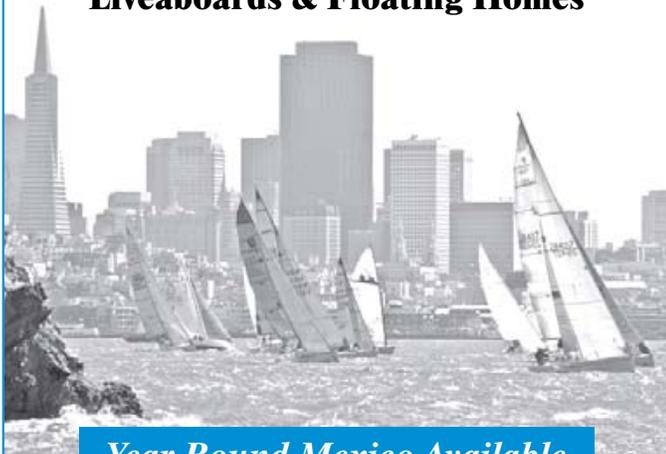


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LOOSE LIPS

Necessity fuels invention.

It seems like every time we receive a note from longtime cruiser Kirk McGeorge of the USVI-based *Tayana 42 Gallivanter* it brings a chuckle. His latest offering was no different.

"I've just learned a new trick and thought I'd share it with my fellow sailors," he wrote last week. It seems that after seven years of hard use in both the Caribbean and Pacific, *Gallivanter's* primary anchor chain — 200 feet of high quality, American-made BBB grade links — had lost much of its galvanized coating, and was staining her decks. Rather than buying all new chain, Kirk was determined to have his old chain regalvanized. He found three places in Bundaberg that



could do the job for a reasonable price, but there was one problem: "They said I'd have to remove all paint markings and loose rust before they'd accept it, and suggested I have it sandblasted prior

to delivery." But the fee for doing that was a deal-breaker, as it would make the total cost of the whole exercise higher than simply buying new chain.

Luckily, Kirk's friend Sam came up with a brilliant plan. "Yesterday, we loaded nearly 400 lbs of rusty steel chain into the back of our pickup truck. We turned off the highway toward the old coastal road and drove until the pavement ended, where we got out and unloaded the two crates of chain. I tied a short piece of tuna cord to the last link of the chain, looped the string over our bumper hitch, locked the hubs, and we took-off on a 10-km detour along a hard-packed beach. We dragged the chain for about a half hour at speeds reaching 40 mph while swerving and doing figure eights. We reversed the chain and drove some more and by the time we were done all traces of paint and rust were gone, and the entire length of chain was shiny metal when we arrived at the galvanizing plant. A poor man's sandblaster, but very effective!"

It's a wonderful story. We only wish Kirk had thought to snap some pictures of his crazy antics. By the way, for those of you heading to Australia, Kirk notes, "You can get hot-dip galvanizing done in Brisbane, Bundaberg and Townsville, all of which are official ports of entry. But Bundy is the best deal, in my opinion."

Kudos for caring.

Hopefully we all try to do our part to keep waterways unpolluted. But some of us deserve special recognition, such as Vivian Matuk, an environmental boating program coordinator with the California Department of Boating and Waterways. She recently received the BoatUS Foundation's Environmental Leadership Award for her tireless efforts to help boaters and fishermen keep waterways clean by developing recycling programs, reducing the sources of pollution, and training volunteer educational 'dockwalkers'.

Matuk spearheaded the 'Keep the Delta Clean Program' and has long worked on finding solutions to common environmental issues that frustrate many boaters, such as what to do with expired flares or the absorbent pads used to soak up engine oil. For the latter problem she developed a common-sense exchange program. So our kudos to you, Vivian. Keep up the good work.



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SIGHTINGS

celebrating wood, bronze & varnish

If you've just picked up this magazine hot off the press, with the Memorial Day weekend looming before you, let us remind you that, in addition to remembering our fallen American heroes, there's another



LATITUDE / ANDY

Mary Moseley's 'Stardust' flew her colors in last year's running of the Master Mariners Race.

end-of-May tradition that's well worth your attention: The annual Master Mariners Regatta.

That's when hundreds of sailors who have old souls and special places in their hearts for hand-crafted woodworking, gleaming varnish and patinated bronze pull the covers off their vintage sailing craft and head out onto the Central Bay to do battle — in the friendliest sense of the word, of course. If you're not lucky enough to have a ride aboard one, we would highly recommend that you dust off your telephoto lens, pack a picnic lunch, and head out on the Bay Saturday,

May 28, to observe this spectacular procession of nautical history.

At last count 78 classic beauties were registered to compete, including both gaff-rigged and marconi-rigged schooners, sloops and ketches, and one design boats like Birds, Bears, and Lapworth 36s. There are also going to be a few special surprises, such as the reappearance of Ron MacAnnan's 82-ft M-Class sloop *Pursuit*, which — if we've got our facts straight — hasn't competed since 1978!

No matter whom you're rooting for, the eye-popping splendor of this majestic event will put a smile on your face while transporting you back to a bygone era. The fun starts off the Cityfront at noon, with four Central Bay courses all finishing just off Treasure Island, and a high-spirited party afterward at the Encinal YC. We'll see you out there.

— andy

copper bottom paint bans

On May 4, Washington governor Chris Gregoire sounded the death knell for copper-based bottom paint in her state by signing into law a ban on the use of the product on recreational boats under 65 feet. Washington is the first state to do so. The law prohibits the sale of new boats with copper paint after January 1, 2018. No paint with more than half a percent of copper can be used starting in 2020.

California is close on its northern neighbor's heels with Senate Bill 623, which would put into place a similar ban. On May 2, the Senate Committee on Environmental Quality approved the bill and sent it to the Senate Committee on Appropriations for further consideration. The deadline for action was May 27, after this issue went to press. If made into law, the legislation would ban the sale of new boats (no size limit) with copper paint as of January 1, 2015, and ban the paint outright for use on recreational boats starting in 2019.

As our regular readers may recall, this writer's boat has been in a bottom paint study since '07 gauging the efficacy of bottom paint using the biocide Ecomea rather than cuprous oxide, aka copper. As we've reported over the years, the Ecomea paint has performed at least as well as — or, in the case of the water-based version, better than — the copper control paint in thwarting growth.

In fact, paint companies have made huge strides in developing effective alternatives to copper paint — ePaint's EP2000, Interlux's Pacifica Plus and Petit's Vivid Eco, for example. And since 2006, when the Environmental Protection Agency approved the San Diego Water Board's mandate that copper levels in the Shelter Island Yacht Basin

continued on outside column of next sightings page

bill garden

Renowned yacht designer and naval architect William 'Bill' Garden passed away on April 29 near Sydney, B.C. He was 92.

A Canadian by birth, Garden lived and worked in Seattle until the late '60s, when he moved back to B.C. During his 60 years as a naval architect, Garden designed more than 700 boats, running the gamut from sailboats to tugs to fishing boats. His designs were a tremendous influence on the industry and many have gone on to cruise the world successfully, though none have set any speed records.



With 78 registered boats, the Master Mariners Race on the last Saturday of May is sure to be a spectacle of the highest magnitude.

passes away

Some of the boats his pencil has been credited with drawing are the Mariner 36, Rawson 30, Formosa 51, and CT 41, among many others, all stout full-keel cruisers with a reputation for stability. In '07, Wooden Boat Magazine honored him with a Lifetime Achievement Award.

By all accounts, Garden was a generous and humble man who freely shared his knowledge and advice whenever asked. We know he'll be sorely missed by those who knew him.

— *ladonna*

copper — cont'd

be reduced by 76% by 2022, the writing has been on the wall for a statewide ban.

That's why it came as a bit of a surprise when we read the slightly hysterical letter from the Recreational Boaters of California to the members of the Senate Committee on Appropriations stating the organization's opposition to SB 623. "The bill would impose an estimated average new cost of \$5,000 every other year on an estimated 200,000 boaters who use anti-fouling paints to protect their boats, for a total mandated expense of at least \$1 billion every two years," the letter read.

Those figures seemed way out of line with reality — after all, a quick check online shows any number of non-copper paints that are about the same price as, or less expensive than, the most popular

continued on outside column of next sightings page



While the boats may be too good to be true, the racing is very real.

SIGHTINGS

copper — cont'd

copper paints — so we asked Cleve Hardaker, Vice President South of the RBOC, to clarify them.

"Those numbers were overstated," he conceded, explaining that the \$5,000 price tag was the estimated cost to wet sand a 40-ft boat down to gelcoat and apply a very expensive non-biocide coating. The coating is purported to last several years, so it would not be a biennial expense, and when it was reapplied the cost would be significantly lower than the initial outlay.

So why did they choose that type of coating to use as an example when the bill would only ban copper? "The bill itself states that 'the intent of the legislature is to promote the use of non-biocide alternative paints,'" Hardaker said. "The only available non-biocide coatings — they're not really paints — are silicone- or ceramic-based, and are very

continued on outside column of next sightings page

transpac deadline

As one of the two oldest ocean races in the world, the TransPac has seen its ups and downs over the years, but not even a weak economy is capable of diminishing interest in this West Coast classic for its 46th edition. With two weeks to go until the final entry deadline, 53 boats have already signed up for the race, which starts on two days — the smaller boats on July 4 and the bigger boats on July 8. That entry total is seven more than the '09 race, and it could be well argued that this year's fleet will be even more competitive.

While this year's racers will not be tak-



JOHN THOMPSON

drawing near

ing the elapsed-time record from Neville Crichton's R/P 100 *Alfa Romeo*, there figures to be one heck of a battle for the Koa wood plaque known popularly as the Barn Door Trophy for the conventionally ballasted, manually-powered elapsed-time winner. Doug Baker's *Magnitude 80*, which has been converted to a fixed keel after a successful life as a canting-keeler, will need to keep the pedal down to keep the pace with Hap Fauth's New York YC-based R/P Mini Maxi *Bella Mente*. The latter has been lengthened to nearly 80

continued in middle column of next sightings page



The crew of the Tiburon-based Jeanneau 47 'Calau' raise a toast to King Neptune, as they evolve from being lowly pollywogs to proud shellbacks. Pictured are Captain Bruce Powell (with the champagne) and (L to R) son Antoine, 12, aka Poseidon; First Mate Pascale; and son Francois, 16. Crewman John Thompson took the shot.

copper — cont'd

complicated to apply. RBOC's point is that these coatings the legislature wants to promote are very expensive for recreational boaters."

To be clear, if passed, the bill would *not* require boaters to use non-biocide coatings. But the statement has clearly spooked the RBOC. "There are already problems with zinc overloading bodies of waters, so it'll be the next one banned," said Hardaker.

He went on to explain that the RBOC is concerned that, by banning copper outright, levels of zinc and other non-copper biocides might rise dramatically and cause even more problems in short order. "We'd rather let copper exist and have companies develop affordable non-biocide coatings that work well for recreational boaters," he said.

"We'd also like to see an educational element included in the bill requiring boatyards to explain the options to boatowners so they can make informed decisions," Hardaker continued, noting that just because a paint is copper-free doesn't mean it's friendly to the environment.

Indeed, some data suggest that zinc, a common substitute for copper, is just as harmful to the environment in high concentrations, and newer biocides don't have enough history for scientists to fully predict their long-term effects. The RBOC is concerned that boaters will unknowingly move from one environmentally unfriendly paint to another.

Needless to say, the arguments on whether to ban copper are heated on both sides of the aisle. We just hope all the parties involved can come together to develop rules and affordable products that keep our waters — and bottoms — as clean as possible.

— *ladonna*

from pollywogs to shellbacks

You might think that every day of a 3,000-mile crossing from the West Coast of the Americas to French Polynesia would be a rip-roaring, white-knuckled sleighride. But one of the biggest complaints we hear from the Pacific Puddle Jumpers who make this trip every spring is that it can get a little boring out there.

Perhaps that's why sailors long ago concocted elaborate traditions to celebrate the crossing of the equator. These days, crossing ceremonies vary wildly, but they often involve some form of initiation, where the shellbacks aboard — those who'd crossed previously — perform some sort of goofy ritual on the newbies (called pollywogs). Then again, some sailors forgo that sort of silliness and go straight to the champagne toast, being sure to spill a little over the side to ensure the good graces of King Neptune.

Look for our recap article on this year's Puddle

Jump fleet later this summer, along with a report on the annual Tahiti-Moorea Sailing Rendezvous, June 24-26, where fleet members come together to celebrate their successful crossings while being introduced to age-old Polynesian cultural traditions.

— *andy*



COURTESY MOONDANCE

"What a beautiful island," said Carla Scott of the Albuquerque, New Mexico-based Tayana 42 'Moondance' upon arrival at Nuku Hiva. "The Puddle Jumpers are loving it!" Apparently, so are the kids.

the bumfuzzles are back

When Pat and Ali Schulte hit the cruising scene back in 2004, they made quite an impression on armchair sailors the world over. On their blog (www.bumfuzzle.com), the 20-something Chicagoans recounted their adventures — and missteps — after buying a Wildcat 35 catamaran almost on a whim and taking off on a circumnavigation. That these young whippersnappers had no clue what they were doing —



a fact they freely admitted — sent many old salts into tizzies, and the couple weathered a hurricane of criticism during their relatively easy trip around aboard *Bumfuzzle*, which ended in '07.

The next adventure the young travelers set out on was driving a '65 Porsche 356c cross-country in the Great American Race, followed by a two-year road trip in a restored '58 VW bus. Originally, the bus tour was to have lasted much longer but Ali discovered she was pregnant on the voyage from Argentina to Germany aboard a cargo ship. The 'Bums' sold the bus and made their

Ali, Pat and Owest — and 'The Bump' — Schulte, a.k.a. The Bumfuzzles, are setting off on another sailing adventure.

way to Puerto Vallarta to welcome their new family member.

"Signing a five-month lease on an apartment was the biggest decision of our lives," laughs the effervescent Ali. "Here I was, eight-months pregnant and I kept thinking 'What if we don't want to stay that long?' I never wanted to 'settle down' because, truthfully, once you do, you never go again." But these vagabonds didn't have to worry — their love of travel is clearly stronger than the lure of shoreside comfort.

Not long after baby Owest (pronounced 'West') was born, Pat and Ali were looking at boats again. "We thought we were done with boats," admitted Pat. "but when we had the baby, we started to think, 'What kind of life do we want for her?' and came back to living aboard." They explained that the traveling lifestyle is what's important to them, whether by Porsche, boat or motorhome. No matter their vehicle of choice, the 'Bumfuzzles' just want to keep on moving.

Their current vehicle, a Spindrift 43 pilothouse they bought in Rio Vista last July, is about as far from a flashy new catamaran as one can get, which they're quite happy about. "We wouldn't have bought another cat because that would've been repeating the same old thing," noted Ali. Pat agreed: "We want to learn something new, have new experiences and, of course, have something to complain about." (During their circumnavigation, Pat admits to writing about how "stupid" he thought monohulls were. "We get emails every day from people telling us they can't wait for us to see how differently this boat sails.")

Pat and Ali's original plan was to take their time outfitting the boat and leave this November for Mexico, but their departure date has been bumped up — baby-bumped, that is. Come August or so, this traveling family of three will become a family of four. "The baby isn't really changing our plans," said Ali, "we're just leaving a little sooner

continued on outside column of next sightings page

transpac

feet for the race, and is very close to having a replacement rig delivered after losing the original in March's Cabo Race (this despite Fauth's already having a new maxi under build — talk about commitment!). Also in the mix will be John MacLaurin's Davidson 70 *Pendragon VI*, which is just getting sorted out after a couple years of teething issues.

There are no fewer than seven ULDB 70s signed up for the race that spawned their type, plus a handful of TP 52s. Throw in some other designs that have previously proven successful in the race, like SC 52s, SC 50s, J/125s and Open 50s, plus some new ones like Laura

'Samba Pa Ti' was overall and Barn Door winner in the '09 TransPac. The boat won't be back this year, which leaves the field wide open.

— cont'd

Schlessinger's brand-new Kernan 47 *Katana* and this year's overall and division wins should be pretty hard-won.

Bay Area-based notables include Chip Megeath's R/P 45 division-winner *Criminal Mischief*, Andy Costello's J/125 *Double Trouble*, Philippe Kahn's Andrews 68 *Pegasus*, Alex Mehran's Open 50 *Truth* (holder of the doublehanded record as Philippe Kahn's *Pegasus OP-50*), Wayne Zittel's SC 50T *J/World's Hula Girl*, and Bill Helvestine's SC 50 *Deception*. All of these boats could threaten for division or overall wins. For more info, check out www.transpacrace.com.

— rob

bumfuzzles — cont'd

than we thought."

For now, Pat and Ali just want to get the new *Bumfuzzle* — which they'd had yet to actually sail when we spoke to them — to Puerto Vallarta as quickly as possible and get ready for The Bump's arrival. But by the time the cruising season gets into full-swing this fall, Pat and Ali fully intend to head to the Sea of Cortez to start their cruise. "We'll bum around Mexico for awhile before moving on," said Pat. "We'll probably do another circumnavigation but that's not the motivation behind this trip."

Asked what their biggest fear was for this first leg, Ali said she was only worried that Owest, now 17 months, would get seasick. "Cleaning up puke isn't fun," she laughed. Indeed, after nearly a decade of constant travel, little scares these 37-year-old adventurers. "When people know too much, they get too worried," noted Pat. "Sometimes ignorance really is bliss."

— ladonna



SHARON GREEN / WWW.ULTIMATESAILING.COM

SIGHTINGS

a ha-ha'ers reasoning

One year ago, my family — wife Christine, son Jacob, and myself — were trying to make a decision: Should we join the Baja Ha-Ha, the 750-mile, two-week rally that starts in San Diego in late October and ends in Cabo San Lucas, or make the trip alone? We'd heard stories about the Ha-Ha being a big, crazy party, that the schedule was so tight that it doesn't give you time to explore or rest, and heck, why give \$350 to *Latitude 38* for a trip we were going to do anyway?

The 'crazy party' reports, oddly enough, were from people who had never done the Ha-Ha. Everyone we talked to who had actually done it said that simply wasn't the case. Yes, the schedule is fairly aggressive, but that's okay — it gets you to the Sea of Cortez fast, which in our opinion is a lot better place to explore than the Pacific Coast of the Baja Peninsula anyway. And finally, \$350 is cheap for all we got out of the Ha-Ha.

continued on outside column of next sightings page

angel island

Back in the March 7 *'Lectronic Latitude*, we reported that a couple of moorings at Angel Island's Ayala Cove had gone walkabout — thankfully with no boats attached to them — and that boaters should be cautious when planning an overnight stay. Dave Gissendaner, owner of Sausalito's Dave's Diving and who'd performed maintenance on the mooring field in the past, said that the park had hired him to survey the entire field and submit a bid for repairs.

What Dave found was that the chain and shackles securing the moorings to specialized helix-style augers corkscrewed

'Jane'O' at rest in a Baja anchorage looking about as peaceful as can be.



PHOTOS COURTESY JANE'O

moorings fixed

into the seabed had worn considerably since their installation in '07 and needed to be replaced immediately. But with tight budget constraints, Dave was concerned that the repairs might not be effected as quickly as everyone — most of all, park personnel — hoped.

But late last month, Rick Hastie, who heads up the maintenance on the moorings, docks and boats at the park, called to report that not only was every mooring completely rebuilt, but they'd been finished for weeks!

"Mike Sherman and I worked with

continued in middle column of next sightings page

ha-ha'ers — cont'd

Without a doubt, the most valuable things we got out of doing the Ha-Ha were friendships. We met dozens of other cruisers and made close friends with a number of them. We had Thanksgiving and Christmas with these folks. We buddyboated with them throughout the Sea of Cortez. We shared taxis, shopping, meals, went snorkeling, hiking, and so on. These are friends we plan on getting together with now that we've returned to the U.S., and others we look forward to running into in the future — some how and some way.

Included in the Ha-Ha packet is a burgee. Amazing things happen when you run this burgee up your flag halyard. We left San Francisco Bay in early September for a leisurely trip down the California coast. By doing nothing other than flying this flag on our Privilege 39 *Jane O* we met other Ha-Ha'ers in nearly every place we stopped — Half Moon Bay, Monterey, Port San Luis, Ventura, Catalina Island, Redondo Beach, Oceanside, San Diego, and a few others we've forgotten along the way. By the time we got to San Diego, we'd already met a couple dozen boats and were sharing rental cars, shopping trips, meals, and evenings aboard each other's boats.

Since we had a teenager aboard, we weren't sure if we would meet too many other families. This turned out to be a non-issue — there are lots of families, children, and teenagers who do the Ha-Ha. Jacob had no trouble making friends and finding other kids to hang out with — not just during the Ha-Ha, but also in the following months as we cruised the Sea of Cortez.

Would we do the Ha-Ha again? It's not a question of if, it's a question of when!

— scott emmons

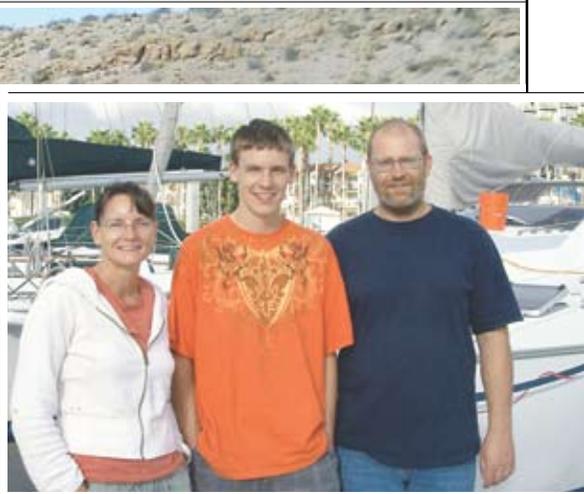
seeing stars at the hannig cup

The Bay has some of the most productive charity events on the West Coast, not the least of which is Sequoia YC's Hannig Cup. Named in honor of its biggest booster, club member Ted Hannig, the event started when its namesake was offered a "milestone birthday" party by fellow club members five years ago. The peninsula-based entertainment lawyer demurred, deciding that he'd rather have any event go toward giving back to the community at large. In the ensuing time, the Cup has raised almost \$225,000 for Peninsula youth charities including, but certainly not limited to, the Peninsula Youth Sailing Foundation, Marine Science Institute, Sea Scouts, juvenile cancer research, and gang abatement programs.

On June 17, sailors will race not only for the on-the-water trophy, but also for the "real" trophy for the top fundraiser, which has been won by a "virtual" boat the last few years. After a beer can-style race on the South Bay, sailors will retreat to the club for "Louis' Luau," named in honor of celebrity guest and world champion ballroom dancer Louis Van Amstel — who you may know from the TV show *Dancing with the Stars*, where he's led stars like Playboy Playmate Kendra Wilkinson, Priscilla Presley and Kelly Osbourne through the paces.

The club will be roasting a pig Hawaiian-style, and dress is tropical-casual. Tickets — ranging from \$15 to \$45 — sold out weeks in advance last year, so make sure you get your reservations into the club's Kris Butler at krisbutler@gmail.com.

—rob



Christine, Jacob and Scott Emmons nearly didn't join the Ha-Ha, but now say they'd do it again in a heartbeat.



COURTESY TED HANNIG

'Dancing with the Stars' pro Louis Van Amstel is the celebrity guest of honor at this year's Hannig Cup.



SIGHTINGS

blubber in the rigging

When racing offshore, such as in the Oregon International Offshore Race from Astoria, OR, to Victoria, BC, there are always plenty of safety concerns. But getting clobbered by a breaching humpback whale isn't usually one of them. Nevertheless that's exactly what happened to the aptly named *L'Orca* at about 9:30 a.m. on May 12, only a half-hour after starting the annual 250-mile race.

The Beneteau First 35s5 was blasting downwind at about 8 knots

with a chute up in about 18-20 knots of wind at the time. Luckily, Captain Jerry Barnes, his son Ryan and the rest of their crew were all in the cockpit when the 30-ft cetacean suddenly sprung out of the ocean only inches from *L'Orca's* starboard beam. "It hit the mast about halfway to three-quarters of the way up," explained Ryan Barnes, "and proceeded to fall forward and onto the starboard side of the boat." The entire rig came

crashing down, the toe rail sustained damage, and the starboard lifelines and stanchions were all "demolished." Souvenir pieces of blubber, as well as a barnacle, were found on deck.

According to crewman Bob Moshofsky, "After setting the chute 20 about minutes earlier, the foredeck guys had just finished stowing the jib and had come aft a few minutes before the whale hit us." Moshofsky was in the pit trimming the mainsheet when all of a sudden the whale's enormous head broke the surface and sky-rocketed up into the rigging. "I think it all happened in less than two seconds," he recalled. Humpbacks are often seen along the Oregon coast at this time of year, but this unfortunate collision was a first.

L'Orca was safely towed back to Astoria by a Coast Guard 47-ft motor lifeboat out of Station Cape Disappointment, WA. No one knows how badly the whale was injured, other than its scrap from the rigging, but Guardsmen who responded doubted that the incident would cramp the style of the humpback, which probably weighed close to 20 tons. Goes to show, you never know what surprises await you out in Mother Nature's watery playgrounds.

— andy

jeanne socrates, circumnavigator

Around 11 a.m. GMT on May 6, Jeanne Socrates officially completed a full circuit around the globe aboard her Najad 380 *Nereida*. "We sailed over our track down to Cape Town from Lanzarote, made on December 2, 2009," she wrote in an email.

Readers will recall that Socrates was just 85 miles from crossing her track out of Zihuatanejo when she lost her previous *Nereida* on a Mexican beach on June 19, 2008. After having a new *Nereida* built to her exacting specifications, Socrates set off on a planned non-stop circumnavigation from the Canary Islands in October '09, but engine troubles forced an extended stopover in Cape Town. Leaving last March, Socrates continued on to New Zealand and then Hawaii to greet the Singlehanded TransPac fleet (of which she'd planned to be a member, but couldn't make the start). She continued on to the Pacific Northwest and started her second attempt at a nonstop circuit on October 25 when she left Victoria, B.C., but a knockdown at Cape Horn forced her into port once more.

But the intrepid British grandmother wouldn't let a little thing like a busted boom stop her from continuing with her voyage. She

continued on outside column of next sightings page

angel island

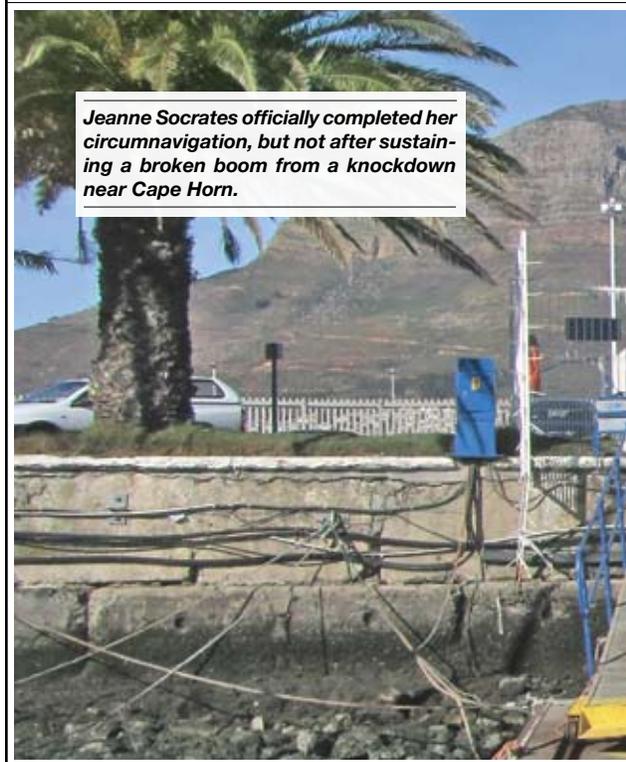
Dave and got right on it," Hastie said. Wanting to work with the park to get the field reopened as soon as possible, Dave performed all of the underwater work, leaving a considerable amount that park workers could complete on shore, thereby stretching their maintenance dollars.

"Attached to the auger is a length of new 1" chain, with a 3/4" shackle connecting it to a length of 5/8" chain that goes straight to the mooring," explained Hastie. When asked about the super-high-tech Seaflex 'snubbers' that cost



SHAWN EGGERT, USCG

If anyone doubts the story, these bits of blubber and a barnacle will serve as evidence.



Jeanne Socrates officially completed her circumnavigation, but not after sustaining a broken boom from a knockdown near Cape Horn.



— cont'd

\$1,700 each, but wound up fouling the props of several boats, Hastie replied, "They're in the garbage — I cut them up myself!" Another change is that each row of moorings is now brightly color-coded. "Boaters just need to tie their bow and stern to the same color moorings."

Overnight moorage is \$30, but you can tie to the day dock until sundown for no extra charge. Only one boat is allowed to raft to a moored boat, and that boat also must pay moorage fees. See you there!

— *ladonna*

socrates — cont'd

spent two months in Ushuaia effecting repairs, and then took off again. At 5:10 p.m. on May 11, *Nereida* pulled into the Royal Cape YC in Cape Town, South Africa, after a frustratingly slow passage from the Falklands. "Big celebrations all last evening, well past midnight," she told us. "I don't remember getting back to the boat, although I clearly did!"

Socrates says she has no firm plans other than continuing with repairs that couldn't be made during her stay in Ushuaia, as well as figuring out what's wrong with the engine that was replaced during her last stay in Cape Town. Big congratulations to one amazing lady!

You can keep up with her plans — and donate to her favorite charity, Marie Curie Cancer Care — on her website www.svnereida.com.

— *ladonna*



PHOTOS COURTESY NEREIDA

SIGHTINGS

a different kind of milk run

Many sailors have seen the elusive green flash, but we wonder how many have seen an (apparently) even rarer event: the so-called “milk sea” or “milky sea” that emits an intense glow at night. This is not to be confused with ‘regular’ bioluminescence (also known by the common but technically incorrect term “phosphorescence”), in which planktonic organisms can be excited to light up at night by boat wakes or waves breaking on the beach. In a milk sea, the whole ocean glows, often for hundreds of miles.

Sailors have been reporting this phenomenon for centuries — Jules Verne made accurate mention of it in his 1869 novel *20,000 Leagues Under the Sea* — but it wasn’t until 2005 that satellite images recorded such an event in the Indian Ocean off Somalia. An area about the

continued on outside column of next sightings page

who is your

If you’re a regular *Latitude* reader you’ve probably noticed that many of the same names make headlines and show up in racing box scores again and again. While these sailing stars certainly deserve the notoriety, in an upcoming article we plan to turn the spotlight on a lesser-known group of sailors who quietly make a dramatic difference in our sport, with little or no recognition — a group we’ll call *Latitude 38’s* Unsung Heroes.

We’re talking about folks who, out of the goodness of their hearts, volunteer

Become a citizen scientist by sharing your jelly sightings to Jellywatch.org.

PHOTOS COURTESY WWW.JELLYWATCH.ORG



unsung hero?

their time and expertise to introduce novices to our sport, mentor young people, nurture disabled sailors, endure long hours bobbing around on committee boats, or teach the time-honored skills of marlinspike seamanship.

So if you've got an 'unsung hero' you'd like to nominate to our honor roll, shoot us an email about them (andy@latitude38.com) and, if possible, a few photos, and tell us why you think they qualify for this special recognition.

— andy



The first reader to correctly identify this lovely wins a 'Latitude 38' hat!

milk run — cont'd

size of Connecticut glowed for three nights in a row. A ship transiting the area confirmed the miles of glowing water. That was just one of 235 documented sightings of milk seas since 1915. Most — but not all — were reported in the Indian Ocean and near Indonesia.

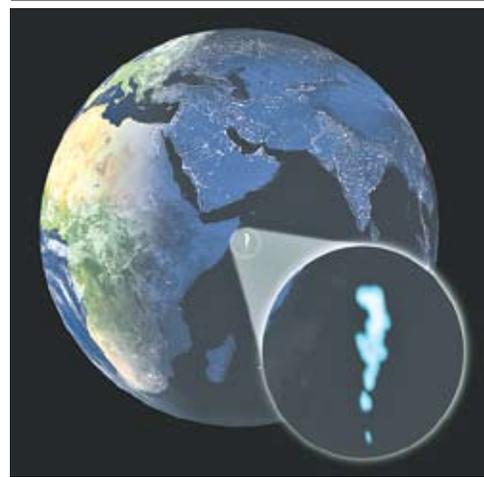
Scientists are so far at a loss to explain the phenomenon. One hypothesis is that milk seas may be caused by bioluminescent bacteria reacting with something else. "The problem with the bacteria hypothesis is that an extremely high concentration of bacteria must exist before they begin to produce light," says Steven Miller, the Naval Research Laboratory scientist who led the space-based discovery. What could cause the massive blooms of bacteria — and what they could possibly react with to form a milk sea — remain a mystery.

Have any of you readers encountered this type of 'milk run'? If so, we'd love to hear about it — and so would the researchers. Send your tales to ladonna@latitude38.com.

Coincidentally, another researcher involved in studying milky seas, Steve Haddock, let us know of another opportunity for regular joes to get involved. "At Jellywatch, we solicit reports of jellyfish sightings from ocean-goers around the world," Steve said. "Marine biologists need help to develop a better understanding of the ocean, and your readers can do that by telling us about the animals they see."

Check out Steve's "citizen-science" site at www.jellywatch.org — no registration is required — then send in your own reports on marine animals, including photos. The oceans will love you for it.

— jr



STEVEN MILLER / WWW.LIFESCILUCS.B.EDU/BIO/LUM/ORGANISM/MILKYSEA.HTML

This milky sea in the Indian Ocean was roughly the size of Connecticut.

summer sailstice moves to the estuary

For 11 years, Summer Sailstice has been encouraging sailors to celebrate the summer solstice by taking their boats out on the longest sailing weekend of the year. In the northern hemisphere, that weekend is June 18-19, and this year's Bay Area celebration is switching things up a bit by moving to the Estuary.

Encinal YC will host the event, which will feature free sailboat rides, informative booths, seminars, live music, a photo treasure hunt, and of course, the annual boat building competition — always a crowd favorite.

As if all the great stuff to do at the event wasn't enough to get your juices flowing, by registering on the event's website (www.summer-sailstice.com/sf) as a participant, you'll be entered into drawings for tons of great sailor-pleasing prizes: a \$5,000 BVI charter from Foot-loose Sailing Charters, gear from West Marine, a Spinlock Deck Vest PFD, an LED anchor light from Orca Green Marine, a Hobie inflatable kayak, and ePaint's Ecominder bottom paint are just a handful of the fantastic prizes.

Can't find an event near you? No problem! Simply register one on the site, and invite all your sailing friends to join you for the weekend. Nobody should really need an excuse to going sailing — or take off for a weekend cruise-out — but just in case you do, Summer Sailstice should be it!

— ladonna



Velella velella, or By-The-Sea Sailors, are common sights on the Pacific.

SIGHTINGS

a new class of cruisers

As we go to press, a new class of southbound cruisers is rallying around the flag. Well, burgee, actually: the Baja Ha-Ha XVIII rally burgee.

Since sign-ups for our annual San Diego-to-Cabo San Lucas began May 2, 71 boats have already signed up ranging in size from 30 to 85 feet, and hailing from as far away as Stockholm, Sweden! If you're itchin' to get away from the rat race this fall and join the fun, we'd urge you to navigate on over to www.baja-haha.com, where you can complete the online registration process in about 15 minutes.

In a nutshell, boats built and maintained for offshore voyaging that are at least 27 feet may enter, and the cost is \$375 (or \$325 if your age or your boat length are under 35). The notorious costume kickoff party will be October 23, followed the next day (10/24) by a San Diego Harbor parade and the start of Leg One. On November 3 the fleet will arrive at Cabo, and the awards ceremony will be November 5. If you don't have a boat of your own, let us remind you that *Latitude's* online Crew List (www.latitude38.com) is an ideal source for finding a ride.

— andy

Entries as of May 23:

- 1) Orcinius, Lagoon 440, John LeDoux & Lisa Danger, Vancouver, WA
- 2) MoonShyne, Catalina 42, Stephen & Bente Millard, Santa Barbara
- 3) Mykonos, Swan 44 MKII, Myron & Marina Eisenzimmer, San Francisco
- 4) Ustupu, Mary Lightfoot 31, Dan Schroeder & Sylvie Ouellette, Vancouver, BC
- 5) Papillon, Slocum 43, Dan & Kelly Freeman, Seattle, WA
- 6) Stella Maris, Hylas 46, Tom Madden, Newport Beach
- 7) Tomorrow, Acapulco 40, Richard Maure, Los Angeles
- 8) Moondance, Islander 36, Conor & Lanea Riley, Sausalito
- 9) Abracadabra, Canadian Sailcraft 36, Molly Arnold & Bryce Andrews, San Francisco
- 10) Sisu, Hans Christian 43, Christopher & Barbara Warnock, San Francisco
- 11) Bella Brisa, Tayana 37, Rich & Cathy Warner, Alameda
- 12) Mimiya, Catalina Morgan 440, Mark Koehler, Alameda
- 13) Wind Spirit, Hunter 466, Paul & Priscilla Zaro, Pt. Richmond
- 14) Solstice, Pacific Seacraft 37, John Alden, Redondo Beach
- 15) Ventured, Tartan 37, Erlin Loving, Bainbridge Island, WA
- 16) Huck, Shannon 43, Joe Rademacher & Heidi Camp, New Orleans, LA
- 17) Red Witch II, Bounty 41, Stephanie Mortensen & Robin Kirkcaldie, Santa Barbara
- 18) Destiny, 85-ft custom schooner, Mike & Dawn Hilliard, Friday Harbor, WA
- 19) Wings, Passport 40, Constance Livsey & William Ennis, Anchorage, AK
- 20) Aldebaran, Olympic Adventure 47, Rob & Lynne Britton, San Diego
- 21) Kyalami, Swan 44, Norman & Candace Thersby, Pt. Richmond
- 22) Marsha Dee, Coronado 32, Fred Coleman, Oceanside
- 23) Entre Nous, Tayana 42, Joel Tuttle, Alameda
- 24) Robin Ann, Tayana 52, Steve Hogan & Robin Barrow, Redondo Beach
- 25) Harmony, Tayana Vancouver 42, Terry & Diane Emigh, Anacortes, WA
- 26) Seychelles, Hylas 49, John Stone & Nicki Germain, Douglas, AK
- 27) Two Sheets, LaFitte 44, Reg & Phoebe Wilson, Sarnia, ON
- 28) Charisma, Tayana 37, Bob Johnson, Berkeley
- 29) Wings of the Dawn, HC 52, Robert & Sherry Bennatts, Friday Harbor, WA
- 30) Camanoe, C&C Landfall 39, Dave Satterwhite & Stephanie Esposito, San Francisco
- 31) Koh-Ring, Tayana 48 DS, Wolfgang Hausen, Sausalito
- 32) Rancho Relaxo, Islander 30 MKII, Paul Ingram, Chula Vista
- 33) Endeavor, Taswell 49, Rick & Gina Phillips, Vancouver, WA
- 34) Snug Harbor, Catalina 470, Charley & Mitzie Eddy, Alameda
- 35) Tension Reliever, Acapulco 40, Rick & Judith Rosanna Eitnearn, Chula Vista
- 36) Delicate Balance, Andrews Custom 56, Douglas Storkovich, Monterey
- 37) Sail Time, Catalina 34 Mk II, Ken & Twila Sanford, Oceanside
- 38) Hilbre, Catalina 36 MKII, John & Anita Meyer, Henderson, NV
- 39) L' Obsessive, Lagoon 450, Edward King & Aric Ludwig, Oakland
- 40) Oceanaire, Tayana 47, Garrett & Lissa Caldwell, Alameda
- 41) R & B III, Catalina 36, Brad Older & Richard Weed, Santa Cruz
- 42) Sans Frontieres, Tartan 3700, Nicolas & Jena Jonville, San Diego
- 43) Time Piece, Coast 34, John Spicher, Anacortes, WA
- 44) Cracklin Rose, Island Packet 380, Bill & Rosie Everingham, Alameda
- 45) Seascape, Passport 37, Roger Smith, Vallejo
- 46) Tranquility, Irwin Citation 34, Richard Hirscht & Cynthia Cameron, San Diego
- 47) Holo Nui, C&C 37R, Ron Wood & Mindy King-Heard, Huntington Beach
- 48) Rumba, Hunter 40.5, Ray Firschau & Gary Chamberlain, Ventura
- 49) Companera, Tartan 3800 OC, Joel Sorum, Vallejo
- 50) Whistle Wing V, Peterson 50, Michael Chase, Honolulu, HI
- 51) Taj, Grainger 480, Peter Brown, Pt. Townsend, WA

continued on outside column of next sightings page

potter yachters

Every year, some of the more stalwart members of the Potter Yachters, a group of West Wight Potter owners (mostly), gather at Moss Landing for a weekend of 'heavy weather sailing'. The last two years have provided epic sea state and gusty conditions for these enthusiasts.

We'd been monitoring NOAA's Moss Landing reports all week, and when we arrived on April 28, the late afternoon 60-knot gusts had not abated. Elkhorn YC kindly let our fleet moor for the night in the lee of a beautiful wooden cruiser that used to belong to John Wayne.

By 10 the next morning, the wind was filling in nicely and we began jockeying for position. After a proverbial task of herding



The diminutive Potter Yachters braved 50-knot winds and heavy swell that the 'big boy's didn't dare attempt.



get mossy

cats, we finally got all six boats into formation for a photograph of the biggest fleet of small boats ever documented by KAV (Kite Aerial Video). The frame-capture documents the event that was done entirely without radio communication. What's even more remarkable is that none of the other five boats had any idea I was going to fly my kite!

We then headed north toward Santa Cruz. As the wind built to the same gusty conditions we'd been cautiously watching all week, the swell began to provide good opportunities for surfing, especially on the ride back. We didn't see many of the 'big guys' out there all weekend!

— *jerry higgins, lia (bull's eye)*

ha-ha — cont'd

- 52) Leonidas, Dreadnought 32, Tom and Ann Carr, Santa Cruz
- 53) DreamKetcher, Gulfstar 43, Rik Johnson & Robert Shea, Channel Islands
- 54) Convivia, Cal 43, Tucker & Victoria Bradford, San Francisco
- 55) Exit Strategy, Wauquiez PS40, Tom Christensen, Victoria, BC
- 56) Singularity, Mariah 31, James Dykens, San Diego
- 57) Hasta Luego, Hunter 376, Bob & Andrea Seddig, San Diego
- 58) Island Time, Pacific Seacraft 37, Jimmy Peter, Malibu
- 59) Grace, Ingrid 38, Michael Rogers & Heather Doherty, Riverton, OR
- 60) Daviana, Cal 2-30, David & Diana Burkholder, Whiskeytown
- 61) Deborah Lynn, CT-41, Steve & Debi Fisher, Reno, NV
- 62) Island Wind, Hylas 44, Ken & Heather de Vries, Vallejo
- 63) Spica, Catalina 36, Tim & Anne Mueller, San Diego
- 64) Last Resort, Catalina 470, Richard Drechsler, Marina del Rey
- 65) Tinuviel, True North 34, Barry Foster & Kathy Crabtree, Benicia
- 66) Pura Vida, Gulfstar 44 MkII, Jonathan Scarfe & Suki Kaiser, Marina del Rey
- 67) Go for Broke, Hawaii Steel 55, Stephen Arnold, Honolulu, HI
- 68) Damiana, Manta 40 cat, Roy & Marlene Verdery, Sausalito
- 69) Journey, CT-54, Dick & Tami Schubert, Alameda
- 70) Hawaiian Sol, Beneteau 58, Les & Deborah Cross, Wailea, HI
- 71) Good News, Islander Freeport 41, Thomas & Heather MacDonald, Portland, OR



Herding cats — (l to r) 'Trailer Trash', 'Lia', 'Wee Boat' 'Sarah Ann', 'Rip Tide', and 'Cat's Meow' (not shown), had a great weekend of sailing on Monterey Bay.

SPREAD AND RIGHT INSET: JERRY HIGGINS; LEFT INSET: DON PERSON

AMERICA'S CUP 34

The America's Cup Race Management spent ten days in Auckland at the end of April and beginning of May running a mock AC 45 regatta that, by all accounts, was pretty successful. An opportunity to run race management, umpiring and media sides of the America's Cup World Series through their paces, the test event looked successful from our standpoint. You can judge for yourself by checking out the video at www.americascup.com.



AC 34 PRO John Craig hard at work in Auckland.

A New Challenger of Record

The test event must have been so encouraging that karma decided to knock things back to size on May 12 with a demoralizing development. Although he had previously dropped hints that not all was well with his Mascalzone Latino team, Vincenzo Onorato announced that the "Latin Rascals," sailing under the auspices of Club Nautico di Roma, were withdrawing from AC 34. Citing an inability to secure sufficient funding to field a viable entry,

Tight, balls-out action was the name of the game, and while the umpiring will mostly take place ashore via tracking, the guy on the jet ski is there to make sure the human element isn't lost.



Onorato addressed the withdrawal in his typically straightforward way.

"I'm not interested in a hopeless challenge," he said. "I would be lying to the sponsors, to our fans and, last but not least, also to myself."

Onorato's departure means that one of the more colorful characters in the world of sailing will not be at the table for AC 34. However, the man who stepped in to fill his shoes, while not having his Italian counterpart's flair, has the means to pay for the whole thing himself should no sponsorships be had.

Swedish billionaire Torbjorn Tornqvist's Artemis Racing took over the reins four days later as the new Challenger of Record. Artemis Racing, whose team CEO is none other than the Bay Area's Paul Cayard, will be sailing under the burgee of the Royal Swedish Yacht Club, known in its native tongue as Kungliga Svenska Segel Sällskapet.

"We welcome KSSS and their team Artemis Racing into this role," said AC34 Regatta Director Iain Murray. "We also thank CNR and their team Mascalzone Latino for their efforts in the important start-up phase of the 34th America's Cup. While we are disappointed to lose a great Italian contender in Mascalzone



ALL PHOTOS GILLES MARTIN-RAGET



Spread — 'Oracle Racing' smashes around off Auckland; inset, top-left, helicopters will play a vital role in not only tracking, but filming; inset bottom, some of this will also happen onboard.

Latino and CNR, we are confident in the leadership we anticipate from the KSSS and Artemis Racing."

Artemis Racing was the second challenger to enter and, according to a statement released by the America's Cup Race Management, "under America's Cup rules, automatically succeeds as Challenger of Record."

While we're not sure which rules they were referring to, it's unlikely that a potential rogue challenger could successfully employ the Cup's Deed of Gift to hijack the proceedings. Among other things, KSSS is a legitimate yacht club that predates the Cup itself and counts 6,000 members. And while Kungliga Svenska Segel Sällskapet is certainly more of a mouthful than Club Nautico di Roma, by the time this over, we may even be able to pronounce it.

Interestingly enough, Artemis is a far more local team than defender Oracle Racing. In addition to CEO Cayard, COO Bob Billingham and CFO Chris Perkins will be reprising their roles from the St. Francis

— SAN FRANCISCO BAY



would seem to be a stretch, as unless Mascalzone Latino head Onorato has seriously pissed off some important people, it seems unlikely that another Italian team would succeed where the two-time challenger had failed.

Organizers are still touting four "undisclosed" teams, and said that one erstwhile challenger had been disqualified during the vetting process. Ostensibly, any entries would have already been required to pay \$25,000 with their entry fee and post a \$200,000 performance bond that was due on April 30.

Come June 1, they'll have to drop their entry fees of \$100,000. All teams are required to race in the entire America's Cup World Series or pay monetary penalties, and in order to have their boat in time for the first event in Cascais, Portugal in July, they will have had to have sent ACRM about \$500,000 — a 50% deposit — to get the build of their AC 45 underway.

One encouraging sign among all of these uncertainties, is that late last month we were contacted by an ACRM official looking for the contact info of some local boatbuilders/riggers, saying, "we've got some AC 45s to build."

A source in New Zealand has told us that there are currently two shifts working a total of 16 hours a day building AC 45s. We can only hope that our phone call signifies that there are so many viable challengers — at least for the AC 45 — that New Zealand's prodigious boatbuilding talent is insufficient to satisfy the need for AC 45s, post haste.

Speaking of AC 45s, *Oracle Racing* announced late last month that it will bring two to the Bay for testing by the second week of this month. Stay tuned to *'Latitude* for more details on this.

— **latitude/rg**



Racing that started with team owner Larry Ellison's first campaign in '03.

Teams

The biggest question mark still remaining for the "new-look" America's Cup is just how many teams will be vying for the right to challenge Oracle in '13.

As it stands now, other than Artemis, Emirates Team New Zealand and China Team are the only challengers to have their own AC 45s. Aleph-Equipe de France and Loïck and Bruno Peyron's Energy Team are both still on the marquee, but have made no significant announcements with regard to funding or hiring. After a splashy, if seemingly-rushed announcement, Team Australia has been mum. Team Korea has as well. The Venezia Challenge at least has a website. The latter

Bringing sailing to the masses is a gear-intensive pursuit.



YC's AmericaOne campaign in Auckland in 2000 and involvement w/ *Oracle* in its various forms. The team has at least a half-dozen other players returning from that challenge, which seems as if it happened eons ago despite the relatively short gap. Another Bay Area notable is Team Counsel Melinda Erkelens, who joins the team after three go-arounds with Oracle

BEER CANS

If you're a non-competitive sailor who's intrigued by the idea of racing, but are maybe a little too intimidated to take the plunge, there's no better way to start than with a Beer Can race. Named for the most common libation involved after these decidedly laid-back weeknight races which typically don't last more than an hour — there's one pretty much every night of the week on the Bay during Daylight Savings time. For giggles, we went down to Oakland YC on May 18 to check out the scene on the Estuary.

One of the coolest things about the Bay Area's Beer Can options is that their respective conditions are as varied as the venues on which they're held. For a romp in the Slot, chances are you'll be donning the full complement of thermals and foulies, but down on the Estuary, you *might* have to put on long pants. With guaranteed flat water — except for maybe a passing powerboat's wake — and consistent, but typically manageable breeze, the Estuary represents some of the most reliable "champagne sailing" you'll find on the Bay.

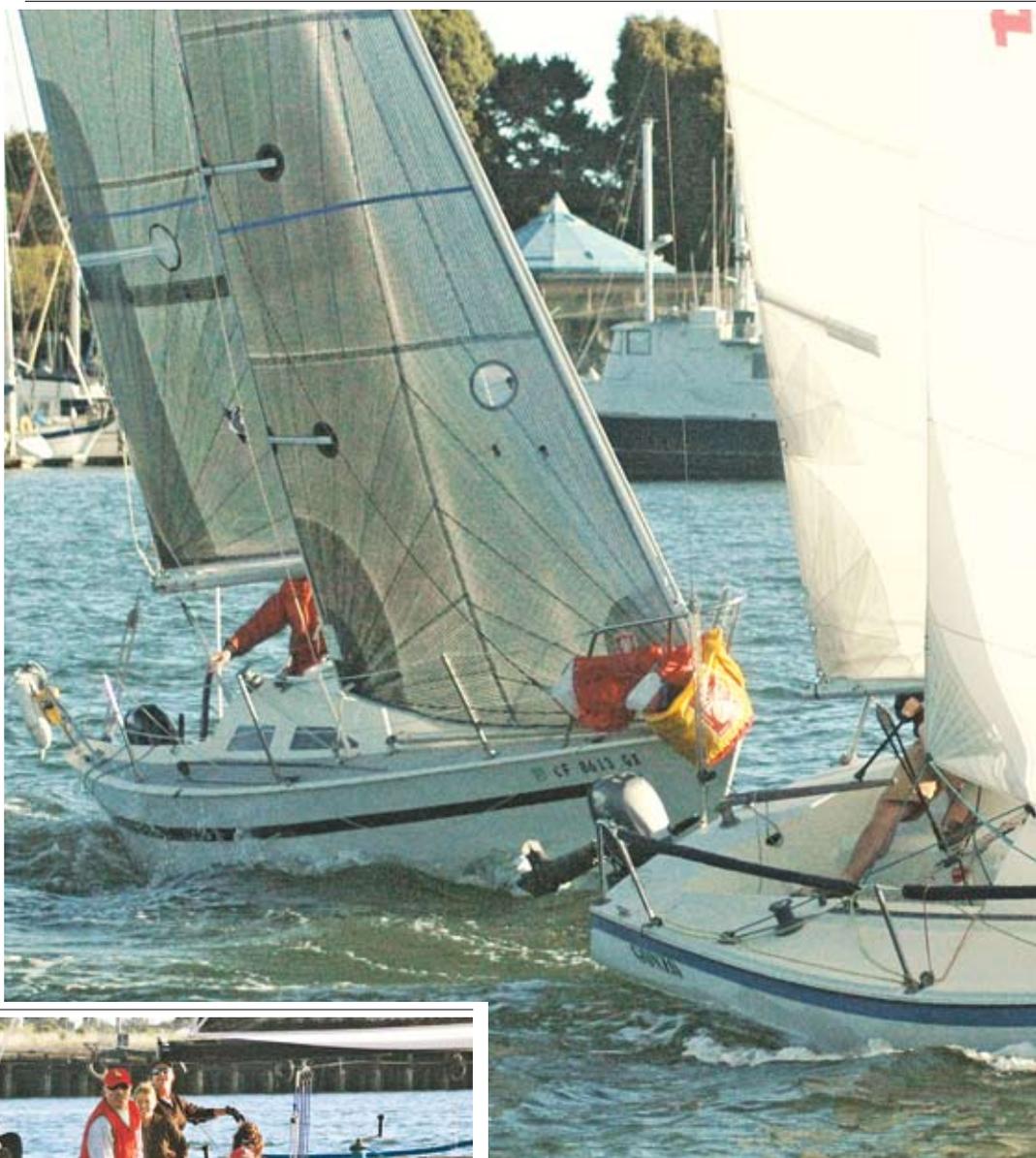
The narrow race course — it's effectively only about an eighth of a mile wide — means that there aren't many opportunities for "home run" tactical calls. This keeps the action close.

The edifices, and empty space between them, that dot the Alameda shore provide for shifts that keep the races from becoming parades. Oakland YC's Sweet Sixteen Series is just one of the weeknight races run on the Estuary. The Island YC just down the road holds its Island Nights series on Friday nights as does the Encinal YC with its series for dinghies.

On this picture-perfect Wednesday night, the fleet was sent on a modified double windward leeward course with the faster boats sailing a longer course so that most boats finished pretty close to each other. With about 6 to 8-knots of breeze it was some of the more relaxing sailing we've done in a long time.

Beer Can races wouldn't happen

ALL PHOTOS LATITUDE/ROB



Clockwise from spread — Dave Lyman's 'PJ 30' chases Dina Folkman's 'Gonzo' off the starting line; it's hard not to smile when the sailing is this good; Robin Ollivier's 'Double Agent' ghosts across the Estuary in a lull; Emile Carles (l) and Jim Jessie make this a regular habit; losing a spinnaker sheet in the slot can mean \$\$\$, losing a spinnaker sheet on the Estuary is no big deal; Paul Mueller's 'Spray' soaks downwind; there's plenty of time to get ready for the set; 'Moonies' Robbie and Tim Englehart don't agree on much other than that they really, really like to sail; The 'Golden Moon' crew takes time to enjoy the ride.

without the legion of sailors who show up every week, but some are so ardent, you'll find they've been doing it so regularly, for so long, that the rest of the

sailors combined would probably have a tough time equalling the number of races they diehards have sailed.

Back at the club after the race, we

— ON THE ESTUARY



BEER CANS



Clockwise from top-left — the backdrop on the Estuary is unlike most other venues on the Bay; sometimes you have to hang in a tough spot; Beer Can racing is a friendly affair, always make sure to wave; the 1D35 'Dark and Stormy' and Express 37 'Exy' prepare to round the weather mark; 'Bandido' is one of the five Merit 25s that regularly race on the Estuary in the popular 168-rater class; Ronnie Simpson, third-time sailor Alex Cruz (he got some helm time and spinnaker-trimming practice thanks to the low-key environment), Walt Kotecki and Christine Neville soak up some rays aboard Simpson's Albin Cumulus 28 'Chippewa'; while laid-back, the starts are well-sailed, especially by guys like Emile Carles aboard his Tartan 30 'Lelo Too' (blue hull) seen here getting punched out to the left; David Fullerton's Express 37 'Mudshark' is part of the Estuary's local mythology (to paraphrase Frank Zappa); the crew of Bill Mohr's 'Spirit of Freedom' sports matching vests, although it doesn't hurt, you don't need to have sweet crew gear to have a bunch of fun sailing with a bunch of friends.

went in search of Oakland YC racing stalwart Emile Carles. His Tartan 30 *Lelo Too* invariably features prominently in The Racing Sheet's Box Scores every month, and after going through reams

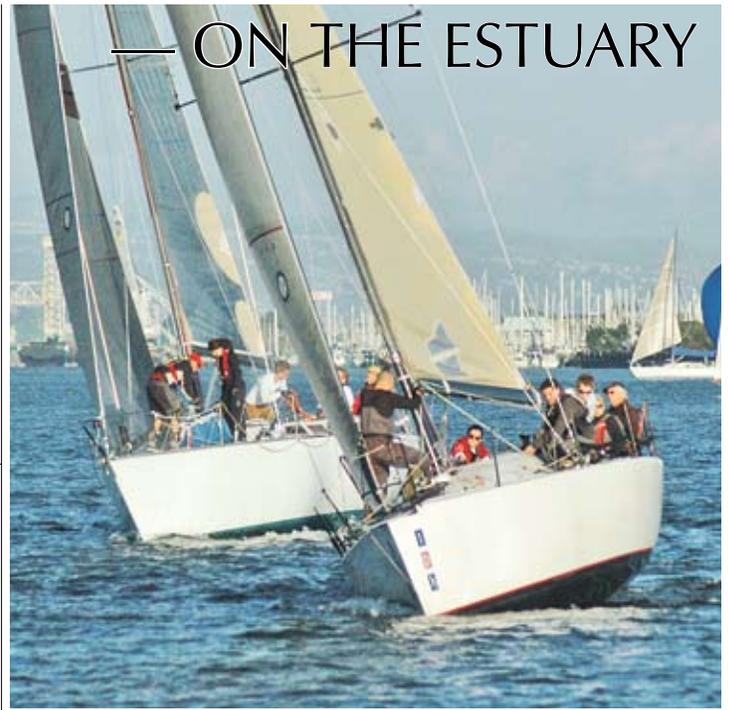
of racing results over the past few years we were curious to talk to a guy who seems to race a whole hell of a lot.

It seems to us that *Lelo Too* is out just about every Wednesday," we said.

"Yeah, and Thursday and Friday and Saturday and Sunday," piped up long-time sailing chum Jim Jessie.

Jessie should know, as he and Carles have been sailing together and against

— ON THE ESTUARY



each other since the early '40s, when they got into the sport at Oakland's Lake Merritt.

"When I was in junior high school, we had shop class," Carles, the son of a commercial fisherman, said. "I told a friend that I wanted to build a boat, and he said, 'that's too much work; why bother? There are boats just sitting down there at Lake Merritt, you can just fix one of em' up.' So I went down to the lake and told the guy at the Sail-

ing Center that I wanted to buy one of the boats, and he said, 'you can't have those, they're going to be thrown out, but you can have that one,' and pointed to a boat that was in the water.

"It was a Sunray," Carles said of the 15-ft hard-chined dinghy. "The deck was piled with duck crap and there was about four inches of growth on the bottom, but we got it cleaned up and started sailing her."

After a stint in the Merchant Marine

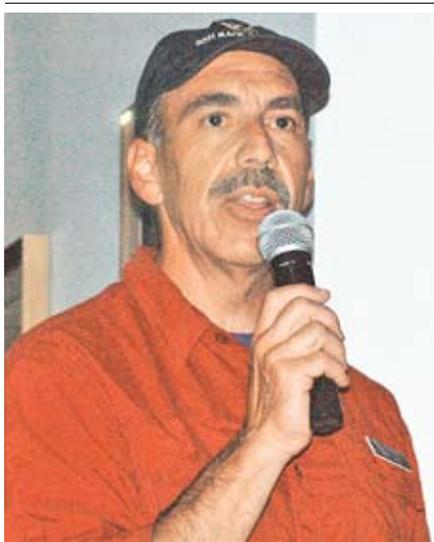
during World War II, and later in the Army during the Korean War, Carles returned home and picked up where he left off with a Seahorse yawl, then a Santana 27 and now the Tartan, which he still sails regularly — not to mention doing his own bottom paint with the help of nephew Vince Milo — at the age of 84. Sprinkled in there were other sailing adventures such as a trip up the Mississippi river aboard Jessie's renown cold-molded Lapworth 48 *Nalu II* — a

BEER CANS

veteran of a 9,400-mile race from Aca-pulco to Manilla — as part of the boat's epic circumnavigation in the 80s.

Another great thing about Beer Cans is that they offer a chance for young sailors like brothers Robbie and Tim Englehart to race with and against the seasoned vets. The duo sailed aboard Kame Richards' Express 37 *Golden Moon* and we first noticed the former as he engaged his skipper in a complex discussion of tactics while we passed them headed the other direction. Robbie Englehart was calling the shots from the bow, like a true young bowman. Back at the club, we found out that the pair are avid aspiring dinghy and skiff sailors who don't pass up any chance to go sailboat racing.

The club not only has an active racing program, it also plays a pivotal role in providing a centrally-located meeting space for the Bay's "paper clubs." The SSS's Singlehanded Farallones Skippers' meeting was wrapping up as the YC bar was winding up. Of course



Race Officer John Tuma takes care of handing out trophies to the division winners each week.

awards are always part of the program and at Oakland YC, Race Officer John Tuma grabbed the mic to hand them out while racers dined on a post-race

dinner that's about as much a part of Beer Can racing as the beer itself.

"We're really trying to get more sailors from the Central Bay to come down here to sail," Tuma said later.

After a night like that, we don't know why anyone wouldn't.

— **latitude/rg**

OAKLAND YC SWEET SIXTEEN WEDNESDAY NIGHT SERIES #3 (5/18)

NON-SPINNAKER — 1) **Spray**, Mercury, Paul Mueller; 2) **Kiwa**, Ericson 32-2, Warren Taylor. (2 boats)

PHRF 141+ — 1) **Cassiopeia**, Islander 36, Kit Wiegman; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Nice Turn**, Cal 2-29, Richard Johnson. (8 boats)

168-RATERS — 1) **Dire Straits**, J/24, Steve Bayles; 2) **Bewitched**, Merit 25, Laraine Salmon; 3) **Bandido**, Merit 25, George Gurrola. (5 boats)

5.5 METER — 1) **Wings**, Mike Jackson. (1 boat)

PHRF ≤ 140 — 1) **Golden Moon**, Express 37, Kame & Sally Richards; 2) **Dark and Stormy**, 1D35, Jonathon Hunt; 3) **Spirit of Freedom**, J/124, Bill Mohr. (6 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller. (2 boats, 1 finisher)

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HENK DE VELDE'S

If one could earn a degree in storytelling, Henk de Velde would have a PhD. In fact, he'd have eight of them — one for each of the books he's written recounting his adventures on the high seas. But his storytelling isn't limited to the written word. Listening to this five-time



Nanuk would often visit Henk during his winter in Tiksi.

circumnavigator tell his tales is like sitting rapt at the feet of a master as he spins yarn after yarn — each more thrilling than the last — wishing them to be true but a little afraid to believe that such feats are achievable by an ordinary human.

But Henk is far from ordinary.

The 62-year-old Dutch singlehander started his career as a professional circumnavigator 30 years ago when he and then-wife Gini sailed their Whararam catamaran *Orowa* around via the Panama Canal. The trip took seven years, and featured such memorable moments as their son Stefan's birth on Easter Island and Gini's departure from the voyage — taking their toddler with her — after surviving a hurricane in which the decks of *Orowa* were literally torn away. Regardless, Henk and Gini have remained close over the years. "She's my biggest fan," he said.

Having been inspired by the infamous Golden Globe Race — the first nonstop, singlehanded, around-the-world race won by Sir Robin Knox-Johnston in '69 — Henk set his sights on a solo, nonstop speed record. "I thought, 'I'll do Cape Horn one time,'" he recalled, truly believing that once would be enough.

In '89, Henk sold everything he owned to buy Knox-Johnston's 60-ft Formula II ocean racing catamaran *British Airways*, which he renamed *Alisun J&B* for his sponsor. His plan was to finish his circumnavigation

in 150 days, but when he sustained serious damage to his decks, he had to stop in New Zealand for repairs. He was disqualified from the record, but even with the stop, he finished in just 158 days.

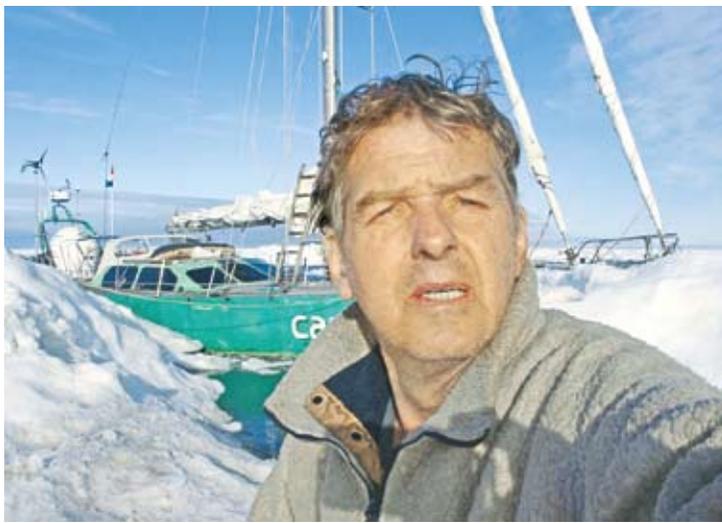
Undeterred by his failure to finish

circumnavigator tell his tales is like sitting rapt at the feet of a master as he spins yarn after yarn — each more thrilling than the last — wishing them to be true but a little afraid to believe that such feats are achievable by an ordinary human.

"I got that bloody boat home . . . well, almost."

nonstop, Henk obtained the sponsorship of Zeeman, one of the largest clothing retailers in Europe, for his next attempt in '92. "We built a brand new 60-ft cat," he said, "but there was no time for sea trials before I had to leave." He reports making good time as far as Cape Horn — "I remember thinking, 'I'll just do Cape Horn two times,'" he noted wryly — before his generator conked out near the Falklands.

With no ability to communicate, Henk worked to eke out every bit of speed he could in lightening conditions as family,



A weary Henk considers his options just two weeks after restarting his Siberian adventure.

friends and fans wondered where he was or if he was even alive. "For 40 days, I was lost at sea," he explained. "For 40 days I was without electricity or autopilot, but I got that bloody boat home . . . well, almost."

Just three days before his scheduled arrival — 147 days into the voyage — *Zeeman* hit what Henk believes was a container. "I was below sleeping and I woke up with a bang," he recalled.

"I fell unconscious and woke up again five hours later with my head covered in blood." He'd been lying down with his head against a bulkhead. When the collision happened, his head smashed into the bulkhead leaving him with a double skull fracture. Miraculously, he was rescued by a passing Russian freighter just hours after the accident and taken to Madeira for treatment.

Five days later, he returned to Hol-

land, and a frenzied media drank up every drop of the drama, including a touching reunion with Stefan. "He was 12 and I'd told him I'd return around the time the strawberries were ripe," he said. "He met me with a bowl of strawberries in his hand." Photos were splashed on TV and papers, making Henk a certified celebrity. Later, company founder Jan Zeeman even took him aside and said, "Henk, we're not happy about what happened, but thanks for the publicity."

Zeeman, meanwhile, was battered and adrift. Part of one bow was completely torn off, and the mast had come down in the collision. Friends went scouting for the boat, then hired a Portuguese tug to tow her into port. *Zeeman* paid to ship her back to Holland, thereby extending the media attention on their newfound hero (and, not co-



NEVER-ENDING VOYAGE

incidentally, his generous sponsor).

Henk eventually bought the wreck from Zeeman, and worked with the original builder to redesign her, lengthening her to 71 feet and adding a 90-ft carbon fiber mast. He found another sponsor, Dutch supermarket chain C1000, and left in '96, finishing in 119 days — 10 days shy of breaking Frenchman Titouan Lamazou's '90 record of 109 days. But to this day, Henk de Velde remains the only person to ever have singlehanded a catamaran nonstop around the world.

By this time, Henk understood clearly that the sea had become an inextricable part of who he was as a man. "I already knew that the sea would never let me go again; that I was in its eternal grip," he mused.

But where to next? No longer interested in speed challenges, he decided on another circumnavigation, but this time via the Northeast Passage, the 3,500-mile, ice-clogged seaway along Russia's Arctic coast, a trip he dubbed

An old atlas shows Henk's travels. He's been as far north as 81° 25', north of Spitsbergen.



"The Impossible Voyage."

To survive such an epic journey, Henk knew he'd need a boat of equally epic strength. He found it in *Campina*, a French-designed, 57-ft hard-chined steel



'Campina' took a beating during her Arctic travels, but she came out the other end in good enough condition to carry Henk back home to the Netherlands.

monohull with a centerboard and two rudders. Shoal draft and a flat bottom were essential because, as Henk noted,

"If the ice is pushing you to the shore, you must be able to beach the boat. The ice rules the way."

In June '01, Henk left Norway bound for Murmansk, Russia. He recalls that, as he entered the port, the Russian Coast Guard stopped him. "They asked me if I

had a visa. 'Yes!' I said. 'Do you have permission?' 'No!,' he said laughing. Since he lacked the proper paperwork from Moscow giving him permission to transit the Northeast Passage, officials gave him 72 hours to leave the country.

Needless to say, Henk was disappointed but far from discouraged, and he presented an alternate route to his sponsor, *Campina*, a large Dutch dairy cooperative. Since it would likely take several months to obtain a "Da!" from Moscow, Henk would simply sail around the rest of the world *before* transiting the Passage, instead of after.

For the next two years, Henk navigated through the morass of Russian bureaucracy as he made his way around the Americas — including Cape Horn for the fourth time, if you're counting — and was rewarded with permission to single-hand those treacherous Arctic waters.

In July '03, Henk sailed *Campina* the 700 miles from Dutch Harbor, Alaska, to Provideniya, Russia, to finish his 'impossible voyage'. "I'd been sending emails and calling on the VHF, but no one responded," he said. "Suddenly, I heard 'Vat do you vant?' like in a James Bond movie!" After another humorous exchange, Henk finally anchored and went to shore. "All the officials met me and within five minutes, I was drinking vodka with them," he laughed.

Eager as he was to begin the final leg of his great adventure, Henk didn't even make it halfway before he was forced to

HENK DE VELDE'S

stop. "I was told by the Russians that I had to turn back," he said. "The ice never opened that summer."

The nearest civilization was the village of Tiksi, a former military base that was



The 50,000-hp nuclear icebreaker 'Vaigach'.

now home to about 3,000 souls, where Henk was offered dry storage for *Campina*, as well as an apartment, both of which he declined. "I was prepared to winter over — I had food

for a year, 500 gallons of fuel, two heaters and a chainsaw for the ice," he explained. "It's part of Dutch history — Willem Barents did it in 1596. I would winter over onboard." Though Henk says he wouldn't change a minute of his stay in Tiksi, the cruel winter conditions took a toll on his body as well as *Campina*. "The coldest was -57°, and that was under my winter shelter," he recalled. "I could keep the main cabin about 35°, never warmer. But you got used to it." As a result, tiny capillaries in his feet burst — the beginning of frostbite — leaving his feet perpetually cold. The condition took a year to heal after he returned home.

Henk spent the winter with his new Russian friends, some of whom helped keep *Campina* from succumbing to the ice. And it was a long winter indeed. "I arrived in Teksi on September 7 and didn't leave again until August 20," said Henk.

After nearly a year locked in the ice, Henk wasted no time in setting sail once again. He was overjoyed to be back underway on his 'Impossible Voyage' — which is exactly what it proved to be. Just two weeks later, on September 3, *Campina's* rudders were damaged beyond repair, ending his attempt.

"The Russians taught me to protect myself by tying to a *stamuka*, a grounded iceberg," Henk recalled. This was no easy feat, requiring multiple lines and anchors to be led to and around the *stamuka*, which would then provide protection against incoming ice. "You tie your boat and then you watch. And you see and you hear the ice coming."

Henk says he was quite safe the first few times the ice came in, but then it

started coming in around the *stamuka*. "It pushed my boat up, laid it 45° and then *bang!* back in the water," he said. The incident took no more than three minutes but both rudder stocks were bent and jammed against the hull, leaving him helpless. "When I told Moscow, they said, 'Captain, you are now a monument of the Arctic,' meaning I wasn't leaving!"

Options were few, and Henk admits to considering rigging up his ice sled

aluminum *Nadja 15*, who were transiting the Passage at the same time. *Northabout* towed *Campina* to a waiting freighter, which used a crane to bring the stricken boat aboard then took her to Murmansk for repairs. Henk and *Campina* returned to the Netherlands in December '04.

"That's my Arctic adventure," Henk said with satisfied smile that faded quickly. "But I come back and they tell me it's a failure. A failure! Because I didn't finish it on my own. Eh, that's a bit Dutch." Of

course, Henk had the last laugh when his 357-page book *The Icy Breakthrough: Overwintering in Siberia* became a best-seller. (He's in talks with a U.S. publisher to release it



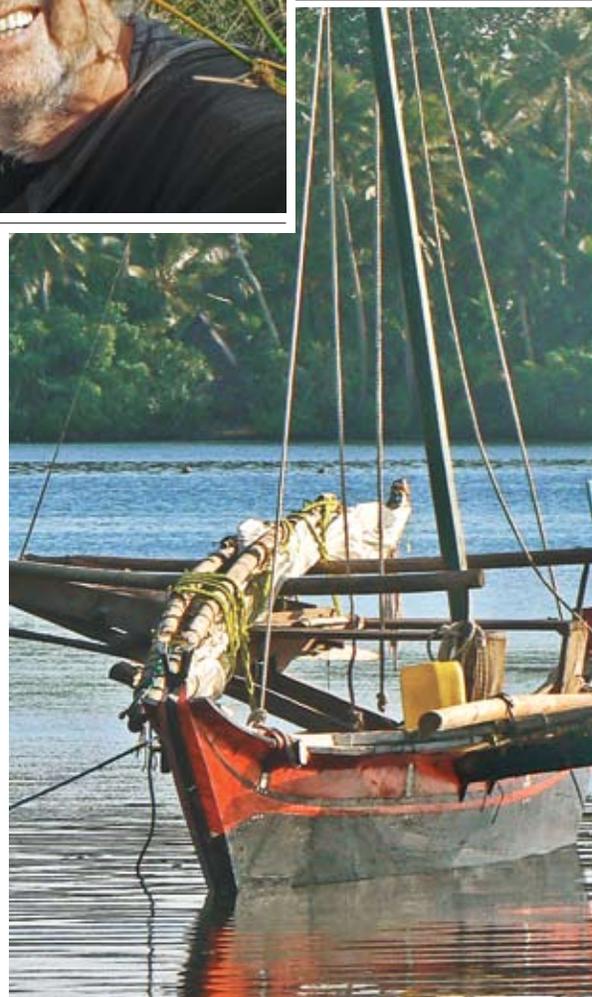
Henk fulfilled yet another goal when he sailed into the crater on St. Paul Island.

and harness and trudging the 50 miles to civilization but, "every day I climbed on top of the *stamuka* and every day I saw polar bears. I thought I'd better stay onboard."

Henk was alone and, quite literally, rudderless on a sea of ice. "I know what silence is . . . nothing . . . nothing . . . even the ice didn't move," he whispered. "Then I think I hear something, an engine maybe." He climbed the *stamuka* and spotted a ship on the horizon, part of a convoy that supplies the Siberian villages.

As Henk tells it, the captain of the Russian nuclear icebreaker *Vaigach* had heard his story on the radio and went 300 miles off

course without notifying his superiors. *Campina* was in water far too shallow for the ships, and with her damaged rudders, she might very well have become an Arctic monument if not for the help of the crew of *Northabout*, an Irish-flagged



"I know what silence is . . . nothing . . . nothing . . ."

NEVER-ENDING VOYAGE

ALL PHOTOS HENK DE VELDE

here in English.)

When Henk announced his plans for his next sailing trip, he also said it would be his last. 'The Never-Ending Voyage', he called it, describing it as a "pilgrim's route to the edges of the world" that would last the rest of his life. He would explore the places he'd missed during his five previous circumnavigations, then start all over again when he was done.

The press ate it up with a spoon. "I'm a bit known in Holland," he said, "and they say 'Henk is not coming back.' They call me the Dutch Moitessier." But it wasn't until he saw an interview with his now-30-year-old son Stefan that he fully realized the impact his voyages had on his family.

"I saw the face of that grown man with a family of his own, almost crying,

The navigators of Micronesia felt an instant kinship to Henk and his boat.

and I couldn't believe it," he recalled. "He said, 'Henk doesn't realize he doesn't have to be that far away to have it good.

If he looks at the moon, he sees the same moon I do. He forgets the world is round — you can always come back."

With those touching words ringing in his ears, Henk continued preparing *Juniper*, his 52-ft Chris White trimaran. White and his wife Kate built *Juniper* 30 years ago as their family boat, cruising her extensively from Nova Scotia to the Caribbean before

selling her to Henk in '06. He cast off the docklines on September 26, 2007, firmly

believing he would never return.

It's taken Henk nearly four years to work his way around to San Francisco Bay, and along the way he did much of what he set out to do: visit those places



Henk says the majority of his 'Never-Ending voyage' has been sailed in very long nonstop legs, much of it in the Southern Ocean.

he'd always wanted to see. "The most isolated inhabited place in the world is the little island Tristan da Cunha in the middle of the South Atlantic," he said. "I have been there, and that's been the plan for 25 years."

After Tristan da Cunha, *Juniper* sailed nonstop to another spot on Henk's list: tiny St. Paul Island in the southern Indian Ocean. An extinct volcano, the two-square-mile St. Paul features a deep crater accessible only by small boats, as the entrance is just 50 feet wide and 7 feet deep. "You need to have a very calm sea to reach the crater," Henk noted. "For 25 years, I wanted to go into that crater. I have been there."

He spent several months working his way up to the east coast of Australia before jumping off to Micronesia, where he found his own personal paradise. "I have always been interested in Polynesian seafaring, and the real seafarers live on three islands: Poluwat, Pulusuk, and Satawal. I went to Poluwat," said Henk. "This was my paradise because they don't use money. The chief told me, 'Here you can live without money; where you go, you die without money.' That's a bit of wisdom, no?"

But as much as Henk felt this was his paradise found, he realized he would always be viewed as an outsider. "You can live there and work with them," he said, "you might even get a woman. But you're not one of them." After just two weeks, Poluwat became his paradise lost.

Last spring, Henk stopped in Japan on his way to the Aleutians for two reasons: to see old friends, and to fly home



HENK DE VELDE'S

for a visit. Throughout the many thousands of miles since his departure three years earlier, Henk recalled Stefan's interview. "That face has haunted me, the face of a man that showed love," he said. After his trip home, Henk made the decision to return after all. "I don't say 'promise' but I promised my boy I'd come back. It's nice that people can change."

But he had to get there first, and there were still at least two places remaining on his list: the entire Aleutian chain, and San Francisco Bay. Having had a taste of the island chain's austere beauty in '03, Henk fulfilled his promise to himself to see them all.

As for San Francisco, Henk explains: "The only reason I came here was to sail underneath the Golden Gate. There are four sites I had to see by boat: the



LATITUDE/LADONNA

Henk de Velde sailed 'Juniper' under the Golden Gate Bridge on April 23 and again on May 4, bound for home.

Table Mountain of Cape Town, the Jesus statue of Rio de Janeiro, the Sydney Opera House and the Golden Gate Bridge." As of April 23, when he sailed under the Gate, he'd seen them all.

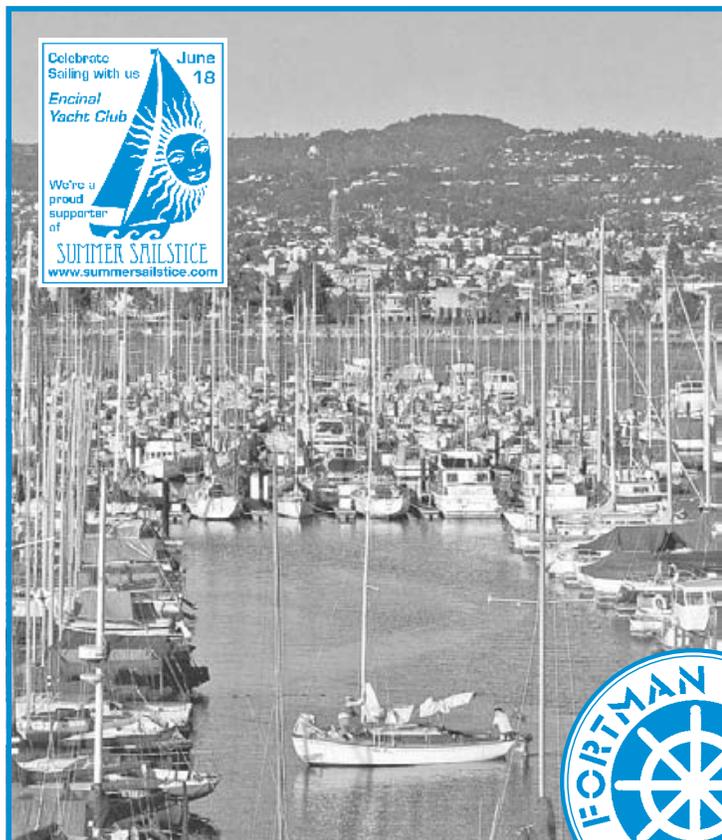
As this issue was going to press, Henk was preparing to check out of the U.S. at San Diego and attempt a nonstop voyage to the Panama Canal. "I'm already late for the hurricane season in the Caribbean," he explained, "and I want to be home by October."

Once there, Henk says he'll likely sell *Juniper* and buy a smaller boat for shorter trips. "Norway is only 360 miles away and Iceland is only

1,000." He's even hoping to do the Northwest Passage soon, as a friend is looking to buy a boat in the Seattle area and wants Henk to deliver it across the top of the world. "You can't 100% plan the future, but you must have plans."

Henk may have promised his son he'd come home, but he never promised to stay.

— *ladonna*



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THE LUSH LIFE

In last year's annual Delta article, we suggested veering off your normally beaten path to explore new sloughs and cuts during your own Delta cruise. We at *Latitude* like to practice what we preach so this writer and her husband did just that for a spring getaway last month aboard our Crealock 37 *Silent Sun*.

Spring (before Memorial Day) and fall (after Labor Day) are our favorite times to visit the Delta. The temperatures are significantly cooler than in summer but still warm enough to warrant packing along a generous supply of sunscreen and hot weather clothes.

We also prefer uncrowded anchorages — a fairy tale during the sweltering summer months. And while the wind might not be as consistent as in the summer, when searing heat in the San Joaquin Valley sucks cool ocean air inland — Mother Nature's very own air conditioner — you're still apt to be granted favorable winds up river.

Except when you aren't . . .

In this issue's *Racing Sheet*, you'll read about the very unusual and undramatic Great Vallejo Race, where racers were flummoxed by a practically windless day — the same day we left our Sausalito slip bound for Decker Island. The bad news for racers was that the wind never picked up for them, the good news for us was that it finally did once we were in Suisun Bay, giving us an extra couple knots of boat speed.

The key to a quick upriver ride is starting your trip as soon as the current switches to a flood. Any number of charting programs, websites and apps will help you determine the best time for you to head out, and leaving at slack water will get your vacation started in a hurry because you'll ride the flood all day.

We hooked a left out of Richardson Bay a little before 8 a.m. and made it to Decker Island by 5 p.m., leaving plenty of time to fire up the BBQ and enjoy dinner in the cockpit. Covering more than 50 miles in nine hours isn't too shabby considering we didn't see any wind until the final third of the trip.

Decker Island is a favorite destination of ours, and we considered alter-

nate stopovers for the purposes of this article, but it's so conveniently located to everywhere we could possibly want to explore that it's almost a must. Besides, after a full day of sailing (or, in our case, motoring), by the time you hit Decker you're likely to want to settle in for the evening. Our — and seemingly everyone else's — preferred anchorage is near the northeast tip of the island behind a clump of trees that boasts a rope swing. Depending on the wind direction and speed, though, nearly anywhere on Horseshoe Bend — the waterway running behind Decker — could serve as a comfortable anchoring spot.

When we woke up the next morning, we were faced with a tough choice: Hang out and relax for the next week, or get moving. While the prospect of the former was exceedingly tempting, we of course chose to move on. Our destination: Prospect Slough.

Never having explored that area of the Delta, we were happily sur-

prised to find that it was an ideal place to relax for a few days. Situated just off Cache Slough where it connects to the Sacramento Deep Water Channel, Prospect Slough's abundant trees provided scenery, shade and wind protection, as well as habitat for any number of bugs and the birds that eat them. We may not be avian enthusiasts, but even we were impressed by the diverse range of fowl we spotted during our stay — from gangly white pelicans to annoyingly aggressive swallows to surprisingly alert owls. The Delta is a birder's paradise.

If you decide to check out Prospect Slough, take care to note that the chart doesn't show Liberty Island as flooded, which it is. This, combined with an extra tule island or two and a stretch of water that was supposed to be marsh, caused some anxiety aboard *Silent Sun*, but we eventually found a deep channel — 50+ feet in some spots — that led to our temporary home. Our two strongest suggestions for traveling on Prospect

Slough are to keep a sharp eye on your depthsounder and to stay right — the flooding of Liberty Island gives the illusion there's a channel to the left of the slough when it can actually get quite shallow.

Being in need of some serious relaxation, we decided to stay put for a few days, basking in the mild temps and light breeze. But on the second night an increase in wind speed and a shift in direction, combined with a flooding current, tripped not only our stern anchor but also our bow anchor! We reset the bow anchor for the night — there was plenty of room to swing — and took off the next morning, as the wind was still working up an uncomfortable fetch across Liberty Island.

We'd made arrangements with some of our Sacramento-based family to meet at Walnut Grove on Wednesday so we figured we'd make the short 11-mile jaunt to Georgiana Slough a day early and have some time to chill. We knew

we'd catch the last of the ebb, and weren't at all surprised to watch our speed drop to two knots once we made the turn



Sailing is possible on Delta waters.



Pelicans, cranes and owls live together in harmony.



onto the Old Sacramento River. Then the wind that had chased us out of Prospect died and on came the engine.

What did surprise us was that the ebb seemed never-ending. According to our current tables, we were supposed to start seeing relief by mid-afternoon but we didn't make better than three knots the entire ride. Thanks to heavy spring runoff from the Sierra, what we thought was going to be a three-hour trip ended up taking nearly eight hours! Thankfully, the Old Sac offers charming scenery that made the journey tolerable.

Before we could pass through the Georgiana Slough bridge to find a spot to spend the night, we also had to pass through an obstacle course of buoys and bubbles. As we noted in May 6's *Lectronic Latitude*, the California Department of Water Resources had set up a temporary 'bubble barrier' to deter ocean-bound Chinook salmon from wandering off the beaten path, where 65% of them would likely die. The barrier does this by flash-

Thanks to our solar panels, our generator saw little use in the sunny Delta.

ing strobes and emitting annoying noises inside a curtain of bubbles. The fish apparently don't want anything to do with the cacophony so they hightail it back to the Sacramento River.

Having been in contact with the proj-

stern anchor as we normally would any other time of year. After a long, hot day, an on-deck solar shower at dusk was just what the doctor ordered.

Though we count Georgiana Slough — which runs a meandering and winding



The swing bridge at the head of Georgiana Slough. Note the massive snag just right of the center of the channel that the bridge tender went out of his way to point out.

ect's engineer, we knew there was plenty of depth above the barrier for our six-foot draft — and even if we hadn't known, an inverted depth gauge confirmed it. But the buoys marking the location of the barrier were set about 20 feet apart. No big challenge for powerboats with plenty of maneuverability, but being on a keel-boat battling a strong current, we had to gauge our assault carefully to avoid getting swept into a buoy.

12 miles to the Mokelumne River — as one of our favorite Delta waterways, we don't get there as often as we'd like. In fact, it'd been several years since we'd enjoyed its bamboo-lined shores, but this short one-night stopover reminded us exactly why we love it — abundant wildlife, limited boat traffic and luxurious solitude.

We were loath to leave our idyllic spot but we were also eager to explore Walnut Grove and nearby Locke with our family. Two bridges and a bubble barrier later, and we were tied up to the dock at Walnut Grove. It's free for day-use, but there's a fee for overnighting.

After a full day of playing tourist in the historic towns, our family drove off and we decided to use the relentless current to get a head start on the notoriously challenging trip home. We pulled

away from the dock around 5 p.m. and dropped anchor behind Decker Island at 8 p.m. — a pleasant change from the previous day.

If anything is more important to a successful Delta cruise than planning the trip up, it's planning your trip back. The winds that shot you up the river like a rocket can make the trip home difficult, if not downright brutal. And even when conditions are ideal, if you



ALL PHOTOS LATITUDE / LADONNA EXCEPT PELICAN: MANJITH KAINICKARA

Delta newbies might feel intimidated calling bridge tenders for an opening, but there's really no need. Every one we've ever spoken to has been friendly and attentive — one bridge even opened without our having to ask! Just call the tender on VHF 9 — be sure to specify which bridge — and ask for an opening. Simple as that.

The Georgiana Slough Bridge was no different, except the tender noted the presence of a monster snag to the right of the channel. He even came out of the tender house and exchanged pleasantries. "Fair winds," he called as he walked back to his post.

We poked our way down the slough about a mile and, due to the limited width of the channel, nestled in close to the verdant shore. Since the spring current was clearly going to keep us pointing upriver, we didn't bother with a

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WHAT'S DOIN' IN THE DELTA

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

Fourth of July Fireworks and Doin's

- Antioch — The Fireworks Spectacular barge moves down the San Joaquin River from downtown Antioch to the Antioch Marina. Don't miss the hometown parade, classic car show, and other entertainment starting at 2 p.m. Info, (925) 757-1800.

- Benicia — Picnic in the Park with food and live music, 12-7 p.m., ending with a fireworks display. Info, www.beniciamainstreet.org or (707) 745-9791.

- Lodi — Start the day with a pancake breakfast, move on to an Americana festival, and end the day with a fireworks spectacular at Lodi Lake. Info, www.visitlodi.com.

- Mandeville Tip — The massive Hilton Fireworks Extravaganza is now staged in honor of Barron Hilton, who passed away in 2004. This popular show attracts over 5,000 boats and is the largest boat-in event in the Delta.

- Martinez — Fireworks start at 9:30 p.m. Info, www.cityofmartinez.org.

- Pittsburg — Fireworks are usually shot from either an offshore barge near the waterfront, or from shoreside. Info, www.pittsburgca.net or (925) 432-7301.

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

Other Doin's to Mark On Your Calendar

- June 4 — Al the Wop's Annual Chili Cook-Off in Locke. Chili and beer seem strangely at home in this tiny historic Chinese town. Starts at 11 a.m. Info, www.locketown.com.

- June 17-19 — Eat your fill of those tasty little bugs called crawdads at the Isleton Cajun Festival, formerly known as the Isleton Crawdad Festival, back after a two-year hiatus! Info, www.isletonchamber.com.

- June 17-Aug. 26 — Friday Nights on the Waterfront Concert Series on the Harbor Plaza in Suisun City. Info, suisunwaterfront.com.

- June 19-Aug. 28 — Suisun City's Sunday Waterfront Jazz Series. Concerts from 3-6 p.m. every Sunday on the Harbor Plaza. Info, (707) 421-7309 or www.visitsuisuncity.com.

- July 16 — Taste of the Delta. Wine and food from Delta restaurants and wineries, live

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

- July 30-31 — On your way up to or back from the Delta, stop by the Benicia Fine Art, Wine and Jazz Festival. Info, www.beniciamainstreet.org or (707) 745-9791.

- July 31 — Courtland Pear Fair. If you like pears, you'll love all the pear-oriented food & drink. Info, www.pearfair.com.

- Aug. 6 — Petaluma Music Festival. Spend the day enjoying music and fine beer and wine. Info, www.petalumamusicfestival.org.

- Sept. 10-11 — Pittsburg Seafood Festival at Pittsburg Marina. Sample tasty treats from over 40 vendors while listening to live music. Info, www.pittsburgseafoodfestival.com.

- Sept. 15-18 — Lodi Grape Festival & Harvest Fair. Celebrate everything grape as they've done since 1907. Info, www.grapefestival.com.

- Sept. 17 — Delta Blues Festival, 12-7:30 p.m. on the Antioch waterfront, free. Great boat-in venue! Info, www.deltabluesfestival.net.

- Oct. 1 — Suisun City Waterfront Festival at Harbor Plaza, 10 a.m.-5 p.m. Info, www.suisun.com.

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IN THE DELTA

start deep within the Delta, you'll find yourself pushing through at least a couple current cycles before reaching the Central Bay, making for one very long day, if not two.

The key to planning your ride home is to have an exit strategy and not be afraid to implement it. If strong winds meet a contrary current on San Pablo Bay, your trip is going to suck, no two ways about it. If you don't have a problem ending your vacation beating into 30 knots and short, steep seas, go for it. If you can't think of a worse conclusion to a relaxing week, tuck into Antioch, Pittsburg, Benicia, Glen Cove or Vallejo until the winds abate.

The good news is that, unless affected by a weather system, the wind up there tends to run on a three-day cycle — three days on, three days off — so you won't have long to wait; the bad news is



Running the gauntlet of the salmon 'bubble barrier' was interesting but uneventful.

that you might have to catch a train or ferry back home if you have time constraints.

We'd planned to make the trip home over the course of four days — short hops that took advantage of favorable currents. Since we'd made it to Decker a day ahead of 'schedule', we enjoyed one last blissful day of doing absolutely nothing, and

headed down to Vallejo YC on Friday. We'd planned to leave Saturday for a stop at China Camp, but scrapped it for another night of fun at the club.

Unfortunately, after — ahem — three days of mild winds and warm temps, the wind piped up and blew a solid 25+ all night. We battened down the hatches the next morning and prepared for a spanking — and we got it. For

30 very long minutes, we slammed into choppy waters before conceding defeat and heading back to the club. Our return home would have to wait.

The end of our vacation may not have been as relaxing as the rest of it, but the beating we took just reinforces the old saying, "The sour always makes the sweet sweeter." And that's just what our Delta cruise was: *sweeeeeeeeeet!*

— **latitude/ladonna**



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SAILING INTO THE

"Whatever happened to the *La Gamelle* Olson 30 syndicate you mentioned a few issues ago?" a friend asked a couple of days ago. "Last I heard, you didn't buy *Poco a Poco* in Puerto Rico because she was very tired. So are the syndicate project and the goals dead?"

For those who might care, it's not dead at all. It's just become more Zen, and if all goes to plan, we hope a bunch of *Latitude* readers will get to surf the Olson down the warm blue swells of the Ca-

"The La Gamelle Syndicate is alive, the goals are intact, and the path is revealing itself."

ribbean. Indeed, the syndicate now not only owns a *La Gamelle*, we've already come reasonably close to fulfilling the prediction of Kenny Keefe of KKMI, who half-jokingly told us that we'd probably kill ourselves with her.

Before, during, and after considering buying the Olson 30 in Puerto Rico, we'd spoken with Nate Cutler of Oakland, who had a nice Olson 30 with roller furling, but no outboard, for sale for \$7,500. It was funny, because every time we wanted to buy his boat, he had some other deal on her, and whenever his deals fell through and he wanted to sell her to us, we'd gotten hot on another Olson 30. We became pretty good phone friends with Nate, and at one point offered him full price for his boat, sight unseen. Alas, by that time he had a couple in line ahead of us, and they went ahead with the deal.

We were a little bummed to lose out on Cutler's 30, as our experts who had seen the boat said she was in nice shape. Thanks to the advice of the 'Lynch Mob' of Santa Cruz, whom we'd met in St. Barth, we started tracking down Olson 30s in Santa Cruz through our friend David Hodges of Santa Cruz Sails. He said there was a fine 30 for sale, and at a good price, because they weren't

Free flotation gear anyone?



being raced locally as a one-design anymore. But as soon as we tracked her down through the manager at the Santa Cruz YC, we'd learned she had been sold only hours before. Thwarted again!

We ended up checking out, either in person or online, about 20 more Olson 30s, in all parts of the country. They ranged from disassembled project boats for about \$6,000, to boats ready to compete in the next Nationals for nearly \$20,000. But since *La Gamelle* was intended to be for Zen sailing, we finally became enlightened to the fact that feverishly pursuing one was going down the wrong path. We accepted the teaching of Confucius — or was it Buddha? — who famously said, "When the syndicate is ready, the Olson 30 will appear." So while we didn't abandon the syndicate's ultimate goal, we stopped actively searching for the boat.

Apparently the syndicate was "ready" for the Olson just two days later, for that's when we got a call from friends who said there was one for sale in Richmond for just \$4,500. This was not only the least expensive Olson 30 we'd heard about, but she came with a nearly new Honda four-stroke 5-hp outboard that retails for \$2,300 and a Ballenger double-spreader rig. We were out of the country at the time, so we had knowledgeable friends take a quick look. They advised us that while *Analogue*, ex-*Soul Sauce*, was dirty and there were problems with some halyard sheaves, after 30 years none of her bulkheads had come loose, and the tabbing was all in great shape. Our friends thought she was such a good deal, that if we didn't want her when we got home and saw her with our own eyes, they said they'd buy and flip her. When was the last time you got a 'like it or your money back guarantee' with a used boat? So yeah, this Zen approach seemed to be working out well for us.

When we finally got to see the boat, hull #66 of 246 Olson 30s built, we were pretty happy. She was indeed dirty, had a lot of moss on one side, halyard issues, and a sleeved-but-still-bent boom. But none of these seemed to be major problems given the price. On the plus side, structurally she was in fine shape, she had the 'jockstrap' addition, the very valuable outboard, and 12 bags



of sails — including a couple of very nice spinnakers. And at no extra charge, she came with a foot of growth on the bottom.

When we'd bought boats in the past, we impatiently rushed to take them out, ready or not, and then tried to make them go as fast as possible. But now, on the path to enlightenment, we were in no rush to go out sailing, and the idea of sailing her only to see how fast we could get her to go would be missing the point. So in a Zen-like way, we'd visit the boat every couple of days, seeing what little mystery gifts awaited us. There were countless PFDs of all styles and colors, extra blocks, extra sheets, a flare kit, a med kit — more stuff than you could imagine would fit in the relatively tiny interior of an Olson 30.

Wanting to go Zen simple, we started giving and throwing stuff away. We set about six PFDs out by the dumpster, gave six brand new orange PFDs to a friend, ripped out the VHF and all the electronics, and generally tried to rid the boat of anything that wasn't essential.



were coming back, and we were loving them.

After sailing the ultra-stable 63-ft cat *Profligate* for so many years, we found that sailing the low-riding, 3,600-lb ultralight monohull gave us an entirely different sensation. It was blowing about 15 knots on the beam as we passed the Berkeley Pier on our way to Alameda, and the wind was quickly building. Lucky, we thought to ourselves, we would soon be in the lee of Yerba Buena Island. But it turned out to be one of those days when there was no lee behind Yerba Buena, and it was blowing a good 25 knots where boats normally become becalmed behind the island. But we were ripping along, and thanks to having a lot of Olson experience, we knew some steering tricks that prevented us from getting drenched.

There was no letup in the wind as we turned the corner to head down the channel toward Nelson's Marine. It was still blowing 25, and with a full main and a 100% jib, but no crew, we were not underpowered. The good news was that we were nimbly surfing this most responsive design down chop at probably 10 knots, burying the bow from time to time, just like the good ol' days. The bad news was that we were going to have to jibe at least a couple of times in a lot of wind, and we didn't know if we were supposed to go to the right or left side of the aircraft carrier *USS Hornet*.

To make a long story short, we sailed ourselves into a nautical box canyon, and with the jib having gotten crazily wrapped around the headsail during about our fourth jibe, we couldn't make any progress upwind and back out of the 'canyon'. We thus found ourselves in a strange sailing purgatory, where it seemed as though we'd have to do about 100 wild jibes during the ensuing six hours until the wind died down enough to fix things. Yeah, we know all about getting the jib down, anchoring, and using

She came with 12 bags of sails, from Pineapple, North, Horizon and Larsen. A few sails were still in pretty nice shape, too.

Spread; Do you think I'm sexy? Although now 30 years old, the Olson 30 still looks pretty hot to us. Inset left; She not only gets our juices flowing, but ours cost 1/50th of 'Lola', the St. Barth billionaire's version of a hot 30-footer. Inset right; Ready for a mast to sail into the Zen zone.

"Simplify, simplify, simplify," says the Zen master. De-complexing the boat was such a pleasant meditation that we never became impatient to sail her.

One fun day we brought the four chutes back to the *Latitude* office, washed them in soapy water, then dried them out on Locust Avenue in front of the building. It was a pretty entertaining couple of hours for the neighbors and passersby. After carefully drying the chutes and packing them in their bags, we kept the two really good ones, and gave the other two away. We're going to have more fun than usual following the progress of the '12 Singlehanded Trans-Pac, because Adam Correa on the *Wilderness 30 Domino* will be competing with a donated *La Gamelle* chute onboard.

It was a couple of weeks before we took our first sail aboard *La Gamelle* — from Richmond to the boatyard in Alameda. And to be honest, it didn't go all that well. There was an unusually strong

beam wind howling through the marina that day, which made it hard to get down the fairway without lightly bumping a few boats. Once in the open, we put a double reef in the main. Unfortunately, five of the slugs holding the sail to the mast track quickly popped out for some reason, as did the double reef. Then there was the matter of twisted halyards resulting in our not being able to get the jib within five feet of full hoist for a long time. You can imagine how poorly we were able to sail to weather. Actually, not at all.

So *La Gamelle's* 3,500-mile journey to her eventual home in the Caribbean started with some very shaky steps. Having forgotten to bring anything but a pair of shorts, a T-shirt, and a jacket, we were quickly reminded that sailing on the Bay isn't as carefree or warm as on the Caribbean. But having previously owned two Olson 30s, the familiar feelings



SAILING INTO THE

the engine, but if you had been there, you'd know why none of those were viable options at the time. As noisy and chaotic as it was, with a good chance that the yet-to-be-insured boat would be badly damaged if not destroyed, we nonetheless enjoyed a Zen-like serenity amid the mayhem.

As we were in an amphitheater-like setting, our troubles drew a bit of a crowd. Although we never signaled for help, two guys from a nearby construction project showed up in an inflatable with a tow line. "We're not supposed to rescue anyone," they informed us. Prior to taking the path to tranquility, we would have yelled, "Well then get the f--k out of our way!" But now knowing better, we just ignored them.

Finally we heard all this yelling from some guy who had climbed down the tall pilings that formed the walls of our three-sided prison. It turned out to be Carl Nelson, who had done a Singlehanded TransPac with an Olson 30, which is why we were trying to get to his yard. Based on his instructions, we finally drove *La Gamelle's* bow into one of the



At retail, the nearly new Honda is worth almost half of what the syndicate paid for the Olson and all her gear.

waterlogged pilings, nearly breaking the soggy thing in half. Although he's a big guy, Carl lightly hopped aboard, doused the jib, and suddenly we were having a mellow and pleasant mainsail-only sail upwind and around the corner to his

boatyard dock.

Watching *La Gamelle's* topsides get pressure washed was a pleasure, as layers of moss and other crud were blasted away. With some rubbing compound and buffing, and a new boot stripe, she'd look pretty nice. Once the mast was dropped, the problem with the halyards became obvious. Over three decades of sailing, the aluminum sheaves had been worn all the way through by the wire halyards. Replacing the old sheaves with new nylon ones was so easy that even a publisher could do it. We also sprang for three new halyards, not wanting to get fish-hooked by any of the old wire halyards.

Having acquired *La Gamelle* for so little, we decided to invest in a Harken roller furling system, all the better for Zen sailing. Our second 'unit' expenditure was going to be \$1,000 to Ballenger Spars for a new boom. But on a whim, we put an ad for an Olson 30 boom in *Lectronic Latitude*. Not two hours after it was posted, we had one — for free! It was a gift from Carlos of Sacramento, who had two of them, and who had done

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some racing with us aboard *Profligate* in Mexico. "I wanted to contribute to the *La Gamelle* project," he told us. Hey, the 'forward giving' karma stuff really seemed to work.

Our idea of Zen sailing is to find beauty in repetition and simplicity, even in places where it might not be so obvious. So strange as it may seem, we're going to be meditating on a different Zen course for each of the next four months. The first Zen course will be up and down the Oakland Estuary, starting from *La Gamelle's* temporary berth in Marina Village, to the mouth of the Estuary, then to Coast Guard Island and back to Marina Village.

In a sense, it will be coming full circle for us, since we began sailing in the Oakland Estuary aboard our brother's 20-ft Flying Dutchman dinghy. Having no idea how to sail, we mimicked what all the other sailors were doing, which was heeling their boats over. Being young and stupid, we assumed that by heeling



Out with the destroyed aluminum sheaves, and in with the new nylon ones. And all rope halyards, too!

our boat over more than anyone else, and by nearly tapping the windows of the restaurants that lined the Estuary with our masthead, we were demonstrating our superior sailing talent. Emboldened by our obvious skills, we graduated to loading up the two-person planing dinghy with four people, a couple of six-packs of beer, and a handfull of joints. Out on the Estuary we'd go, beneath the Bay Bridge, to not far from the current location of Pier 39, at which time we'd take off on a bat-out-of-hell plane

toward Richmond. It never crossed our minds that we might become becalmed and get stuck out there. It's a wonder we survived. Indeed, one time after the rudder broke and we got dismayed, we almost didn't.

July's Zen course will be based out of Richmond. If Paul and Kenny will let us temporarily base *La Gamelle* out of KKMI, we'll start from the very heart of the Richmond Riviera, take a swing around the basin at Marina Bay, head out the channel past the Richmond YC, around Red Rock, and back into the heart of the Riviera. Yes, we know there will be all kinds of wind holes, strange gusts, and industrial vistas. But we think we'll be able to find Zen beauty in the experience. And we hear that even the great Hank Easom does the same thing with *Yucca* from time to time.

August's Zen course will be from Sam's in Tiburon, around Angel Island, and back to Sam's. September's will be from somewhere on the San Francisco waterfront, around Treasure Island and Yerba Buena, and back to somewhere on the San Francisco waterfront, perhaps



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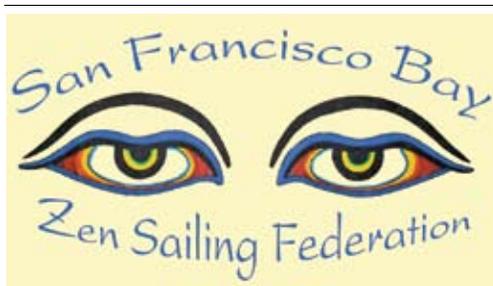
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SAILING INTO THE ZEN ZONE

with a little dip into the waters of Fisherman's Wharf and Aquatic Park.

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Some might recall that the concepts behind acquiring *La Gamelle* were to create a floating memorial to the iconic



We invite you to join us in the San Francisco Bay Zen Sailing Federation.

little bar in the *La Gamelle* restaurant in St. Barth, to commemorate designer/builder George Olson, and to celebrate the whole ultralight sailing spirit of Santa Cruz. The ultimate goal, as stated before, is to get *La Gamelle* to St. Barth, where eventually — hopefully many years from now — she'll be donated to the youth sailing program of the St. Barth YC.

How are we going to get her there? We're not sure, but we're Zen confident that a path will present itself when the time is right. She'll have to go the last 1,500 miles upwind by ship, so hey, almost half the path has already been identified.

Dockwise Transport tells us it would

cost about \$8,000 to ship *La Gamelle* to St. Barth from Miami. We hope to recover that cost through 'Two-Fer' charters in the Caribbean. You probably haven't heard of this type of charter, because we just made the concept up. You know how much fun it is to go to the Caribbean with seven other family members and/or friends, and how charter cats are great homes and playgrounds on the water, but aren't the most swift or nimble boats? Well, in our proposed 'Two-Fer' program, when you chartered the coolly refurbished 'ti Profligate, *Latitude's* Leopard 45 catamaran, in St. Barth, you'd not only get the spacious home and playground on the water that the cat is, but you and the biggest sailing enthusiasts in your group would also get the use of *La Gamelle*, for quick and nimble surfing in the warm, blue waters of the Caribbean. That way the moms would be happy, the kids would be happy, and the sailing maniacs would be happy. And what could bring us a greater feeling of contentment than to see so many others happy? Aum.

— **latitude**/richard

The advertisement features a large photograph of a white Hobie Mirage Tandem Island trimaran sailboat on the water. Two people are seated on the boat, and the blue and white sail is partially visible. In the background, other sailboats and a coastal building are visible under a clear sky. The text "Serious Fun" is written in a large, blue, cursive font in the upper left corner of the image. On the right side, there is a dark blue text box with white and light blue text. At the bottom left, there are two logos: "POWERED BY HOBIE MirageDrive" and "BOAT OF THE YEAR SAILING WORLD 2011". At the bottom right, the Hobie logo is displayed in a stylized font, with the website "hobiecat.com" below it.

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WORK A LITTLE, CRUISE A LOT —

If you never spend time with cruising sailors, you might have the impression that every one of them is either a dotcom billionaire or a member of the 'lucky sperm club' who receives a hefty monthly allowance from his or her trust fund. Otherwise, how could they possibly afford the exotic, carefree lifestyle of exploring the world under sail on an open-ended schedule?

But that impression is far from correct. While it's true that some globe-



The 'sailing professor', John Ranahan, has enjoyed teaching on a number of tropical islands while replenishing his cruising kitty.

trotting sailors are, in fact, extremely wealthy, they comprise a tiny minority. Based on our many years of interacting with international cruisers, we can attest that sailors of all stripes successfully travel the world on wildly different budgets, from lavish to super-spartan. And many find ways to augment their cruising kitties along the way. In these pages we'll take a look at some of the creative ways that sailors we know have financed their travels — and no, we're not talking about running bales of *ganja* north from Cartagena.

Before we get into the various work-to-cruise options, though, we should point out that these days there are many styles of cruising. It used to be that when wide-eyed adventurers would wave goodbye and cast off their docklines to go cruising, you wouldn't see them again until they'd had their fill of it — ready, as in Homer's *Odyssey*, to throw their oars over their shoulders and walk inland until someone asked, "What are those?" But these days there are all sorts of variations on the cruising lifestyle.

For example, many Mexico cruisers leave their boats in La Paz, Mazatlan, San Carlos or Puerto Vallarta while they

go back home to work. But they fly down to 'commuter cruise' whenever they can. Others cruise during the prime sailing seasons in the South Pacific, Caribbean, Med or Aegean, then put their boats in a secure marina or dry storage yard in places such as Raiatea, Tahiti; Chagauramas, Trinidad; or Marmaris, Turkey, while they fly home to fatten their purses.

But for those who don't like backtracking, and for whom the challenge of finding work 'out there' adds to the overall adventure, there are all sorts of options — even though they may not always be drawing Silicon Valley-caliber wages.

Needless to say, wages are typically extremely low in so-called developing countries such as Mexico and her Central America neighbors compared to what you're probably used to. But there are exceptions. Depending on your skill set, you might find work with an American company operating abroad, and thanks to the magic of the Internet it's not difficult to research the possibilities. It's also easy to find work in resort towns selling timeshares — although the karmic demerits incurred might not be worth it. Depending on the size and style of your boat, you might partner with a local company so that you can legally run day charters under their license. But naturally you'll want to make sure the sponsoring business is completely legit. We would not recommend chartering 'on the down-low', as the risks of losing your boat or ending up in some nasty foreign jail aren't worth the potential gains.

Doing work for other cruisers is another story, though. If you have the skills to repair engines, watermakers, refrigeration or sails, or you can troubleshoot electronics, you could probably circumnavigate without ever having to worry about finding work ashore. For example, a guy like Sausalito diesel engine guru Tom List — who just cruised for six months in Mexico aboard the 36-ft steel sloop *Begone* — could probably find work for trade or cash in any popular cruiser anchorage.

Likewise, Paul and Susan Mitchell cruised comfortably for more than 25 years (first aboard the 58-ft Alden schooner *White Cloud*, and later aboard the 36-ft steel sloop *Elenoa*) without ever having to take a 'real job' ashore, thanks to their sail repair skills. "When we set sail from San Diego in '82, we didn't have a lot of money," recalls Paul, "but we did have a sewing machine, a lot of sailcloth and

the ability to support ourselves." (Check out our feature on them in the July, 2007 edition.)

If you're not lucky enough to have such always-in-demand nautical skills,

The easiest places for Americans to find work legally, of course, are in American territories.

you might consider staying put for a season or longer in order to work at a more traditional job.

The easiest places for Americans to find work legally, of course, are in American territories such as Puerto Rico, the U.S. Virgin Islands, American Samoa, the Marshall Islands and Guam. Long-time cruiser Kirk McGeorge could be a poster child for the concept of working in American territories. Many years ago, during his first circumnavigation aboard the Islander 37 *Polly Brooks*, he worked for a stint in Guam. Then, thousands of miles later, he and his Australian wife Cathleen (whom he met en route) buried their anchor for a number of years at



LATITUDE / ANDY

FEEL FREE

KEEPING THE CRUISING KITTY WELL FED

St. Thomas, USVI, where they upgraded to the Hylas 47 *Gallivanter*, had a son (nicknamed Arrrrr Boy) and replenished their cruising kitty. Last year, 18 months into their latest world cruise, they made a six-month layover in American Samoa after surviving a tsunami there.

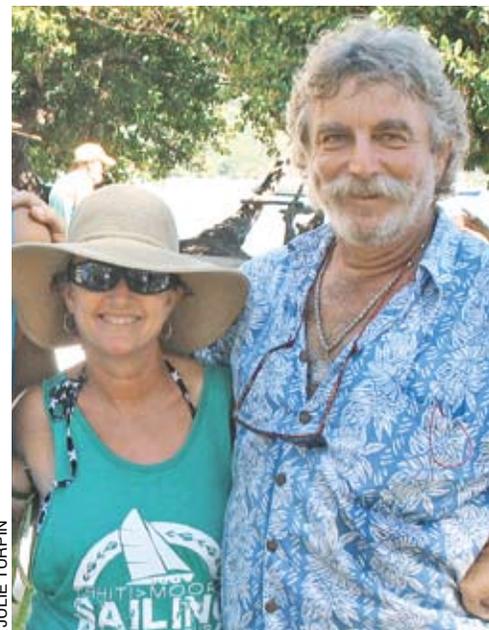
Kirk, who's a very handy guy, was offered a job supervising boat maintenance for a group of marine biologists, and Cath was offered a job as a teacher's aide in the same school where they enrolled

their son Stuart. "She was given her own high school English Literature class before the first week was out," wrote Kirk at the time. "It seems easy to get ahead here." Actually, Cathleen couldn't hack it for long for a variety of reasons, but Kirk made the best of it, and the family sailed on at the end of the season with a substantially larger bank account.

If John Ranahan hadn't been wearing shorts and a T-shirt when we met him in Moorea last year, we would have sworn he was Santa Claus. This jolly, white-bearded sailor had recently sailed more than 4,000 miles from Trinidad to Tahiti aboard his Morgan 31 *Kijiro*. He'd been working on that Caribbean island as a college professor. Apparently John loves working in foreign lands as much as he loves sailing between them, as he's become an expert on the subject. At the time of our conversation he was on his way to a new teaching job on the Micronesian island of Pohnpei, but he'd also spent time in the Marshall Islands. For westbound cruisers, heading north to the Marshalls to avoid the South Pacific cyclone season is a good alternative to rushing south to New Zealand.

As many cruisers know, they use American greenbacks in the Marshalls, you can buy American goods at reasonable prices, and American post offices and courier services operate there.

"It's not hard to get a teaching job in the Marshalls if you have experience," says Ranahan. "If you've got a practical skill or a trade, they're in demand too. I've seen cruisers doing construction work, and there was a lady cruiser who seemed to be the only landscape architect in the place. When I left there she had such a backlog of jobs she couldn't get to them all. It's



JULIE TURPIN

Cath and Kirk McGeorge both found work in American Samoa, which gave them a welcome infusion of cash.

also relatively easy to find work as a tutor in math, science, or English at the College of Micronesia, although it doesn't pay much." If you eat locally-produced foods and avoid imported goods, Ranahan explains, you can live there quite inexpensively.

As we mentioned, Puerto Rico and the U.S. Virgin Islands are the easiest places for Americans to find work (legally) in the Eastern Caribbean. But the Virgins would be the hands-down choice of most cruisers because Puerto Rico is primarily a Spanish-speaking territory, and it's so large that its citizens have much more of a big-city mindset than their laidback West Indian neighbors 40 miles east in the Virgins.

As in other American territories, you don't need any special work permit or visa to work in these islands, and the scope of potential jobs runs the full spectrum from computer programming to tending bar, and everything in between. Back in the good old days, this writer even made some money playing music in the expat bars. There are also still some free anchorages from which you might dinghy-commute to work.

Wages tend to be lower than in the States, while most foods and dry goods are more expensive. But hey, it's the sun-kissed Caribbean where most vacationers will happily blow several months' wages just to hang out for a week. So finding a means of financing an extended stay here is well worth a little budget adjustment.

Needless to say, the yacht chartering and scuba diving industries are huge



FEEL FREE

Spread: Globetrotting teacher Lis Tosoni greets curious Indonesian youngsters. Above: Tom Morkin knew nothing about teaching or making beer when he started cruising, but he's accomplished at both now.



WORK A LITTLE, CRUISE A LOT —

in the Virgins. So if you happen to have a divemaster's license or Coast Guard-issued captain's license you might find decent-paying work in those thriving branches of tourism.

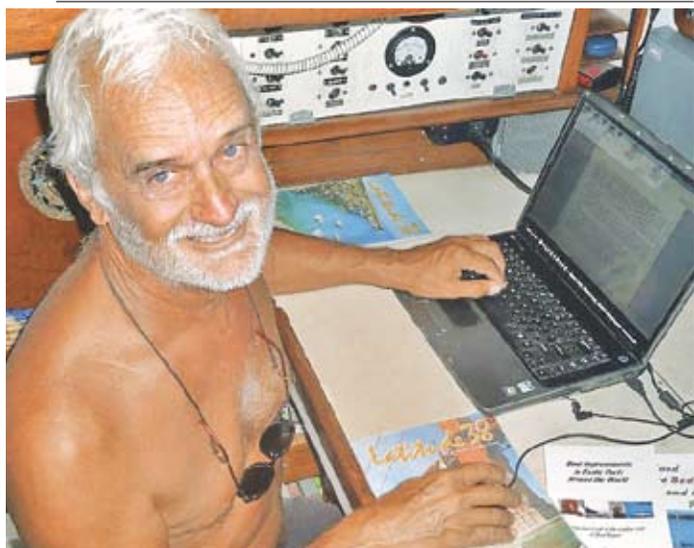
Having such a license might also allow you to work in the British Virgins, which most sailors find much more desirable. The largest bareboat charter fleets in the world — The Moorings and Sun-sail — are based there. They often hire qualified Americans as charter skippers, mates and administrators, as do smaller charter outfits. That said, in the BVI and elsewhere along the 550-mile chain of islands running south to Trinidad, outsiders are generally restricted to taking only jobs that no local is qualified to do.

Even outside the Virgin Islands, a captain's license can come in handy because it is generally regarded as an indicator of competency. Having one could help you, for example, to get a crew or skipper position on a yacht delivery, as insurance companies often require licenses. In the Caribbean, charter bareboats are routinely delivered 'up-' or 'down-island' for one-directional charters.

Also, both private and charter yachts are often delivered from the Caribbean to New England and Europe. And new boats are frequently delivered from European or South African manufacturers to the Caribbean or the U.S. East Coast. Check with charter companies and crewing agencies.

Another point to keep in mind is that when cruisers get burnt out or have problems they will often hire someone to bring their boat home from the Caribbean, Panama or Mexico. If you have appropriate experience, you might let it

During his long cruising career Mike Riley has made money through all sorts of endeavors. But he likes writing and selling books best.



be know through cruiser radio nets and forums that you're looking for that sort of work.

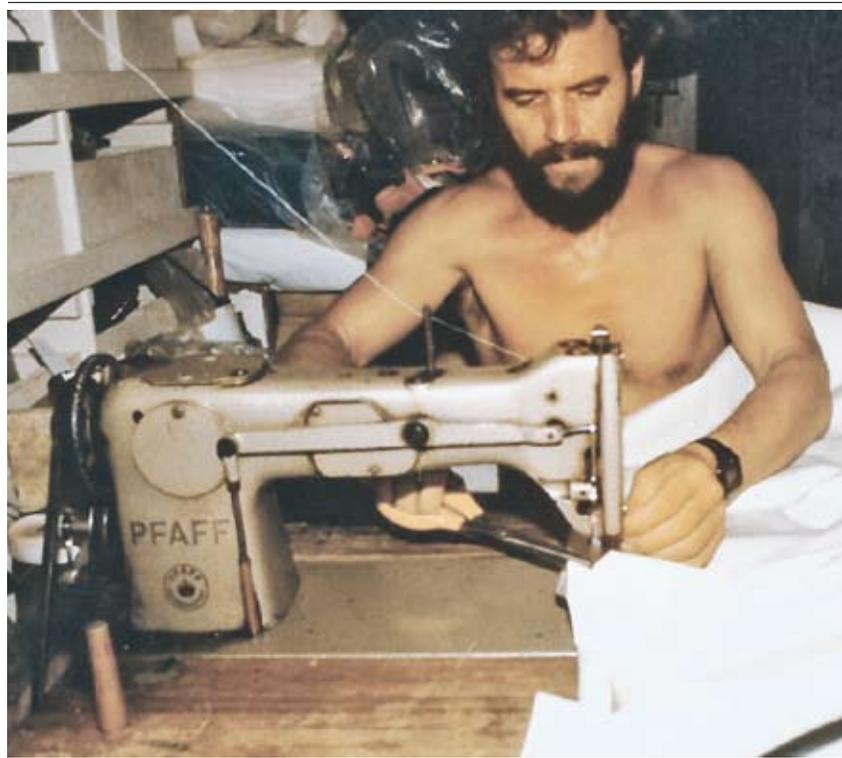
We used to have the impression that it was tough-to-impossible to work legally in New Zealand and Australia, but we know of a number of folks who've gotten work permits with relative ease recently in those sailing-friendly countries.

After finding crew berths in the 2009 Baja Ha-Ha, Greg and Tiffany Norte found several rides that took them across the Pacific. They ended up working in both New Zealand and Australia.

"There are labor shortages down there right now," explains Greg, "and they depend on immigrants like us to fill the void." He explains that both countries have job possibilities in two different markets: 1) unskilled laborers, "which are basically backpackers," and 2) skilled laborers, which are more highly educated and/or trained in specific fields.

Because they were under 30 years of age, Greg and Tiffany were able to get Working Holiday visas in both countries — they cost \$350 in Australia and are free in New Zealand. Needless to say, though, most cruisers aren't that young, so they'd need to focus on the skilled labor offerings which are posted on government websites.

Two of the temporary jobs this adventurous couple found were at a ski resort and a racing stable. In addition to networking like crazy once they arrived, they did research on the Internet. In New Zealand one of the most popular job sites is *www.trademe.co.nz* — something like Craig's List here. Similarly, in Australia *www.gumtree.com.au* is a commonly



Seen here aboard 'White Cloud' many years ago, Paul Mitchell never sailed without the tools of his trade. Right: They served him and Susan well during 25 years of world cruising.

used job site, but there are also lots of recruitment agencies there for both temp and semi-permanent workers.

"Word on the street is that jobs are easier to find in Australia and they pay better, and our experiences confirm this. Not to mention that the Aussie dollar is doing really well right now." That said, Greg adds, "Australia is much busier and you have more people to compete against, but there are a lot more jobs. New Zealand is more laid-back and easy-going but there are fewer jobs. . . If you want quick money and don't want to spend too much time looking for work, either look for temp work or unskilled labor, or start your job search a few months before arriving."

One of the challenges Greg and Tiffany faced was not allowing the cost of living down under to consume all their earnings, because they lived ashore. Obviously, that's not such an issue when you arrive on your own boat, as Robin and Duncan Owen did aboard their Hallberg-Rassy 42 *Whisper*.

"We lived aboard *Whisper* at the Bayswater Marina in Auckland," Robin explains. "Our commute to work involved a 10 minute ferry ride and 15-minute walks to our respective offices." Their backgrounds are in the software/technology field, and they were able to find jobs relatively easily once they decided to stay. "We arrived in New Zealand

KEEPING THE CRUISING KITTY WELL FED



ELENOA

without firm plans for our future," explains Robin. "Typical cruisers, right?" But after a couple months of land travel, they decided to try living and working there, and began the immigration process. They ended up loving



ELENOA

life in Kiwiland and stayed for several years.

How did they get started? On the government website www.immigration.govt.nz they applied for Skilled Migrant visas, which allow application for permanent residency after a period of living and working there. Although they're now back in the Bay Area, the Owens now have the option of returning to New Zealand to live and work again if they choose to.

While not exceedingly difficult, the acceptance process took two months to complete. First they had to submit applications to the job 'lottery', where winners' applications are scrutinized based on age, work experience, education and whether the applicant's skills are currently needed. "There was a cap on the number of visas, but everyone we knew that went through the lottery made it through this step," Robin recalls.

Once they were approved to apply for the work visa online, their immigration case worker required them to submit college diplomas, an FBI background report, birth certificates and proof of any qualifications that were declared on their applications. "In our case," Robin says, "we submitted employment verification letters from several past employers." Medical exams were also required, as

authorities are trying to screen out immigrants who will become a drain on the country's socialized health care system. By the way, while in New Zealand, the Owens augmented their free public health care coverage with a private policy from Southern Cross at a cost of \$150/year each. (No typo.)

"We started our job search with the New Zealand Herald newspaper and the popular job search website www.seek.co.nz. Surprisingly, we both found jobs through the newspaper."

Reflecting back on the experience, Robin says, "One of my dreams was to live and work in another country. Working in and immigrating to New Zealand was one of the highlights of our cruising adventure."

"People we met and worked with there will be lifelong friends. I was no longer just a tourist or traveler. Broadening our circle of friends outside the cruising community while living and working in New Zealand gave us a much more in-depth view of New Zealand culture."

Longtime San Diego-based cruisers Mike and Karen Riley, who are currently cruising Mexico aboard their Dickerson 41 *Beau Soleil*, could also be poster children for the 'work a little, cruise a lot' concept. During their two circumnavigations they've fallen into all sorts of opportunities that generated cash.

Before meeting Karen, Mike worked 'under the table' in New Caledonia as a carpenter. "It was a great job because the boss bought everyone a baguette, a liter of beer, and a steak that he cooked over wood scraps during our two hour lunch break." Later, he worked legally in a mining camp in Queensland, Australia picking up roadside trash. "Often, working as a contractor for a set sum for the task, is a different section of the law than working for a wage," he explains. He's also done a lot of other jobs along the way, but these days he makes a bit of money selling the seven books he's written — and he actually prints and binds them aboard.

Mike met Karen in Papua New Guinea where she was working as a school teacher.

"Many international school systems hire foreigners," she explains. "You tell them what country you would like to work in and they give you a list of jobs available and take care of the paperwork."

These days, Karen generates income with her on-board sewing machine, repairing sails or making dinghy chaps "in every beautiful bay in the world."

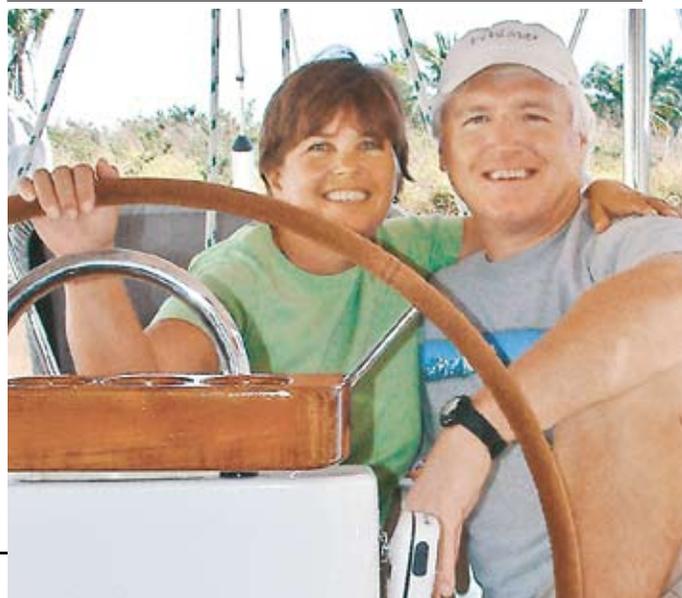
Like Karen, longtime Vancouver, B.C.-based cruisers Liz Tosoni and Tom Morkin also found teaching jobs in the

"It's important to get off the boat, get away from yachtie culture, and do something different."

South Pacific, but quite unintentionally. Having set out from Vancouver in 1985, they'd only intended to do a relatively short year-and-a-half circuit through the South Pacific before returning home. But when they arrived in American Samoa they were both offered teaching jobs, as there was a dire shortage of instructors at the time. Liz had a credential and had taught before, but Tom had absolutely no teaching experience. Nevertheless his economics degree was impressive enough to land him a job teaching science. By the end of that school year they'd come to realize that teaching was a flexible and personally rewarding way to finance their cruising habit.

Fast forward to the present: Although they still haven't quite completed a circumnavigation, this dynamic couple

Robin and Duncan Owen worked in New Zealand legally for several years and now cherish that experience.



LATITUDE / ANDY

WORK A LITTLE, CRUISE A LOT

recently arrived at Panama aboard their Spencer 51 *Feel Free*, having cruised for most of the past two and a half decades. During that time, most of their travels have been financed by stints of teaching English in Japan, Hong Kong and China — often for impressive wages. Courses are widely available to obtain the requisite TEFL certificate (Teaching English as a Foreign Language), and some schools offer job placement.

"To keep cruising fresh and avoid the 'just another sandy beach' syndrome, it's important to get off the boat, get away from yachtie culture, and do something different," says Liz. "Teaching has done that for us. It's why we're still cruising after 26 years!"

By the way, over the years, Liz and Tom have contributed feature articles to us on Australia, Indonesia and the Surin Islands, and have written for other publications as well. That said, freelancing articles to sailing magazines would be a very tough — if not impossible — way to make ends meet 'out there', even on a modest budget. But exercising your creative energies can, of course, be person-



BEAU SOLEIL

Another day, another sail repair job, in yet another beautiful tropical location. That's how Karen Riley finances her lifestyle.

ally satisfying while often opening doors for you, in addition to garnering cash. We're reminded that Pat Henry famously supported her solo circumnavigation in the late '90s by selling watercolors she'd painted aboard her 31-ft *Southern Cross*. In most places it's tough for even the

best cruising musicians to make any real money due to legal restrictions. But those with talent can often eat and drink for free in exchange for a performance, as cruiser-turned-night club owner Philo Hayward found out during his travels in the South Pacific several years ago.

Needless to say, it would be much easier to simply live off a giant pile of cash or a steady stream of investment income than to pursue the money-making tactics described here. But for every would-be cruiser there is an ideal window of time, beyond which your age, health or other issues may make it impossible for you to live the dream. So if 'your time' is now, but your cruising kitty is a bit anemic, perhaps it's time to follow the examples of the folks profiled here and see what opportunities lie out there, beyond the horizon.

As Kirk McGeorge of *Gallivanter* put it, "Had I known it would be so easy to work while cruising, I would have started much earlier!"

— **latitude/andy**

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MAX EBB

"So how about this America's Cup thing?" asked the cashier as she rang up my organic blueberries. "Are you excited about it?"

It's a question that more and more non-sailors seem to be asking these days. But how would a cashier at my local organic produce store know I was a sailor?

She read my mind and pointed to what I was using for my shopping bag — a heavy blue and white canvas ice bag with the name of a marine chandlery on the side. They make great bags — heavy enough to stand open on the checkout counter, and strong enough to last for years. And I no longer get those disapproving glances from the enviro-hip cognoscenti that seem to be in the majority at this particular grocery store. Best of all, I got it for free at the last big race.

"Never wish for anything too hard," I advised the cashier, "or you might get it."

"Don't you want the America's Cup to happen here?" she asked.

Just for the sake of having an interesting response to all the uninformed would-be Cup fans, I've come to quote my friend Lee Helm's baseball metaphor:

"Suppose," I postulated, "that you played softball at the corner sandlot every Friday afternoon. And suppose that they decided to have the World Series, including all the playoffs, in your sandlot."

"That would be great!" said the cashier as she ran my Greek yogurt containers over the scanner.

"Yes, but your game would be ruined for the season. Same with us sailboat racers who like the Cityfront and other Central Bay courses. We're out of luck for half the 2012 season and most of '13. And with all the paparazzi in town, we'll be hard-pressed to get a boatyard or sailmaker to give us the time of day. And forget about any media coverage of our YRA races. The press will be all America's Cup, all the time."

"Ah, but it's such a good thing for the sport, especially for local racing," said the shopper in the checkout line behind me. "Race entries have historically taken a spike upward during Cup years, and this time we think there will be a great new wave of interest in local sailboat racing as a side effect of all the media hype."

I thought I recognized this sailor from YRA meetings, although I couldn't recall his name. "Sure hope you're right," I said. "But I fear that by trying to turn this thing into NASCAR on water, they really want us to be sitting in front of our TVs watching the commercials instead of out on there

on the Bay racing."

"Aren't you people going to go out and watch the races from your own boats?" asked the cashier as she weighed my bell peppers and carrots and punched in the price codes.

"I guess I'll go out and watch one race live," I admitted. "Just so I can say I was there."

"But really, there won't be much to see," added the sailor behind me. "The

best show will be on a big-screen TV in a yacht club bar with a bunch of sailors to argue with during the commercials."

"And you know, it's still a sailboat race," I said, more to the cashier than to the other sailor. "One boat gets ahead, and then it's just two boats daysailing around the course."

"They have a pretty good media-friendly protocol this time around," added the

other sailor. "I think they'll make it a very interesting show, even for people with no sailing background. You'll want to watch this one."

"But the protocol is, like, history!" shouted a young woman in a red baseball cap from two checkout lines over. "Maybe not totally gone yet, but it's circling the drain!"

It sure sounded like Lee Helm, naval architecture grad student at the local university. She crews for me sometimes, when I can talk her out of windsurfing.

"Lee? It's hard to recognize you in that hat," the other sailor shouted back.

"You two know each other?" I asked.

"Lee sailed with me last month. Great work on foredeck, that kid."

"And to think she told me she was windsurfing all weekend," I thought half out loud. Meanwhile Lee had abandoned her place in the other line and joined our discussion.

"Never wish for anything too hard or you might get it."



"So what's this about changing the protocol?" I asked.

"You mean you haven't heard?" she asked incredulously. "It's totally playing out almost exactly like the prediction I made back in January! Well, okay, it was more wishful thinking than a prediction. But it's happening!"

"What's happening?"

"The Challenger of Record is out of the game! Vincenzo Onorato has announced that he doesn't have the money to mount a credible campaign, so Club Nautico di Roma is out. Max, you know what this means?"

She was practically shaking with enthusiasm.

"Lee, that's old news. It doesn't really

change anything."

"Like heck it doesn't. It leaves the field wide open for a rogue challenge! Another Deed of Gift race! And a year sooner, too, because the Deed only allows the defender 10 months to respond to the challenge."

"Hang on a minute," said Lee's skipper. "The Deed of Gift says the next challenger in line becomes the Challenger of Record if the first challenger pulls out. I think Artemis, the team from Sweden with Paul Cayard in charge, is taking over that role."

"That might be in the mutually agreed protocol," explained Lee, "but it sure ain't in the D.O.G. And it doesn't have any, like, traction as far as new challenges are concerned. The only mention of a second challenger in the D.O.G. is to say that there can't be one. Look . . ."

She produced a smartphone of some sort, and almost instantly displayed the following text: "And when a challenge

from a Club fulfilling all the conditions required by this instrument has been received, no other challenge can be considered until the pending event has been decided."

"That says they still have to have the original match before anyone else can challenge," I said.

"No way. With Nautico di Roma out, the challenge match is 'decided' by any reasonable interpretation. Race over, bring on the rogues."

"I don't know if I agree with your interpretation of the match being decided. Can't the Italians still be the Challenger of Record without entering a boat?"

"That's what they'll claim, for sure. If the Italians even wanted to do that, and I don't think they do. But I'm a strict constructionist when it comes to the Deed of Gift, and there's enough grey area here to paint a battleship. It's going straight back to the New York State Commercial Court, and I can't wait to read more of Cory Friedman's legal summaries — they were

almost the best part of AC 33. Heck, it's the legal wrangling that made the America's Cup what it's been over the last 160 years. Without the court battles and acrimonious protests, it never would have gotten nearly as much front page ink as we've come to expect."

"Let me get this straight," I said, taking a deep breath as I swiped my credit card through the reader and picked up the stylus to put my signature on the touchscreen. "You're actually hoping this ends up in the courts, and the ruling is that another rogue challenge is allowed? Then what?"

"Sign please," prompted the cashier, noticing that I had forgotten why I was holding the stylus.

"Just think, Max. The rogue challenger — and it'll probably be French — has 10 months to build a boat for the match. Okay, maybe add a month for the legal issues to resolve, because the D.O.G. really doesn't cover what just happened. The race is spring '12. First race is a 20-mile windward-leeward, 'clear of headlands,' which means outside the Gate, right over the Potato Patch. The French show up with the 105-ft *Groupama 3*, and Larry modifies the big tri to not break in the ocean. So we have the world's fastest sailboat on the around-the-world course versus the world's fastest sailboat on a closed course. In the Gulf of the Farallones in early spring. That's what I call a boat race."

"I think *Groupama 3* is too big," said the sailor behind me, now identified as Lee's skipper although I still couldn't remember his name. "Remember, waterline has to be 90 feet or less."

"Easy to fix with a little more dihedral in the cross beams," said Lee. Use the main hull to keep the amas high, so they have long overhangs at rest in measurement trim. In fact they would probably increase the ama length while they're at it."

"It would be the same conditions as an early-season race around the Farallones," I said, still trying to understand the implications of a Deed of Gift match in San Francisco offshore waters. "Maybe the *Oracle* trimaran could be modified, maybe there would be time to build something new. Think of the poor spectator fleet."

"Barf-o-rama for sure!" Lee predicted with glee. "But the technology would be way cool: *Groupama 3* trying to lighten up and power up enough to beat *Oracle*, and *Oracle* trying to bulk up and depower so it could get around the course in one piece. Probably not much original of either boat left by the time the race started."

"I don't know, Lee," said her skipper.



Godzilla vs. King Kong — It would be a battle of the giants if 'Groupama 3' and 'USA 17' went head-to-head.

SPREAD: YVAN ZEDDA; INSET: GILLES MARTIN-RAGET

MAX EBB

"Hate to disappoint you, but it's hard to believe that GGYC doesn't have another challenge in their pocket ready to open up if it looks like there's no legal challenger of record."

"You mean a friendly rogue?" I suggested.

"There's been ample warning that this might happen," he said as his vegetables were weighed and rung up. "Most likely there are still syndicates willing to take on the Challenger of Record role and also agree to the current protocol that was worked out with the Italians."

"Yeah, okay, maybe the D.O.G. match is still, like, wishful thinking on my part," Lee admitted. "But I still want to see a real match. It's all about the over-the-top technologies, and that's why it must have been so cool in '88 with the monster monohull against the *Stars & Stripes* wing-sail cat, from what I've read about it. And 2010 was, like, the highest of high art for us propeller-heads."

"Not many people agree about those being the high points," noted Lee's skipper. "I think the race organizers are on the right track this time, with the TV emphasis and

the narrow race course and the short races that end on schedule. They want to make it about the sailors. You know, create some heroes, like in other sports. Good coverage and good commentary can do that."

"It's a boat race!" Lee insisted. "And it's not one design, so it's all about the technology. But instead we get this artificial 'make-it-close-for-TV-no-matter-what' thing they have planned. Look at the

"... if we're not careful, we're going to end up with the WWF."

penalty system. I mean, it's great that the umps will have all that electronic tracking to help them make accurate calls. But, like, the penalties are arbitrary. They can make them up on the fly just to keep the racing close. That's way too much top-down orchestration. They're telling us it will be like NASCAR — as if that's a good thing — but if we're not careful we're go-

ing to end up with the World Wrestling Federation."

Lee turned her attention to the credit card reader, and we were still standing at the exit end of the checkout line as she came through. I noticed that she bagged her groceries into another one of those blue and white canvas shopping bags with the chandlery's name on the side, just like mine.

"And how did you get that bag?" I asked her accusingly. "They only gave them out to the skippers at the race last month."

"Hey, that should be my shopping bag," said her former skipper, realizing that Lee must have beaten him to the table that distributed the bags and other gifts from sponsors. "And that red hat . . ."

"I signed in first," explained Lee. "That makes me, like, the swag recipient of record."

"Rogue challenge!" declared her skipper as he snatched the hat off Lee's head. "You can keep the shopping bag, but the hat is mine."

— max ebb



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THE RACING

The month of May was jam-packed with racing action all over the Bay, and sometimes just slightly beyond. We run down some of it here, starting with an epic **Singlehanded Farallones**. Next up is the **American Armed Forces Cup**. Then it's on to reports from the **Stone Cup**, **Elite Keel Regatta** and **Great Vallejo Race**. Following those, we take a quick look at the **Duxship Race**, the **Optimist Team Trials**, **Bullship** and **Half Moon Bay YC Commodores' Cup** before closing it out with some **Race Notes**.

Singlehanded Farallones

The 57 sailors who made it to the starting line for the Singlehanded Sailing Society's Singlehanded Farallones Race got a ripper of a trip around the Rockpile on May 22. By the time the spray had settled, only 36 boats made it all the way around the

58-mile course. With many sailors seeing sustained breeze into the mid-20s and not seeing the expected lift to the island, plus a ripping ebb for the outbound leg, there were plenty of war stories of broken gear and battered racers.

Larry Olsen

"I think this was my fourth Singlehanded Farallones," said Timo Bruck, who sailed his J/120 *Twist* to monohull elapsed-time honors in 7h, 6m, 2s. "It was definitely the roughest trip heading out, and the most talked about afterwards."

Adding to the difficulty was the fact that, according to everyone we talked to, the breeze was farther west than normal, meaning that they all had to spend a not-so-insignificant amount of time on the port board in proximity to the island.

"I checked three weather models, and for the first time in many years, they all agreed, and all said we were in for some bumps and bruises: winds generally in the 21-to 27-knot range, swells and wind

Club Nautique hosted the third annual Armed Forces Cup on May 15, pitting each branch of the military against the others on the South Bay.

waves from the northwest, combined with another wave train from the southwest," said Tim Knowles, who sailed his Wylicat 39 *Lilith* to third overall on corrected time. "So the plan was to get to the wind line and, as soon as it started to build, reef, sail the long starboard tack, and hang on.

"I've been doing these since 1992," Knowles said. "And maybe I've just forgotten some of the others, but these conditions were the toughest I can remember. However, the sun was out all day, and whenever I began to dwell on how uncomfortable it was and how much of a beating *Lilith* was taking for me, I would think, 'This could be a lot worse . . . I could be on a Moore.'"

First-timer and Sportboat fleet winner John Kernot sailed his Moore 24 *Banditos*. "Honestly my plan for the race was more centered on logistics than tactics, and that plan disintegrated along with my Autohelm at about the Lightbucket on the way out," he said. "I started with a #3 and full main, and reefed at Bonita just before the washing machine started. At some point on the way out, I heard a bang that wasn't comforting, but I couldn't see anything wrong. It was only when I gybed under the Rock and was shaking out the reef that I saw the gooseneck was only partially attached. Nothing really could be done but hope it didn't tear off completely."

SSS Commodore Max Crittenden described the ride out aboard his Martin 32 *Solar Wind*: "There was plenty of opportunity to test the efficacy of cockpit drains and cuff and neck closures on our foulies," he said. "But at least the sun was out, and after a couple of hours the ride got more comfortable."

Of course the payback for the slog out to the island was the screaming run home. Knowles made it home in 3h, 6m, with his anemometer reading into the low-30s, and his autopilot useless in the "squirrely waves."

Bruck took the con from his electronic crewmember. "I let the autopilot drive for a little while after rounding the island in calm water and just 18 knots of wind, but then it started surfing the boat," he said. "No way was I



gonna let a robot have all the fun, so I turned it off and hand steered all the way home."

Few dared to set kites, and those who did didn't have them up for very long.

"Coming back I only saw a couple of spinnakers," Crittenden said. "One of them was mine, and it only stayed up a few minutes before I decided that discretion was the better part of continual roundups and flooded cockpits."

In an effort to chase down Kernot for the Sportboat honors, Andy Hamilton set a kite aboard his Moore 24 *The Bar-ba-loot* close to the Gate.

"I did get the kite up at Bonita in a last-ditch effort to catch John," Hamilton said. "I had a wild ride in from there and closed on him, but lost most of my gains in the take-down/jibe/crash inside the Bay."

Larry Olsen's Walter Greene 35 Trimaran *Humdinger* was the overall elapsed and corrected time winner, taking 6h, 32m, 57s to complete the course. Built in '82 as the fifth and final of the *Acapella* series,



COURTESY HUMDINGER



MARIANNE ARMAND

ERIK SIMONSON/WWW.H2OSHOTS.COM



Larry Olsen and his Greene 35 'Humdinger' return to the Bay triumphant after a challenging Singlehanded Farallones Race for the ages.

Humdinger is a cold-molded wood, epoxy and plywood boat built and designed by multihull guru Walter Greene in Maine, in the style of Dick Newick's designs of the same time period.

"It is a little heavy by modern trimaran standards but goes upwind well," said Olsen, an East Bay-based middle school social studies and woodshop teacher. "The first goal was to get out to the mid-channel into the ebb close to Pt. Bonita, then head for the ship channel markers, avoiding the worst of the Potato Patch after Bonita. I ended up south of the island and had to take a hitch up to lay it. It took me a long time to get a reef out, and I ended up over-standing."

The winner of monohull corrected time honors was Oakland-based retired safety engineer Dan Benjamin on his Wyliecat 30 *Whirlwind*. Benjamin has been doing the race since the late-80s.

"Probably one of the biggest reasons I do this race is for the surfing back home," Benjamin said. "The wind was still in the mid-20's and far enough forward that no one was flying kites. The Wyliecats were in their full power 'zone.' The waves demanded my full attention, but I also had fun driving for sheer speed. *Whirlwind* clicked along at a sustained 13 and 14 knots. My top speed was 15.7 until I passed Pt. Diablo cruising along at 17.5 knots with smoother water and much stronger breeze."

Kernot, winner of last year's Moore 24 Roadmaster Series, had advice for first-timers after a 8h, 28m trip.

"First timers . . . get a bigger boat!" he said. "With the breeze and no autohelm, it was quite difficult even in a little Moore just to go below to get food and drinks, so have things as close to the cockpit

as possible. Be conservative with your sail plan. It would not have been fun to try a headsail change in that stuff."

Kernot's advice about having sustenance handy is some that even a more seasoned hand agreed with, but didn't necessarily heed.

"Unfortunately, I forgot one of the big rules of singlehanded sailing: have snacks with you in the cockpit," Bruck said. "So I didn't really get to eat until after finishing and dropping sails behind Angel Island. At least I thought ahead enough to have water with me."

SSS SINGLEHANDED FARALLONES (5/21)

OVERALL — 1) **Humdinger**, Greene 35 Trimaran, Larry Olsen; 2) **Whirlwind**, Wyliecat 30, Dan Benjamin; 3) **Lilith**, Wyliecat 39, Tim Knowles; 4) **Twist**, J/120, Timo Bruck; 5) **Banditos**, Moore 24, John Kernot; 6) **Bandicoot**, Wyliecat 30, Al Germain; 7) **The Bar-ba-loot**, Moore 24, Andy Hamilton; 8) **Shaman**, Cal 40, Steve Waterloo; 9) **Rainbow**, Crowther 36, Cliff Shaw; 10) **Moonshadow**, Wylie 31, Dave Morris. (57 boats)

MULTIHULL — 1) **Humdinger**; 2) **Rainbow**. (2 boats)

SPORTBOAT — 1) **Banditos**; 2) **The Bar-ba-loot**. (6 boats, 2 finishers)

PHRF ≤ 108 — 1) **Lilith**; 2) **Twist**; 3) **Alchera**, J/120, Mark Deppe. (13 boats)

PHRF 111-150 — 1) **Shaman**; 2) **Moonshadow**; 3) **Sea Star**, Cal 39, Bob Walden. (10 boats)

PHRF 153+ — 1) **Chippewa**, Albin Cumulus 28, Ronnie Simpson; 2) **Galaxsea**, Nauticat, Daniel Willey; 3) **Darwind**, Pearson Triton, Tom Watson. (10 boats)

NON-SPINNAKER — 1) **Bosporous II**, Columbia 36 Mk. II, Rick Wallace; 2) **Voyager**, Beneteau, Alan Barr; 3) **Even Keel**, Catalina 320, Mike Meloy. (8 boats)

EXPRESS 27 — 1) **Tule Fog**, Steve Carroll; 2) **Westu**, Phil Krasner; 3) **Taz!!**, George Lythcott. (5 boats)

WYLIECAT 30 — 1) **Whirlwind**; 2) **Bandicoot**. (3 boats, 2 finishers)

Complete results at: www.sfbaysss.org

Timo Bruck and his J/120 'Twist' were the fastest monohull on elapsed time in the Singlehanded Farallones Race. Bruck sailed the whole way without a reef, and without any food at hand.

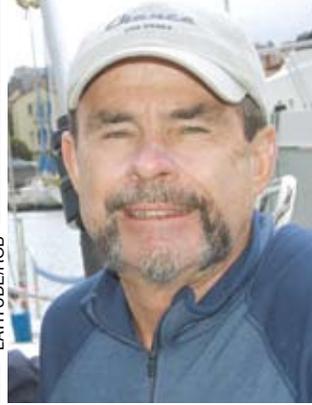


THE RACING

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Clockwise from top-left — Barry Lewis 'Chance' was the class of the J/120 fleet at the Frank Stone Cup; Barry Lewis; Brad Copper's Tripp 43 'TNT' ran away with the honors in the ten-boat IRC division; Pat Benedict's J/105 'Advantage 3' ended the regatta on a mast-down note; 'Swiftsure II's Bob McIntire shows off the boat's custom battle flag; Gerry Brown's 'Mintaka 4' took second in IRC despite being the slowest-rated boat; 'Criminal Mischief' bowman Andy McCormick had to spike away a jammed spin halyard; 'Mirthmaker' leads 'Encore' into the leeward gate; the 'Blackhawks' won the J/105 division; 'TNT's Seadon Wijsen and Brad

American Armed Forces Cup

Club Nautique hosted the third annual American Armed Forces Cup on May 15. Every year the sailing school and charter club invites each of the five branches of the service to send three or four representatives to their Ballena Bay base to race for a perpetual trophy and bragging rights. Each crew is matched up with one of the club's instructors for a crash course in sailboat racing.

In the morning, the teams got a quick classroom introduction to sailing theory — some had never been on a sailboat before! — and then headed out with their coaches for practice on CN's fleet of Colgate 26s.

After a barbecue lunch break, we gave them an overview of the racing rules, then it was back out for three races in a blustery breeze.

Not surprisingly, the military crews

showed great enthusiasm, teamwork and steady improvement through the afternoon. The racing was the closest we've seen in the three years of the regatta, with no big gaps in the fleet and three different race winners. But for the third straight year, the Coast Guard came out on top. PA3 Kevin Metcalf, SNPA David Flores, PA2 Amela Boehland and MEC Timothy



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Lutzko posted a 2-1-2 record with the help of CN coach Doug Perry.

— Max Crittenden

Stone Cup

The St. Francis YC's Stone Cup drew 36 boats for four races in shifty, challenging conditions May 14-15. With a front on its way through, and thunderstorms forecasted for the following day, the race committee wisely decided to change the schedule of races to three on Saturday and one on Sunday. But this meant that

Saturday was a really long day, especially when the first race for the IRC division was sent on a three-lap windward/lee-ward with an upwind finish that took about two hours.

Sailed predominantly in an ebb and breeze that never got above the mid-teens, all three races with their upwind finishes seemed to favor the medium-sized, moderate-displacement boats in the 10-boat IRC division. Competitors ranged from the scratch boat, Chip Megeath's R/P 45 *Criminal Mischief* to Gerry Brown's Farr 38 *Mintaka 4*. The biggest boat in the fleet was Sy Kleinman's Schumacher 54

Swiftsure II — one of the Bay's longest continuously-running big boat programs, at about 30 years and two boats — and the smallest honors were shared by Bob Turnbull's 1D35 *Jazzy* and Douglas Holm and Kirk Denebeim's Archambault A35 *Mirthmaker*.

Although the anticipated thunderstorms had already passed by the time Sunday rolled around, the breeze was up into the high teens, which allowed the *Criminals* to stretch their legs on the runs. But a spinnaker halyard that jumped the sheave prevented them from executing their final takedown and allowed Brad

THE RACING

Copper's Tripp 43 *TNT*, with Seadon Wisjen calling tactics, to add a third bullet to their scoreline and win the division by a landslide. In second — the only other boat to win a race — was Brown's well-sailed *Mintaka 4*. The closest racing before handicaps was between the boats



Michael Whitfield

in the middle of the rating band — Gerry Sheridan's *Elan 40 Tupelo Honey*, Timothy Ballard's *Bene-teau 40.7 Inspired Environments*, Wayne Koide's *Sydney 36CR Encore*, *Jazzy* and *Mirthmaker*.

As it's a serious regatta, all the boats that had them flew

their battle flags back at the dock, but none was more humorous than *Swiftsure II's*. In honor of Kleinman, who at 90 years old still managed to get through the brutally long first day from his perch in a special set of cockpit seats in the transom, long-time *Swiftly* crewmember and Kleinman's race-day chauffeur, Bob McIntire, had a blue battle flag with a white handicap symbol on it.

"I called up (Santa Cruz Sails) David Hodges, and asked how much it would be to make it," McIntire said. "He said, 'Ooh, that's good, I like that, I'll do it for cost.' So he went out in front of the loft, and traced the symbol onto flag and inked in the blue part. Sy loved it."

On the one design side, Barry Lewis' *Chance*, with John "Chewy" Stewart calling the shots, took the honors in the six-boat J/120 class with a 2-1-1-1. And in the J/105s, Scooter Simmons' *Blackhawk*, with Tim Russell pointing the

This pic pretty much sums up this year's Vallejo Race. Some of 'Zamazaan's' more adventurous crew take a dip while waiting for the breeze that sort of never really came.

way, took the 20-boat division after leader Bruce Stone garnered a Z-flag penalty in the final race that dropped his *Arbitrage* to second place.

STONE CUP ST. FRANCIS YC (5/14-15)

J/105 — 1) **Blackhawk**, Scooter Simmons, 15 points; 2) **Arbitrage**, Bruce Stone, 19; 3) **Risk**, Jason Woodley/Scott Whitney, 19. (20 boats)

J/120 — 1) **Chance**, Barry Lewis, 5 points; 2) **Desdemona**, John Wimer, 12; 3) **Mr. Magoo**, Steve Madeira, 14. (6 boats)

IRC — 1) **TNT**, Tripp 43, Brad Copper, 5 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 14; 3) **Inspired Environments**, Beneteau 40.7, Timothy Ballard, 18. (10 boats)

Complete results at: www.stfyc.org

Elite Keel

The San Francisco YC's Elite Keel Regatta brought out 47 boats in six one design divisions for five races on the Circle on May 14-15. The Express 27s took the title of the largest division with 12 boats, with Tom Jenkins' *Witchy Woman* taking top honors. Philippe Kahn's *Pegasus-MotionX* won the Etchells division, while Paul Manning's *Xarifa* was the top IOD and Joel Fong's *Lykken* was the top Knarr. Rich Jepsen's *Rail to Rail* dominated the J/24s while Tom Baffico's *The Maker* topped six other Open 5.70s.

SFYC ELITE KEEL (5/14-15)

ETCHELLS — 1) **Pegasus-MotionX**, Philippe Kahn, 8 points; 2) **Magic**, Bill Barton, 11; 3) **Ginna Fe**, Michael Laport, 15. (7 boats)

EXPRESS 27 — 1) **Witchy Woman**, Tom Jenkins, 8 points; 2) **Get Happy!!**, Brendan Busch, 10; 3) **Peaches**, John Rivlin, 21. (12 boats)

IOD — 1) **Xarifa**, Paul Manning, 7 points; 2) **Fjaer**, Mark and Rich Pearce, 11; 3) **Stark Terror**, John Wright/Andrew Lennon, 18. (6 boats)

J/24 — 1) **Rail to Rail**, Rich Jepsen, 9 points; 2) **TMC Racing**, Michael Whitfield, 12; 3) **On Belay**, Don Taylor, 14. (7 boats)

KNARR — 1) **Lykken**, Joel Fong, 7 points; 2) **Flyer**, Chris Kelly, 11; 3) **Sophia**, Tom Reed, 20. (9 boats)

OPEN 5.70 — 1) **The Maker**, Tom Baffico, 5 points; 2) **Frolic**, Marc Finot, 16; 3) **Diabolic LRB**, Paul Dorsey, 18. (7 boats)

Complete results at: www.sfyc.org

The Great Vallejo Race

The Vallejo YC's Great Vallejo Race and YRA Season Opener is one of the cornerstones of the Bay's Racing Calendar, but no one told that to the breeze on April 30,



and the result was that only 42 of the 240 entrants were able to finish the 21-mile race to the mouth of the Delta.

After a light but sufficient northwesterly at the start, the breeze gradually clocked and died, wadding up the bulk of the fleet at Red Rock. Although there was just enough breeze to get closer to the Brothers, multiple valiant attempts at getting around them were in vain against the ebb that was clocked at as much as two knots. The big boats, led by Lani Spund's monohull elapsed-time winning SC 52T *Kokopelli*² had the most success, and ended up getting good pressure as they made their way down San Pablo Bay. But the top-three overall spots went to a trio of J/24s, led by Michael Whitfield's *TMC Racing*, which finished a mere 25 minutes before the 8 p.m. deadline! Top elapsed time honors went to Ian Klitza aboard the D-Class Catamaran *Rocket 88* in 5h. 57m.51s.

Although a lot of boats dropped out, many of those with inboard engines still ended up making the trip to Vallejo YC for Saturday night's party, which set a new standard for Vallejo Race parties on every front: entertainment, food and affordable drinks! The raft-up, although not as big as





SFYC's Elite Keel from top-left — 'Lykken' on the way to win in the Knarr fleet; the Express 27s battle it out on the start line; Express winner 'Witchy Woman's bow gal Sherry Smith calls the line; the Open 5.70s keep building momentum on the Bay.

usual, still produced great dock and boat parties, and a raft of Cal Maritime students who had graduated earlier that day, and their families, helped pick up the slack at the party.

The toll that Saturday's lack of breeze took on the fleet was also evidenced by the lower number of finishers on Sunday's 14-mile return trip. One hundred and four boats still made it to the finish line off the Richmond Bridge, but not before having to fight to get out to San Pablo Bay as the breeze died during the reverse start, creating a giant clot of boats in the Vallejo Channel, and prompting one racer to say, "Allow me to humbly suggest referring to the start of day two as the, 'escape from Mare Island.'

In the end, Bob Harford's Express 37 *Stewball* was the overall corrected time winner, and Bill Erkelens Sr.'s *Adrenaline* won on elapsed time.

The breeze couldn't have picked a worse time to not show up than this weekend, as

the Vallejo YC had expended a considerable amount of energy — and money — in making the shoreside entertainment really come alive. There were multiple food vendors at varying, high-value price points, that were a marked improvement from years past, and an outdoor tent setup meant that there was a lot more breathing room inside the club. Show your support next year by showing up.

THE GREAT VALLEJO RACE SATURDAY (4/30)

MULTIHULL — 1) **Gaijin**, Peter Adams; 2) **Rocket 88**, D-Class Cat, Ian Klitza; 3) **Adrenaline**, Modified D-Class Cat, Bill Erkelens Sr. (5 boats)

PHRF ≤ 18 — 1) **War Pony**, Farr 36, Mark Howe; 2) **Kokopelli**², SC 52T, Lani Spund; 3) **Racer X**, Farr 36, Gary Redelberger. (10 boats)

PHRF 21-63 — 1) **Wildcard**, SC 37, Mark Thomas; 2) **Jeanette**, Frers 1Ton, Henry King; 3) **Encore**, Sydney 36 CR, Wayne Koide. (10 boats)

PHRF 66-78 — 1) **Jarlen**, J/35, Dr. Robert Bloom. (9 boats, 1 finisher)

SPORTBOAT ≤ 72 — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Outsider**, Azura 310, Greg Nelsen. (10

boats)

EXPRESS 37 — 1) **Snowy Owl**, Jens Jensen. (5 boats, 1 finisher)

J/105 — No finishers.

SPORTBOAT 75+ — 1) **Head Rush**, Antrim 27, Charlie Watt; 2) **For Pete's Sake**, Ultimate 24, Peter Cook; 3) **Timmy**, Elliot 6.5, Cam Lewis. (7 boats)

PHRF 81-90 — No finishers.

PHRF 93-108 — 1) **Hot Betty**, Olson 30, John Scarborough. (9 boats, 1 finisher)

SF 30 — 1) **Audacious**, J/29, Scott Christensen. (5 boats, 1 finisher)

SANTANA 35 — 1) **Ahi**, Andy Newell. (3 boats, 1 finisher)

PHRF 111-138 — 1) **E-Ticket**, Moorings 38, Noble Griswold. (7 boats, 1 finisher)

SHORTHANDED — No finishers.

EXPRESS 27 — 1) **Great White**, Rachel Fogel; 2) **Elise**, Nat Criou/Nathan Bossett; 3) **Dianne**, Steve Katzman. (10 boats)

PHRF 141-159 — 1) **Chorus**, K-38, Bradley Asztalos; 2) **Vitesse**, SC 27, Barton Goodell. (9 boats, 2 finishers)

ISLANDER 36 — No finishers.

NON-SPINNAKER — No finishers.

J/24 — 1) **TMC Racing**, Michael Whitfield; 2) **On Belay**, Don Taylor; 3) **Downtown Uproar**, Darren Cumming. (4 boats)

SF 180 — No finishers.

PHRF 165-198 — 1) **Twilight Zone**, Paul Kamen. (9 boats, 1 finisher)

PHRF 201+ — No finishers.

THE GREAT VALLEJO RACE SUNDAY (5/1)

MULTIHULL — 1) **Bobanja**, Bob Hyde; 2) **Adrenaline**, Modified D-Class Cat, Bill Erkelens Sr; 3) **Rocket 88**, D-Class Cat, Ian Klitza. (3 boats)

PHRF ≤ 18 — 1) **High 5**, Farr IMS 40, Joseph Andresen; 2) **Astra**, Farr 40OD, Mary Coleman; 3) **Kokopelli**², SC 52T, Lani Spund. (7 boats)

PHRF 21-63 — 1) **Encore**, Sydney 36 CR, Wayne Koide; 2) **Ohana**, Beneteau 45f5, Steve Hocking; 3) **Wildcard**, SC 37, Mark Thomas. (6 boats)

PHRF 66-78 — 1) **Jarlen**, J/35, Dr. Robert Bloom; 2) **Somewhere in Time**, Schock 35, Tom

SFYC also hosted the Optimist Team Trials last month, accommodating 172 boats, many of which came to the regatta on trailers such as this one. Actually, this was one of the smaller trailers.



LATITUDE/JOHN

THE RACING

Ochs; 3) **Sky High**, J/35, John West. (7 boats)

SPORTBOAT ≤ 72 — 1) **Family Hour TNG**, Henderson 30, Bilafer family; 2) **JetStream**, JS9000, Dan Alvarez; 3) **Skiffsailingfoundation.org**, 11 Meter, Rufus Sjöberg. (9 boats)

EXPRESS 37 — 1) **Stewball**, Bob Harford; 2) **Golden Moon**, Kame Richards/Bill Bridge; 3) **Expeditious**, Bartz Schneider. (7 boats)

J/105 — 1) **Whisper**, Marc Vayn; 2) **Advantage 3**, Pat and Will Benedict; 3) **Yellowfin**, Kurt Olsen. (3 boats)

SPORTBOAT 75+ — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Head Rush**, Antrim 27, Charlie Watt; 3) **Vuja De**, Ultimate 24, Chris Kim. (5 boats)

PHRF 81-90 — 1) **Ay Caliente!**, Beneteau First 36.7, Aaron Kennedy; 2) **Summer and Smoke**, Beneteau 36.7 Pat Patterson; 3) **Mintaka 4**, Farr 38, Gerry Brown. (5 boats)

PHRF 93-108 — 1) **Baleineau**, Olson 34, Charles Brochard; 2) **Hot Betty**, Olson 30, John Scarborough; 3) **Sheeba**, C&C 99, Michael Quinn. (5 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Elusive**, Olson 911S, John Schoenecker; 3) **Audacious**, J/29, Scott Christensen. (4 boats)

SANTANA 35 — 1) **Ahi**, Andy Newell; 2) **Spirit of Elvis**, Martin Cunningham/Lewis Lanier. (2 boats)

PHRF 111-138 — 1) **Uno**, Wyliecat 30, Steve Wanner; 2) **Arcadia**, Modernized Santana 27, Gordie Nash; 3) **E-ticket**, Moorings 38, Noble Griswold. (6 boats)

SHORTHANDED — 1) **Stink Eye**, Laser 28, Jonathon Gutoff; 2) **Bandicoot**, Wyliecat 30, Al Germain; 3) **Racer X**, J/105, Rich Pipkin/Mary McGrath. (4 boats)

EXPRESS 27 — 1) **Discotheque**, Echeyde Cubillo; 2) **Elise**, Nat Criou/Nathan Bossett; 3) **Archimedes**, Joe Balderrama. (8 boats)

PHRF 141-159 — 1) **Vitesse**, SC 27, Barton Goodell; 2) **Kelika**, Hunter 33.5, Mike Weaver; 3) **Chorus**, K-38, Bradley Asztalos. (3 boats)

ISLANDER 36 — 1) **Diana**, Steve Zevanove; 2) **Windwalker**, Richard Shoenhair/Greg Gilliom; 3) **Luna Sea**, Daniel Knox. (7 boats)

NON-SPINNAKER — 1) **Ulmer Spatz**, Pearson 26 OB, Kristy Lugert; 2) **Rascal II**, Pearson Triton, Norman Thomas; 3) **Jack Aubrey**, Cal 27-2 IB, Lori Dennis. (5 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield; 2) **Downtown Uproar**, Darren Cumming; 3) **On Be-lay**, Don Taylor. (4 boats)

From left — the Bullshippers got a vintage day for the El Toro class' annual classic; 1-2-3 John Liebenberg, Will Paxton and Jim Savatone.

SF 180 — 1) **Lelo Too**, Tartan 30, Emile Carles; 2) **Adventure**, Catalina 30, Jack McDermott; 3) **Huge**, Catalina 30, Bill Woodruff/Russell Houlston. (4 boats)

PHRF 165-198 — 1) **Siento El Viento**, C&C 29, Ian Matthew; 2) **Razzmatazz**, Santana 525, Bill King; 3) **Gypsy Lady**, Cal 34-1, Val Clayton. (7 boats)

PHRF 201+ — 1) **Star Ranger**, Ranger 26-1, Simon James; 2) **Crazy Horse**, Ranger 23, Nicholas Ancel; 3) **Darwind**, Pearson Triton, Tom Watson. (3 boats)

Complete results at: www.yra.org

OYRA Duxship

Although it didn't measure up to last year's 30-plus-knot conditions, the 31.8-mile OYRA Duxship Race hosted by South Beach YC brought plenty of pressure on May 7. With a race day forecast of 15-25 knots out of the northwest, the fleet left the Bay with fewer starters than there were entries, and ended up with significantly fewer finishers. With the scratch division, PHRO1A, getting underway at 9:50 a.m., the flood was in full effect by the time the fleet crossed the bar, which made the beat to the Duxbury Reef Buoy off Bolinas a lot more comfortable than it could have been. Pressure into the low 20s that dropping into the high teens from about Stinson Beach to the Buoy, it was a good day to be on a bigger boat, and a bad day to not be on any boat at all.

This editor was fortunate enough to be invited aboard the scratch boat, Chip Megeath's R/P 45 *Criminal Mischief*, and while "chopping wood" in a pre-preg carbon/nomex boat isn't exactly pleasant, that fact was soon forgotten when we rounded the buoy and set the jib top and genoa staysail for the reach out to the Lightbucket. As the pressure built back into the low to mid-20s, the *Criminal* lit up — knocking off a consistent 14-16 knots.

At the Lightbucket, we jibed and set the A4 spinnaker and that's when things started to really get fun, with the boat running into the backs of the waves at a steady 19 to 22 knots of boat speed in 22



LUCY GILLIES

to 25 knots true wind speed. After pulling off three well-executed jibes on the way into the channel, we blazed down Crissy Field in up to 28 true, with the boat speed sitting on 23 knots, before crossing the finish line after only 3h and 20m, our average speed over the rated distance of the course just under 10 knots!

There was definitely some carnage among the rest of the fleet. The saddest example provided by Jeff Smith's C&C 115 *Warp Speed*, which came back without a rig. Richard vonEhrenkrook's Cal 20 *Can O' Whoopass*, corrected out to second in PHRO 2 behind Mark Dowdy's Express 37 *Eclipse*. Overall honors went to the *Criminals*, while Trig Liljestrand's J/90 *Ragtime* took PHRO 1. PHRO 3 went to Walter Smith's Cal 40 *Redhead*, and Phil Mummah's Gibsea 42 *No Ka Oi* took the Shorthanded division.

Oppie Madness

The San Francisco YC's Junior program is one of the best in the country, and its race and event management is right up there, too. So it's no surprise that the club was able to pull off a massive, 172-boat Optimist Team Trials May 1-7. Sailors from all across the country descended on Belvedere Cove and vied for the right to represent the US at the class' world championship.

With 172 boats and the junior sailors, parents and coaches to go along with them, the regatta required not only all



RYC PHOTO



The Cal 20s tear around Pillar Point Harbor during the HMBYC's Commodore's Cup.

the normal support a regatta entails, but at least 150 volunteers to help run the shoreside scene as well as make sure that none of the little 7.5-ft prams or their sailors slipped through the cracks on the water during the 12-race series. That's no easy feat with a fleet that size. The top Bay Area competitor was Romain Screve in ninth place overall. Complete results can be found at www.usoda.org.

Bullshippin'

John Liebenberg proved on April 30 that age and wisdom never miss an opportunity to beat up on youth, when he beat 31 other El Toros to win the 58th Annual Bullship Race. The 70-year-old Liebenberg may have taken only 50 minutes to get from Sausalito across the Slot to the San Francisco Marina, but all it took to beat the 30-something runner-up, Will Paxton, was about 10 seconds. After trailing Paxton most of the way across, a little extra in the bank helped Liebenberg slingshot past Paxton just in the nick of time.

"I started on the shore, stayed on shore to the Point, then stayed right," Liebenberg said. "Will went further left because he expected ebb and did not find the ebb that he found at other times. Will had a 20-30 second lead when we separated."

In third was the first woody, recently built, and sailed by, Jim Savatone, whose

autopilot-style tactics were founded on a very simple precept.

"Followed Will is what I did," Savatone said. "You pick a mentor and stay with him."

Last year's winner Max Fraser put off his trip back to Connecticut where he's conducting a 29er clinic. Why?

"Perfect conditions: 4-8 knots of breeze and flat water," Fraser said. "You could see the Gate; there was no fog. I didn't have to do a single tack or jibe the entire race. My one saving grace was I stayed inside the current line. I've gotten swept out the Gate, and also won this race, so my goal was somewhere in between."

Paxton won the cold and rainy '09 race while

his dad Fred was second that year. On Saturday the elder Paxton was way back. He ended up camped out with Chris Nash near Alcatraz.

"We looked real good for about 2 minutes," Fred Paxton said. "I didn't listen to my kid."

This Bullship is a family-and-friends affair; word gets out fast. Even before the awards celebration, Teresa Paxton passed texted congratulations from her daughter, Julia, at the New York Maritime Academy to her nephew, Will. Julia probably then texted David Liebenberg about his dad's victory, which David probably passed to his mom, sailing the Valjejo Race. In spite of all this instant communication, the guy taking finishes didn't have a watch out, so we'll never know if Liebenberg actually broke John Amen's "46-minutes-and-change" elapsed-time record.

— John Dukat

Half Moon Bay Commodores Cup

The Half Moon Bay YC hosted its annual Commodore's Cup April 30-May 1. By the time racing started the wind was at 15 to 20 knots, giving the fleet of

two Coronado 15s, six Cal 20s and 13 Lasers all the excitement they could handle. Sunday's winds were less forceful, but still provided enough propulsion to keep things interesting.

The Cal 20s finished up their competition on Saturday afternoon with first place going to Kelly Pike skipping *Argo*. Second place went to Mike Day at the helm of *Minnehaha*, and third place went to *Uranus*, skippered by Bill Klear.

The C-15s and Lasers continued racing on Sunday and when final regatta results were announced, Charlie Quest took the C-15 title. In the Laser class, the top three spots went to Tracy Usher, Jon Andron, and David Lapier. The regatta featured one of the largest showings of Lasers in recent memory, with sailors coming in from around the Bay Area, a good omen for Laser enthusiasts at the Club.

Race Notes

Melges 24 Worlds — The Melges 24 Worlds wrapped up on May 21, and the Bay Area's Kristen Lane finished an impressive fifth in the 32-boat fleet. Sailing with tactician Jonathon McKee, Willem Van Waay, Matt Pistay and the Bay's Jonny Goldsberry, Lane spent much of the regatta deadlocked in a four-way tie for second before finishing some three points out of fourth. This despite winning the final race of the regatta which was sailed off Corpus Christi, Texas.

Lorenzo Bressani's *Uka Uka Racing* was the runaway winner, sitting out the last race and scoring five bullets in a row during the 12-race series.

The venue threw some challenges at the racers beside the expected big breeze and steep chop. Goldsberry, for one, suffered a staph infection in multiple places on one of his legs that required some surgical attention, al-

Sven and Sean Svendsen show off the new 'AmericaOne' 'B' buoy that will sit in front of the St. Francis YC and replace the temporary mark.



THE RACING

though he still managed to finish the final day of sailing.

Lane's husband Peter finished solidly in 12th place, and other Bay Area entries included Kevin Clark's *Smokin'*, and Erwan le Gall's *Abordage*, the top corinthian entry at the pre-worlds. Complete results are up at www.melgesworlds.com.

A new full-time B-Buoy — If you've raced on the Cityfront in the last few months, you may have noticed that the "B" buoy in front of the St. Francis YC has taken the form of rubber Yokohama-type buoy instead of the normal steel ball. By the time you've read this, that may no longer be the case, thanks to the efforts of the father-son team of Sven and Sean Svendsen of Svendsen's Boatworks, the St. Francis YC Foundation and the AmericaOne Foundation.

Days before the St. Francis YC Foundation's "Night With the Stars," benefit silent auction, on March 29, Sven Svendsen had the idea of donating the buoy along with its naming rights to the auction, and it was hurriedly placed on the block. The Svendsens had already

donated the previous buoy, which was lost during one of last winter's storms, as well as the Anita Rock buoy. This one, salvaged and taking up space in their Alameda boatyard, was the last of the steel balls that run in the neighborhood of about \$4000 a piece.

The highest bidder for the naming rights turned out to be none other than the AmericaOne Foundation, an outgrowth of the Paul Cayard-led AmericaOne Campaign for the '00 America's Cup in Auckland and one of the last of the true yacht club challenges for the America's Cup. Now devoted to supporting youth sailing, the foundation purchased the naming rights for the buoy and with it, the right to paint it any color they wanted. So instead of the normal yellow, the new B buoy will bear the AmericaOne livery and the proceeds will go to the St. Francis YC Foundation, which supports youth sailing as well as Olympic campaigners.

Over at Svendsen's Boatworks, mas-

ter painter Chuck Wiltens went to work, measuring and freehand-masking the complex gray and lime-green paint scheme before shooting it with Awlgrip and adding a stenciled AmericaOne logo that wraps around the upper hemisphere of the globe.

Big Step — After a hiatus following last year's Pacific Cup, Emma Creighton's campaign to compete in the '11 Mini Transat got back on the water May 4 when she raced the opening singlehanded event of the Mini season, the Pornichet Select, finishing 31st. Creighton has proved to be a prolific and timely blogger of her pursuit, and she already has a full report up on her blog with all the details at www.emmacreighton.net.

College Sailing Semis — College Sailing's Semifinals were hosted by USC on May 3-4, to determine which 18 teams get to advance to the College Nationals from May 30-June 1 at Cascade Locks on the Columbia River. West Coast Schools had a tough go of it, with only Stanford making the cut at fifth out of nine in the Eastern bracket.



AS IT TURNS OUT, THE WIND IS AS EFFECTIVE AT DRIVING BLOOD CANCER BACKWARD AS IT IS AT DRIVING A BOAT FORWARD.

Raise a sail and save a life. The sixth annual Leukemia Cup Regatta benefitting The Leukemia & Lymphoma Society is at The San Francisco Yacht Club in Belvedere, CA.

October 1st VIP dinner
Speaker: John Doerr, partner at Kleiner Perkins Caufield & Byers

October 2nd Leukemia Cup Regatta – [Register at leukemicup.org/sf](http://leukemicup.org/sf)

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*We depart from our regular format this month to bring you a special report on **California's Greatest Cruising Grounds.***

Chartering in Your Own Backyard: SoCal and the Channel Islands

Throughout the year we expend a lot of ink in these pages telling readers about exotic sailing destinations thousands of miles away. But we realize not everyone can spare the time or cash to take a vacation in such distant locales. So this month we're going to spotlight an exciting cruising venue you might not have considered before, that's practically in our own backyard.

We're talking about Southern California, home to many anchorages and coastal towns that are worthy of a visit, as well as the fabulous Channel Islands, which are, without a doubt, the most remarkable sailing destination on or near the California coast.

With late-model bareboats available for rental at more than a half-dozen charter bases between Santa Barbara and San Diego, SoCal waters offer a wealth of possibilities for long, lazy weekend cruises, or extended charters of a week or more.

Despite Southern California's reputation for mind-numbing traffic congestion, smog, and fast-paced living, the coastal regions tend to be much more laid-back, with clean air, sunny skies, and populations that are more easy-going than central city dwellers. And out in the islands you'll feel as though you're a world away from the manic hustle and bustle of mainstream urban living.

Navigating to Catalina is relatively easy, but, of course, you do need to keep an eye out for ship traffic and migrating whales.

If you haven't spent much time in the 'southland', there are, of course, plenty of touristic attractions that could be factored into a 'surf and turf combo' vacation, and would score points with every member of your family — that is, a combination of time spent vacationing ashore and afloat. In addition to its world-famous amusement parks, SoCal has top-notch art, auto, aircraft and natural history museums, plus classic surf spots, and endless shopping, dining and entertainment possibilities.

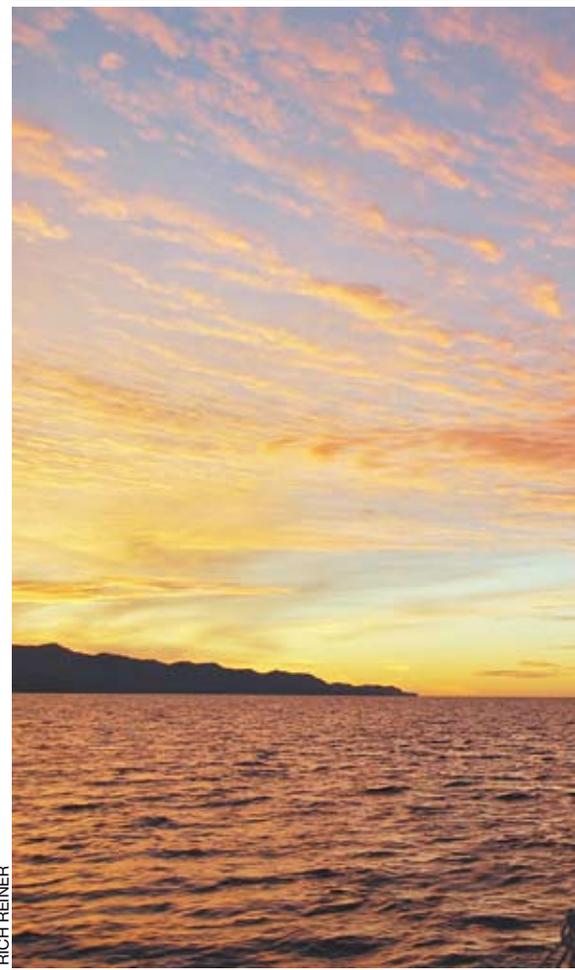
Whether you plan to bring along the whole family, just your lover, or a few close friends, the first thing you'll have to decide is whether to harbor-hop along the coast, make an offshore cruise to the Channel Islands, or create some combination of the two. Bareboat bases are located in Santa Barbara, Oxnard (Channel Islands Harbor), Marina del Rey, Long Beach, Redondo Beach (King Harbor), Newport and San Diego. All but Oxnard have airports less than 15 miles away.

Some Southern California charterers choose to simply daysail out of a lively charter base — especially Marina del Rey, Newport Beach and San Diego — while working on their tans, then enjoy the ample nightlife ashore at day's end.

If you're a bit more adventurous and have the time, you might consider doing a mini-Mexican cruise out of San Diego by heading south through the Coronado Islands (14 miles) and on to Ensenada (60 miles) for a night or two. You'll need to clear in and out, of course,

but making such a trip would be a great introduction to doing a more ambitious cruise on your own boat someday.

Speaking of preparation for cruising, we can't think of a better way to practice essential cruising skills like trip-planning, navigation, anchoring and cooking aboard than by spending a week or more sailing



RICH REINER

the Channel Islands — the most popular of which are Catalina and Santa Cruz.

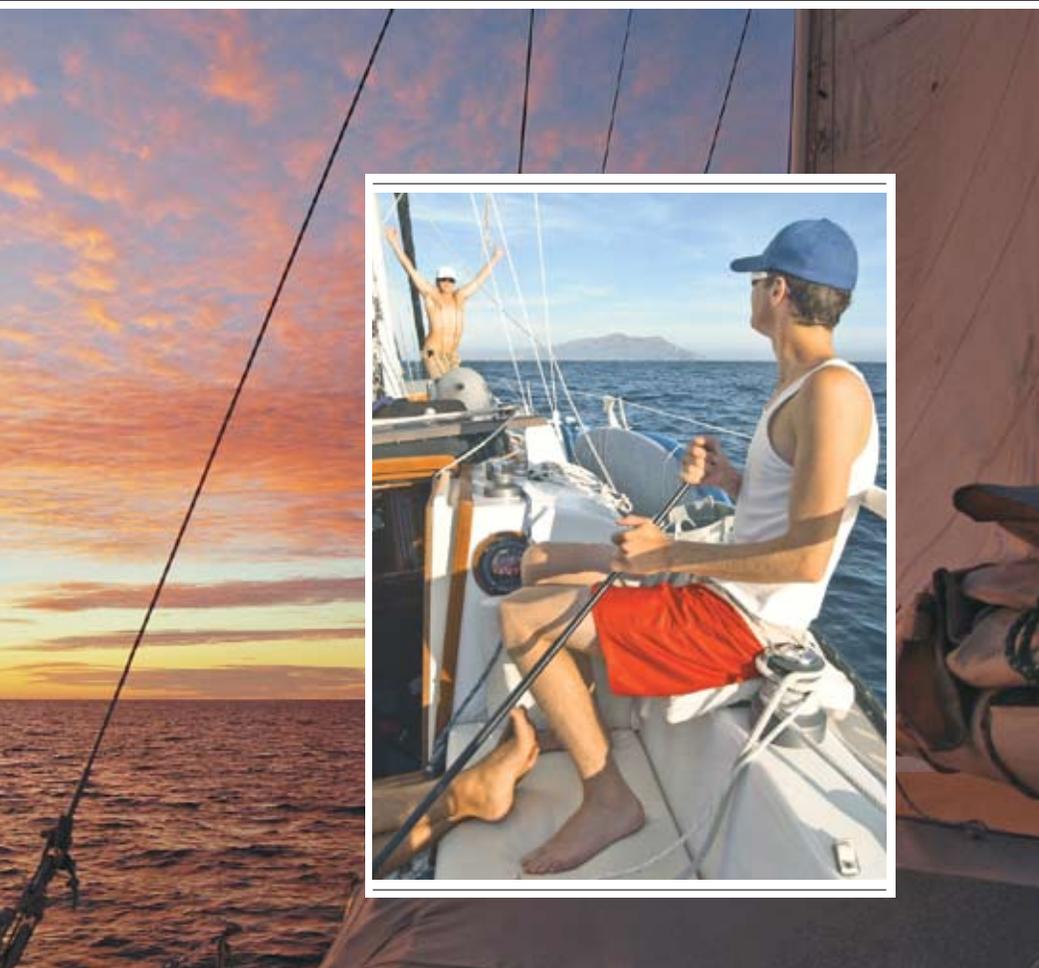
Because Catalina lies just 24 nautical miles from Redondo, 22 miles from Long Beach, and about 27 miles from Newport, it's by far the most popular weekend destination within the island chain. Like its sister isles, it was populated by Native Americans for thousands of years before the Spaniards arrived, and was later a haven for international smugglers. In modern times it has served as Southern California's most unique weekend getaway spot for stressed-out Los Angelinos, in addition to being transformed by many Hollywood producers to portray locations all over the world.

The city and harbor of Avalon is famous for its iconic 1920s casino that's perched at the edge of a vast mooring field. On summer weekends, it's always abuzz with the joyful revelry of hundreds of sunseekers — a spring break atmosphere for vacationers of all ages. With many bars, restaurants and tourist shops, there's plenty to do ashore — including world-class people-watching on the busy cityfront beach. Here, and at many other anchorages, easy and efficient "two-point" (fore and aft) mooring



LATITUDE / ANDY

OF CHARTERING



Spread: The western tip of Santa Cruz Island silhouetted against the setting sun. **Inset:** A mini offshore cruise can be great family fun.

systems are laid out for visiting boats. You simply call or radio the harbor master's office (VHF 12 or 310-510-0535) upon arrival and a harbor patrol boat will take your payment and usher you to an available spot. (It's \$35/night for a 42 footer.)

As much fun as Avalon can be, we, and many other sailors, prefer the island's quieter bays and coves, because we're usually in a mood to get away from the masses rather than make a passel of new friends. There are more than 20 such anchorages to choose from, most of which have moorings. Eight have boat-in-only campsites ashore.

Thirteen miles northwest of Avalon lies Two Harbors, so named, because a narrow isthmus at the head of the bay separates it from Cat Harbor on the seaward side. Although Two Harbors is always humming with vacation-fueled excitement on summer weekends, during weekdays throughout the year it's relatively sleepy. Compared to Avalon, it's only minimally developed, but there are restaurants, showers and a general

store that make it a must-stop at some point during a Catalina cruise. If you want to maximize your solitude, a good strategy is to avoid both Avalon and Two Harbors on the weekends, while hiding out at some of the more secluded anchorages. (Moorings at Two Harbors and nearby anchorages are controlled by the Isthmus Harbor Department, reachable on VHF 9 or at 310-510-4253).

One of the biggest draws to the island is its remarkably clear water. Both snorkeling and scuba diving are immensely popular, and the craggy coastlines of this and other Channel Islands are ideal for both kayaking and stand up paddleboarding. Some charter outfits rent them to take along.

Our unofficial SoCal 'roving reporter', Bill Lilly, spends a great deal of time at Catalina. He offers these insider tips to newcomers: "There's a cool anchorage just east of Long Point. Anchor, then run a line to shore, which will keep your bow pointed into the wakes

of the westbound boats while the point protects you from eastbound boats.

"If there is sun anywhere on the island, it will show up first (and sometimes only) at White's/Moonstone, because this anchorage lies behind the tallest peak on the island, which often splits the marine layer and creates a 'sun hole' when the rest of the island is overcast.

"Emerald Bay is reminiscent of a Caribbean anchorage, but with colder water, of course. It has a shallow area with blue water over a sandy bottom and plenty of reefs and rocks to snorkel over.

"Little Harbor, on the back side east of Cat Harbor, has room for only a few boats in the most protected area, but is much less used than most anchorages. There are picnic and camping facilities ashore, and one of the most popular surf spots on the island is nearby (at Shark Bay).

"Don't be afraid to anchor at Catalina. Even though you'll often be in more than 80 feet of water, there's generally good holding. At Avalon there is an anchor-snagging wreck or reef in about 100' of water off the casino, but otherwise the only problem tends to be tons of kelp on the bottom."

As much fun as Catalina can be, there's a whole other world awaiting you at its undeveloped sister islands. San Miguel, Santa Rosa, Santa Cruz and Anacapa Islands are laid out along an east-west line roughly 50 miles north of Catalina. All are part of Channel Islands National Park, as is tiny Santa Barbara

With its landmark casino visible for miles, Avalon Harbor is 'the' place to be for Southern California boaters on summer weekends.



INSET: LATTITUDE / ANDY

NORM HARNEY

WORLD

Island which lies in quiet isolation 20 miles west of Catalina, and all are thus carefully protected and maintained by the Park Service. Although several of these islands held busy ranches in years past, today they function primarily as natural preserves for wildlife, and get-away spots for respectful visitors.

For the truly adventurous, the more remote islands are definitely worth a visit someday. San Miguel, for example, is home to the largest collection of northern elephant seals, northern fur seals, California sea lions and harbor seals in the world. But most first-timers to this region wisely choose to spend their time at Santa Cruz Island, which lies just 22 nautical miles from Santa Barbara and about 17 miles from Oxnard's Channel Islands Harbor.

This 20-mile-long island is a truly fascinating place that would take months, if not years, to fully explore. As island aficionado Capt. Dan writes on his excellent website (www.sailchannelislands.com), "Santa Cruz Island has more great spots to drop your hook overnight than anywhere between Oregon and Mexico."



NORM HARNNEY

Looking northeast across Catalina's Isthmus, Cat Harbor lies in the foreground, with the Two Harbors anchorage in the distance.

Its many anchorages provide good shelter from occasionally strong winds, and serve as an ideal practice venue for future cruisers. While anchored all alone soaking in the tranquility of one of the smaller spots, such as Lady's or Little Lady's, it is mind-boggling to think that 15 million people live less than 100 miles away.

Jurisdiction of Santa Cruz island is split between the Park Service and the Nature Conservancy, both of which have rules you'll be apprised of by your charter operator — i.e. you need a permit to go ashore on the western 9/10ths of it. Once permitted, you are welcome to go ashore most places to hike the rugged hills and explore the abundant tidepools that line parts of the coastline. Although once on the brink of ecological collapse, Santa Cruz is truly a nature-lover's paradise, as are the other islands within the park. Through three decades of hard work, most non-native plants and animals have been removed, so most original species are now flourishing. Even bald eagles have returned to hilltop perches on Santa Cruz. There are, in fact, about 150 species of plants and animals unique to the islands, which scientists believe resulted from their offshore isolation, as they were never attached to the mainland. Thousands of seabirds take refuge in rookeries here, including cormorants, pelicans, oyster catchers, and gulls.

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If you're into snorkeling or scuba diving, you'll be in for a treat when you explore these waters. The giant kelp forests found along the coast house a great diversity of fish and other sealife, which have become increasingly more prolific since the waters surrounding the five park islands were declared a National Marine Sanctuary in 1980. (Fishing and marine life harvesting is completely prohibited in some areas, and partially restricted in others.)

If you've never snorkeled or dived in a kelp forest, you'll be dazzled by the surreal quality of the sunlight as it filters down through the constantly dancing vines, and reflects off their broad, leaf-like fronds. These fast-growing plants, which are actually a form of algae, anchor themselves to the sea floor, then rise up 100 feet or more to the surface, offering protection to a wide variety of sealife. Near the sea floor, they shelter baby lobsters and other invertebrates, while their upper reaches are home to all sorts of fish, such as garibaldi, rockfish, and bass, which use the forest for

both protection from predators and access to prey.

We warn you, however, that whether snorkeling or scuba diving, you need to be extremely careful not to get tangled up in the swaying vines. As always, dive with a buddy and carry a knife.

One of our favorite things to do at Santa Cruz — other than simply kick back in the cockpit and meditate on the effortlessness with which sea birds are able to hover on an afternoon breeze — is to explore the island's many wave-cut sea caves. There are well over 100 of them, and some, such as the famous Painted Cave, have entrances big enough to sail under. Seriously, its opening is well over 100 feet tall. According to speleologists in the know, there are more than 40 caves here that have ceilings tall



LATITUDE / ANDY

A trip to colorful Catalina can be an eye-opening adventure for city-dwellers as well as for charterers on their first offshore cruise.

enough to enter by dinghy and about 40 more that can be explored by riding atop an inner tube or boogie board. Neighboring Anacapa also has caves, and in combination, the two islands can boast one of the most impressive collections of sea caves in the world.

Scientists tell us that one of the most



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notable things about them is how deeply many of them penetrate into the island: At least two dozen caves extend 300 feet inland! Before you get too excited about doing some amateur spelunking during your charter vacation, though, let us strongly caution you that exploring these caves can be dangerous due to tides and surges. Don't even think about entering one by any means if there's a swell running, as the caves' internal structures tend to amplify the surge effect. The best time to explore them is usually during summer and fall, early in the morning when all is calm. As long as you're cautious, exploring them can be a truly memorable experience. To do so, you'll

Secured for solitude: The S2 35c 'Anum Cara' lies at anchor in 72° water at Coches Prietos, on Santa Cruz Island's north end.

want to bring along a wetsuit, some form of flotation, a waterproof light, a protective helmet, and a waterproof camera. And don't be surprised if you find a family of seals hanging out on rocky ledges in the darkness deep within. But fear not, they'll definitely announce their presence with their barks.

Given enough time, you could do a loop tour that included Santa Cruz, Catalina and several coastal towns. But for your first Southern California cruise you'd probably be wise not to be quite that ambitious. A couple of reasonable

alternatives would be Santa Barbara to Santa Cruz and Anacapa Islands, on to Catalina and back, or perhaps Long Beach to Catalina, on to Newport and back.

There are a wealth of possibilities. But whichever route you choose, we'd encourage you to settle on a plan and reserve your boat as soon as possible because Southern California fleets aren't huge.

As much as we love sailing in the Bay Area, there are two things our local conditions lack: warm temperatures and sunny skies. On that score, Southern California definitely 'outshines' us.

— *latitude/andy*

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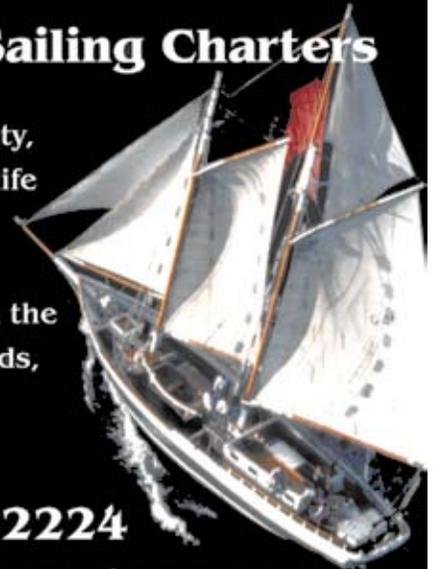
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ARE YOU READY TO HA-HA?

Will the reservoir of sailors who are eager to do the Baja Ha-Ha rally ever run dry? Apparently not. Less than a month after sign ups began, there are already 75 paid entries. As always, they come from all walks of life and will be sailing on a wide variety of boats. So far the two smallest are David and Diana Burkholder's Cal 2-30 *Daviana* from Whiskeytown, CA, and Paul Ingram's Islander 30 *Rancho Relaxo* out of Chula Vista. The largest to date is Mike and Dawn Hilliard's 85-ft schooner *Destiny* from Friday Harbor, WA. You'll find the complete list at www.baja-haha.com.

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

You'll find frequent updates on this year's event on 'Lectronic Latitude' at www.latitude38.com.

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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 7. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watch-standers. Get a head start on the process at our constantly updated Crew List site at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

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IMPORTANT DATES

Sept. 7 — Mexico-Only Crew List and Baja Ha-Ha Party, Encinal YC in Alameda; 6-9 pm.

Sept. 10 — Final deadline for all entrants.

Oct. 15 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 22 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 23, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct. 23, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 23, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 24, 11 am — S.D. Harbor Parade & Start of Leg 1

Oct. 29, 8 am — Start of Leg 2

Nov. 2, 7 am — Start of Leg 3

Nov. 4 — Cabo Beach Party

Nov. 5 — Awards presentations hosted by the Cabo Marina.

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PLEASE NOTE: Correspondence relating to the event can be emailed to andy@baja-haha.com. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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CHANGES

With reports this month from **Scarlett O'Hara** in Thailand; from **Mendocino Queen** in the Caribbean; from **Cat 'n About** back in Mexico; from **Migracion** on **Brick House** being dismantled; from **Java** on sailing to the Marquesas; from **Cocokai** on the Solomon Islands; from **Azure II** on a second season in the Med; from **DreamKeeper** concluding a circumnavigation; and **Cruise Notes**.

Scarlett O' Hara — Serendipity 43 John and Renee Prentice In Thailand Out of Season (San Diego)

We've been in Thailand for about two and a half weeks now. We spent the first week getting to Au Chalong, the main harbor on Phuket, where we checked into the country and tried to organize getting some new rigging parts for the boat. We did get our new roller furling system installed and the sail modified, which means it will be easier for us to use the staysail now.



John and Renee

But it's been an eye-opener to us to learn how 'foreign' Thailand is, in the sense that very few people speak English. For example, we've been working with a big sail loft that employs hundreds of people, but only about five of them speak English. And we're not sure how well the five understand us. As a result, our sail got done, but not correctly, as — among other issues — they sewed the suncover on the wrong side of the sail. Luckily, John was able to reverse the roller unit and all is well.

We have also ordered some new parts for our rigging, but they are being sent from France, so it's not clear when they will arrive. Fortunately, all seems to be right with the mast right now, but we

The Prentices found that few Thais speak English. Want to speak English? See Brent McInnes at the Phuket Cruising YC at Au Chalong Bay.

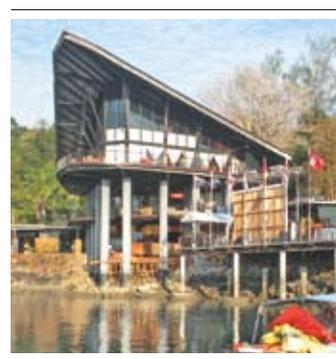


aren't testing it too severely. The biggest problem we're having with the rigging is that there is nobody in Asia who can examine or repair rod rigging. It has to be shipped to Australia, which would require that we pull the mast and sit in a marina waiting for either new rigging, which John would have to install, or have the old rigging reheaded and shipped back to us. Neither option appeals to us right now, as it would be very expensive. So we're taking it day by day.

We left the main harbor of Au Chalong as soon as we got our sail back, and have enjoyed three lovely days exploring Phang Nga Bay. This shallow bay — in some places too shallow for our boat — is northeast of Phuket and has hundreds of small islands. Today we went 'honging', which is rowing the dinghy inside of honges. Honges are caves that you enter from the sea, but are open to the sky once you get to the center. They are very cool! Entering the sea caves is a little scary, of course, as they are dark and have lots of bats. But what a terrific experience!

Most tourists come to Phang Nga Bay by boat, and then guides lead them into honges aboard kayaks. We're amazed at the number of tourists and how much traffic they create. We'll spend two weeks out here exploring, then return to Phuket to check on the rigging parts and 'officially' exit Thailand. The problem is that our tourist permit is only good for 30 days, but we can take as much time as we want making the 120-mile trip back to the Langkawi, Malaysia. We will then make a trip, by plane, to Penang, Malaysia, to obtain a 60-day Thai visa, which will allow us to return to Thailand for more exploring.

The scenery in Thailand is the most spectacular we've seen in all our cruising to date. Some of the cliffs rise 1,000 feet or more straight up from the sea, and are spectacular. And vegetation and trees grow right out of the rocks. We have seen hundreds of eagles, which soar above the cliffs on the thermals. And every night we've been treated to light shows — meaning lightning and thunder. Some nights the lightning has been a little too close for comfort, but it's nonetheless extremely beauti-



ful. The water in this part of Thailand is warm, but very green and cloudy, as opposed to clear. We've also been seeing millions of volleyball-sized jellyfish. We have braved the water to cool off, but have kept a sharp look out for the jellyfish. Our next island stop will be Koh Phing Kan, also known as 'James Bond Island', as they filmed the Bond movie *Man With the Golden Gun* there.

The southwest monsoon season is due to begin in May or June, which will bring more rain and wind from a new direction. But we still think we'll be able to see things between the raindrops and wind storms.

Weather Update: We've been trying to cruise Thailand in the offseason, but have had terrible weather the last few days. It's been impossible to anchor for the wind, as it seems to change direction all the time. It's been so unpleasant that we may have to retreat to Langkawi, Malaysia, hide in Rebek Marina, and sit around the pool.

— john and renee 04/25/11

IN LATITUDES

COURTESY MENDOCINO QUEEN



Insets left, from top: John and Renee say Thailand is the most beautiful country they've been to. But if the bad monsoon continues, they might have to return to the Royal Langkawi YC in Malaysia. Spread; Allen and Kate, who have been cruising 'Mendocino Queen' of San Francisco since '93.

Mendocino Queen — Downeast 38 Allen and Kate Barry All Around the World (San Francisco)

It's been a long time — perhaps from the South Pacific in '95 — since we made a report to *Changes*. In short, we left San Francisco in '93 and have been on our boat ever since. It took us 11 years — meaning until July of '04 — to get through the Pacific, Indian and Atlantic oceans, and make it to the East Coast of the United States.

With the cruising kitty pretty much empty by then, we took jobs at West Marine in Fort Lauderdale, and then a couple of years later went to work for Bluewater Books and Charts, which we found to be an exceptionally good place to work. Bluewater also has a store — the Armchair Sailor — in Newport, Rhode Island. This was perfect for us,

as it meant we could winter in Florida and then take our boat to Newport for the summer and hang out at Martha's Vineyard, Nantucket, and all the other great places in the Northeast when not working. While there, we would represent The Armchair Sailor at the Newport Boat Show, and then sail to Annapolis and represent Bluewater at that boat show, too.

We retired again at the end of the '10 Annapolis Boat Show and made for the Virgin Islands. We had a rough trip south, with monster waves following us the first couple of days. But after 9 days and 1,300 miles, we dropped anchor in Francis Bay, St John, USVI. The air and water were 80 degrees, so into the water we went.

After five months in the U.S., British, and Spanish Virgins, we took off for St.

Martin, St. Barth and Antigua. As we write this, we're in Antigua for Antigua Sailing Week.

Our mode of cruising has been to proceed slowly. We like to stop places long enough to learn a little of the language (although we're not very good at it), figure out the transportation system (if there is any), learn the monetary system, and visit the markets. We attend church services — it doesn't matter what type or denomination — go to community events, and often befriend a few folks. The following are some of the highlights of our cruising to date:



The Hong Kong YC was home to the Barry's for six months.

Palmyra — It was then under the reign of 'Mad Roger', and with visitations from a few of the characters in the *And the Sea Will Tell* murders.

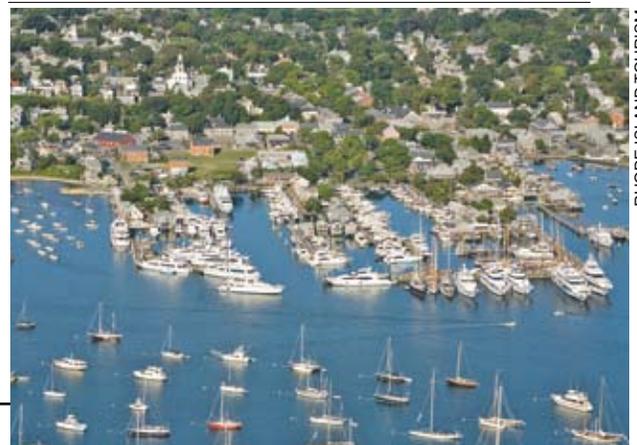
The South Pacific island nations — They blend the traditional with the inevitable coming of the modern world. An old man in Micronesia swam out to our boat to tell us he had a son enrolled at the University of Ohio. When at school, the son lived in a dorm; when back home, he lived in a thatched hut.

Hong Kong — We spent six months at the Royal Hong Kong YC. We made money by working as private English tutors to the children of the Hong Kong elite.

Australia — We spent nine months on the Queensland Coast, out at the Great Barrier Reef, and at the Whitsunday Islands.

New Zealand's Bay of Islands — We spent about six months at the uninhabited islands, enjoying great hiking.

Working for Bluewater Books and Charts meant the Barrys got to spend a lot of summers cruising places such as Nantucket Island.



RHODE ISLAND TOURISM

CHANGES

swimming, and gathering of clams (pipis) and mussels. The town of Russell was wonderfully quaint.

Southeast Asia — We enjoyed about three years between Malaysia, Singapore, and Thailand. Those three countries are so very close together, but so very different. We did a lot of land travel in Southeast Asia, by bus, train, boat, raft, motorbike and three-wheel taxis.

The Andaman and Nicobar Islands — They belong to India, and hold the distinction of perhaps having the most gigantic bureaucracy for such a small place. Even though it took us three days to check in, it was well worth it. These islands in the Indian Ocean are truly a big step back in time. For example, gravel is produced by women who hammer on stones all day long, until both the women and the stones are sufficiently broken down. Mind you, this is in the developed part of the islands! There are also restricted areas, such as Nicobar Island. The government says the people there live such a Stone Age existence they are not mentally equipped to meet outsiders. And that if they do, they tend to attack with bows and arrows.

The Chagos Archipelago — These wonderful uninhabited atolls in the middle of the Indian Ocean are controlled by the Brits. Sea life and bird life abound, with crabs and lobster in abundance. No provisions are available, however, so we arrived with everything we needed for a four-month stay. It was a Robinson Crusoe kind of experience.

The Seychelles — This is the home of

The Barrys temporarily planted an American flag on the sands of the uninhabited Chagos Archipelago in the Indian Ocean.

the giant tortoise, and they walk along the roads just like the humans. The officials here were very polished, courteous and professional. In fact, the Customs officer sent us an email welcoming us to the Seychelles, and offered his assistance if we had any needs or difficulties. The islands were wonderful for hiking, biking and snorkeling, and seemed to be a favorite of the humpback whales.

East Africa — We spent a couple of years in Kenya, Tanzania, Madagascar, and South Africa. We got to know a bunch of the local people, and visited some homes and Masai villages and *bo-mas*. We also traveled to the Serengeti, Great Rift Valley, and Ngorongoro Crater by public bus. The sights, sounds and smells of the African plains are as if they belong to another world. It was also so radically different from any experience we had had before, as life is so immediate and intense, and the people are kind. For example, I was looking for Immigration at the port of Dar Es Salaam, when a Somali man selling ferryboat tickets approached me to show me the way. And at a sun-drenched, dusty crossroad on the way to Arusha, we waited for a bus. A number of people approached us to be sure we were okay, and knew which bus to take. They weren't used to seeing white folks standing in the sun. The officials in Kenya and Tanzania were scrupulously honest, and there was never a hint of improper behavior.

Cape of Good Hope — It was rough down there, but at least there was shelter.

St. Helena Island — It lies isolated in the mid-Atlantic, famous for being where Napoleon was imprisoned and died. There is no airfield, so most residents never leave the island. The people, who are known as 'Saints', are very welcoming and friendly.

Our website — www.mendocinoqueen.com — has some details about our travels and a few chapters of what will become a book in the not too distant future.

A lot of people wonder how we been able to do all this cruising. We are not rich. We had careers in health care administration and social work in our previous lives. We met in '90, and were married a year later. Our wedding was aboard *Mendocino Queen* in the shelter of the Marin Headlands. In '91 and '92 we worked as captain and crew aboard a large ketch on a Pacific cruise, and in '93 departed on our present journey. We continue to



work, as we, like most cruisers, must continue to earn money. We've picked up some charter work along the way, but have taken other jobs as well. For example, we worked in a cafe in New Zealand, taught English in Hong Kong, and while in Guam, Kate worked as the director of a cancer clinic while Allen was the engineer on a large commercial catamaran.

To give you an idea of our 'cost of cruising', we've spent about \$1,500/month for the last six months cruising in the Caribbean. However, it's important to understand that we never stay in marinas, and only eat out occasionally — usually inexpensive lunches. But we are having lots of fun and think it's a great way to retire.

We pursue an active lifestyle and tend to keep on the move. Besides enjoying all the maritime features of the places we visit, we also travel inland. For example, while in New Zealand, we rented a car,

LATITUDE/RICHARD



The Barrys were fascinated by the culture of SE Asia.

COURTESY MENDOCINO QUEEN



IN LATITUDES



The summit of Borneo's 13,500-ft Mt. Kinabalu was just one of the many inland destinations the Barrys enjoyed in Southeast Asia.

toured both islands, and Allen did the bungee jump at Queenstown. In Australia we took buses to the Outback and climbed Ayers Rock. While in Borneo, we spent a few days climbing Mt. Kinabalu. We toured the length and breadth of Thailand by just about every means of transportation known to man. These are just a few examples.

Since we are sexist, Allen does most of the engine room stuff. Since we are also not sexist, Allen does most of the cooking, too. Kate is the navigator, baker, and route planner. She also does all of the worrying, since Allen doesn't seem capable in that respect. Kate also does all of the long term planning, as Allen apparently doesn't have long-reach synapses in his brain. Allen catches, cleans and cooks all of the fish, lobster and crabs — and likes it to do it. Kate reads more

than Allen — and more than most other people. We keep up with world events via the Voice of America, the BBC, and English newspapers and magazines when we can find them. We tend to eat what is most fresh, available and appetizing wherever we happen to be. However, we have passed on some things we've seen along the way, as they were either just too gross or weird for our conservative backgrounds.

— kate and allen 05/15/11

Cat'n About — Gemini 3000 Rob and Linda Jones Seven Years, Ten Countries (Whidbey Island, WA)

We thought you might enjoy a photo of *Cat 'n About* sporting the various courtesy flags she's collected in the last seven years. We started cruising in '04 by sailing north — from Whidbey Island to Canada. But that short trip was followed by heading south to participate in the '04 Ha-Ha. We

BORNEO BOB TOURS

spent almost three years in Mexico before continuing south to the Galapagos.

We didn't want to continue across the Puddle (yet), so we headed to mainland Ecuador. We then sailed up to Panama, transited the Canal, and continued on to Cartagena, Colombia. We had intended to continue on to the East Coast of the United States and the Bahamas, but we decided that we missed Mexico too much! Our being from Seattle, you would think we could deal with rain, but last year's rain in Cartagena seemed biblical.



'Cat 'n About', "home" in La Paz, her flags proudly flying.

When we arrived at Marina de La Paz, it was like coming home! So we put up all the courtesy flags, starting with Mexico and followed in order of all the countries we visited. We also flew our various flags — from the Zihua Cruising Club, the Bluewater Cruising Club, the '04 Ha-Ha, and, of course, our swallowtail Pusser's Rum flag.

While in Guatemala, we fell in love with Santiago, a small Mayan town in the mountains on Lake Atitlan. So we bought a small piece of property there, and are currently building a small house for use during hurricane season. Having spent a fair bit of time enjoying rum in Central America, I've become quite a fan of the spirit. In my humble opinion, Guatemala's Zacapa is the world's best rum.

We enjoyed all of our travels and have some great memories from everywhere we went. Nonetheless, in our opinion Mexico has offered the best cruising so far. It has the most of the things we enjoy the most — best food, great weather

Now something of a connoisseur of rums, Rob contends that pricey Ron Zacapa, distilled in Guatemala of all places, is the very best.



RUMS OF THE WORLD

CHANGES

and mostly easy sailing conditions, and the dry heat of Baja is just fine with us. Nonetheless, *Cat 'n About* will be spending the summer alone at Fonatur in



Wave these around, and you could have trouble down south.

and mostly easy sailing conditions, and the dry heat of Baja is just fine with us. Nonetheless, *Cat 'n About* will be spending the summer alone at Fonatur in Puerto Escondido, as we have to return to the Seattle area to work for a few months. Gotta pay for that house in Guatemala, you know.

Puerto Escondido, as we have to return to the Seattle area to work for a few months. Gotta pay for that house in Guatemala, you know.

For folks thinking about heading south of the border and worried about security, all we lost in seven years of cruising was one camera. That was taken from our backpack by a young man who loaded our packs into the back of a plane out of Bocas del Toro. Other than that, we didn't have a problem. However, we don't buy drugs, hang out in bars late at night, or walk around wearing expensive jewelry and flashing cash.

— rob and linda 05/15/11

Brick House — Valiant 40 Patrick and Rebecca Childress Dismasted Near Kiribati (Middletown, Rhode Island)

"Patrick and Rebecca Childress's Valiant 40 *Brick House* was dismasted in late April while underway from Kiribati to Vanuatu in the South Pacific," reports Bruce Balan of the California-based Cross 46 tri *Migracion*. "The chainplate for the boat's port upper shroud broke when a squall passed through, causing the mast to fold over just before the spreaders. Neither Patrick nor Rebecca was injured, and there was little damage

The mast on 'Brick House' crumpled when this chainplate failed. Riggers says the chainplate suffered from obvious crevice corrosion.



BRICK HOUSE

to the boat.

"They were able to motor to a nearby atoll," Balan continues, "where they stabilized the rig and then motorsailed with a jury rig to Tarawa. As I write, they are attempting to cut off the top section of the mast, which is dragging in the water, so they can continue the 400 miles to Majuro in the Marshall Islands, where they hope to effect repairs."

Patrick is known and respected for the solo circumnavigation he made 32 years ago aboard his Catalina 27 *Juggernaut*. Both he and Rebecca have written scores of articles for various sailing publications, and helped many sailors during their current circumnavigation.

In a recent email updating the mishap, Rebecca wrote: "Patrick miraculously climbed the mast in a bumpy anchorage to make alterations so it would be safe enough for us to proceed. He has a great spirit about it all. What we need now is a 4-foot mast section made by Spar Tech (or possibly Super Spar; the Valiant factory isn't sure which one we have). The section is 25 inches in circumference; a perfectly shaped oval about 9 inches fore and aft, and 6 inches side to side at the fattest part. There are no flat sides." If anyone can help find the proper section of mast, please email Patrick and Rebecca ASAP.

"Amazingly," Bruce explains, "while bashing into waves for over 12 hours, the TackTick wind sensor continued to give us wind speed equal to our water speed — in other words, read correctly. After our removing it from the mast, washing it in fresh water, and lubing it with WD-40, it continues to operate. The tricolor light housing was destroyed, but the Bebi Electronics LED light held tight for its 12 hours of saltwater thrashing. It was unharmed even after Patrick dropped it in 38 feet of water."

— bruce 04/30/11

Readers: Having seen the photo at left in *Lectronic*, Craig Shaw, a professional rigger with a reputation for helping *Ha-Ha* participants at no charge, was incensed. The skipper of the Portland-based Columbia 43 *Adios* wrote, "Whoever welded up those chainplates should be shot, even now, 35 years later. The chainplates look like something out of Taiwan, not Washington state, where the Valiants were made back then. Thanks



to the great photo, you can clearly see the weld around the edge, and that the chainplates were made out of two pieces of 3/16" stainless. They should have been made out of solid stainless. There was no weld around the clevis pin hole, so salt water got in and caused all the crevice corrosion. Owners of other Valiants of that era should inspect their chainplates."

Java — Crowther 48 Evan Dill and Donna Crossing to the Marquesas (Santa Barbara)

We had a long, long passage — 28 days — from Puerto Vallarta to Fatu Hiva, the southernmost island in the Marquesas. Our passage was 7-10 days longer than anticipated, mostly because we had at least 7 days of very little wind while trapped in the Intertropical Convergence Zone (ITCZ), which is the transition zone along the equator between the northeast and southeast tradewind belts. Usually it's only about 120 miles

IN LATITUDES



PHOTOS COURTESY BRICK HOUSE

Spread; Patrick, who circumnavigated with a Catalina 27, holds parts that worked after the dismasting. Inset; Masthead in the water!

wide and centered at 4°N. But this time it moved around. We fell into it at about 4°N, and didn't get out of it until 4°S, which meant it affected us for about 500 miles of sailing. Or, more accurately, not sailing!

Most of the boats around us chose to motor through the ITCZ, but I wanted to do it the old-fashioned way, which is to sail when you can and spend the remainder of the time resting while waiting for more wind to show. The ITCZ is usually an area of lots of thunderstorms, which means there is lots of wind around the squalls, but not much between them. This time there wasn't much squall activity, so we didn't log many miles a day.

This lack of progress didn't bother my lady Donna, Joby, a young crew I picked up in Puerto Vallarta, or myself. But it became unnerving to the Canadian woman who rounded out our crew. She

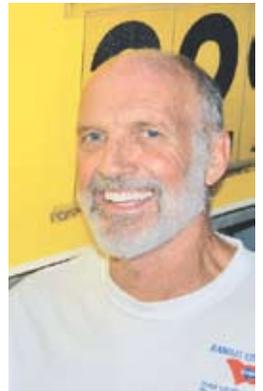
had a deadline for flying out of Papeete, which I assured her she'd have no problem making. But I guess she really didn't believe the three of us would be perfectly content to sit around waiting for wind, hour after hour — even though I'd tried to make that clear to her before we left. I finally gave her the option of paying for the fuel we used if we motored to the southeast trades. She took it, and we motored for two days before getting into steady wind.

Alas, we also had problems with sugar. The woman used what seemed to the rest of us to be copious amounts of it in her coffee and tea. Donna finally tried to hide it so there would be some for everyone. After the woman caught her, there was an unpleasant tension on the boat. Then all the sugar was gone. It's hard to go cold turkey from sugar.

Anyway, after getting

to the Marquesas, the woman flew out to Tahiti, and Joby had to go to his grandmother's funeral, so it's just been Donna and me. We're leaving the Marquesas heading for the Tuamotus and Tahiti, the latter being where Joby will rejoin us.

Life has been good. We've been catching lots of fish, and eating plenty of mango, papaya and pamplemousse. We'll be in the Society Islands until the middle of June, where we'll be welcoming guests. All anyone needs to bring is a swimsuit and \$12 for a pareau.



Evan Dill

— *evan 05/12/11*

Cocokai — 65-ft Schooner Greg King The Solomon Islands (Long Beach)

To continue on from our report that left off in the April issue of *Latitude*, we left Vanuatu late August to head north to the Solomon Islands. We visited several islands and island groups, including Guadalcanal, the Russell Islands, and the Western Province. Although the best snorkeling was in the remote Russells, the highlight of the Solomons was scuba diving around famous Marovo Lagoon in the Western Province.

We anchored right outside the lagoon in Peava, off Nggatokae Island, for a few weeks. Coco got private lessons with Lovely Lisa — formerly of Kona — to earn her PADI certification. Coco is now official, and officially hooked. I guess it would be hard not to be, when diving

Having had lots of real world learning experience, Coco, in white, is looking forward to attending school in California for a while.



COURTESY COCO KAI

CHANGES

along sheer coral walls, in crystal clear 86° water, where you are buzzed by sharks and see things like a devil ray, an eagle ray, a mottled sting ray, pygmy sea horses, turtles, and six types of nemo fish — all on your training dives.

The Solomon Islanders in the Western

Province are also known for being the best carvers in the Pacific. We bartered for several intricate wall hangings for the boat. Jen's b'day present was a new hand-carved cockpit table, complete with etchings of local fish. We acquired some incredible fine art wooden bowls inlaid with intricate nautilus shell patterns. The funky carvings we had traded for in the Southern Solomons looked like folk art compared to what these artisans created.

Diving, the Solomons.

Unfortunately, because this is their main source of cash for very expensive school fees, we were soon weary of the multitude of canoes that visited us to "just show, no buy, just show" their wares. So it was something of a surprise when in Gizo near the end of our stay, instead of coming by with carvings, a guy came by with a couple of live crocodiles. For about \$30 they would kill one, skin the hide for future use for belts, wallets, and shoes, fillet it for supper, and give us the skull to make into a cool wall scone — just like the one we saw lit up at the Gizo Hotel. Even though crocodile is said to be delicious, we passed. But our Aussie friends took them up on it.

Jennifer, enjoying the warm clear water and war remnants that make the diving so pleasant and exciting in the Solomons.



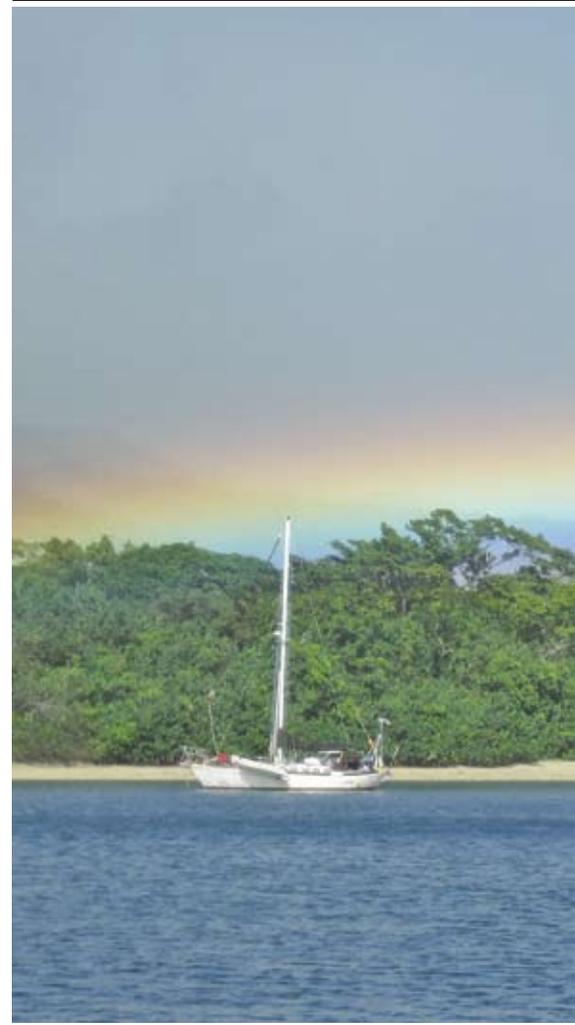
World War II had a tremendous impact on the Solomons, and they love Americans for freeing their islands from the Japanese occupation. We sailed past tiny Kennedy Island near Gizo, where JFK and his crew were stranded. We met several offspring of the local who saved them.

You realize how rugged these islands are when you hear the story of how long it took all the Japanese soldiers to learn that the war had ended. In 1965, 20 years after the war was officially over, a Japanese holdout, still on duty, was spotted stealing vegetables from a local's garden. He only gave himself up after a leaflet drop.

North of Gizo, we enjoyed diving a sunken World War II freighter, which had some interesting memorabilia. Coco found an old telephone headset and a glass jar full of what she thought were balloons, but were actually 60-year-old condoms. That added a little extra tidbit to the ol' home schooling curriculum!

In a somewhat similar vein, we found out why there had been so much interest in our boat's name. It turns out 'coco' is local slang for a man's banana-shaped privates and, unfortunately, 'kai' means 'to eat'. I guess the only good news is that we didn't find this out for three months, by which time we were leaving. Interesting enough, we found this out from a fellow cruiser, as the locals were much too polite to say anything. Of course, as soon as our Coco found out, she immediately insisted on being addressed by her official name, Nicole. Once we reached Papua New Guinea, where the slang is different, she resumed using her unofficial name.

We made the crossing from the Solomons to PNG after a brief stopover for Christmas in the remote Treasury Islands, another World War II battleground. Chief John, an ancient fellow, had some amazing photos of Americans landing on the beach in front of his hut, having come to oust the Japanese. Although told there were "no crocs here", we saw our first crocodile in the wild when anchoring. A few weeks before in Munda, we chatted with the police boat that was heading to one of our prior anchorages for a crocodile hunt. This serene river estuary was a friendly spot where some local girls came to collect Nicole to spend the afternoon canoeing and kayaking. The locals girls happily



and repeatedly fell into the water. We later found out that three big crocs had been hunted there. Yikes! We always ask about crocs before swimming, and the usual response is "no crocodile here". But upon further questioning, we find out that there might be one, right over there, after all!

There's no room to report on PNG now, but we're currently in Townsville, Australia. We decided that the girls are going to go on part-time cruising status for awhile, so Coco can go back to 'real' school and do that teen-age thang. I plan to take the boat up to Thailand in July to get some major work done, and am therefore looking for longterm crew. We would be cruising Indonesia, and perhaps take another pass through the Solomons and Vanuatu before that. If anyone is interested, I can be reached at sv.cocokai@yahoo.com I will be in California in June, so we could meet in person then.

After December, it will either be braving the pirates of the Arabian Sea to get





COURTESY COCOKAI

'Cocokai', looking lovely in a tranquil anchorage in the Solomons, a place that 70 years ago was ravaged by World War II.

to the Med, or doing the long slog back to California via the North Pacific, and trying to go to the Med that way.

— greg 04/28/11

**Azure II — Leopard 47 Cat
The Pimentel Family
Cruising Around Corfu
(Alameda)**

Rodney: We woke up the day before Easter in high spirits, for we were on the island of Corfu, Greece, where every Easter is preceded by a very strange ceremony — people throwing ceramic pots off the balconies of tall apartment houses.

In the old days, the Venetians threw their useless junk out their windows on New Year's Day, to get rid of the old and bring in the new. Following the Venetian tradition, the pagans threw old pots out of their windows to get rid of evil spirits. The Christians threw old pots on Eas-

ter, saying it marked a new beginning. From all these traditions, the Easter pot-throwing ceremony was born. The festivity is unique to Corfu, and while it's done all over the island, thousands come to watch in the capital of Corfu town.

When we made our way to the town square at 10 a.m., a crowd covered the entire area and surrounding streets. We finally found a spot to settle down, but as the already massive crowd grew, it was all I could do to stop people pushing their way into our front-row place. The mass became so big that eventually people were standing just a foot or two away from where the huge pots landed from several stories above.

The pot dropping began at 11 a.m., with a continuous shower of pots about six inches tall. After a few min-

utes, someone brought out a 4-foot pot, and the low rumble of the crowd became a roar. People next to ground zero covered as the mass of clay fell with an ear-splitting crash. A few people kept on bringing out similarly large pots, all of them painted different shades of red and blue.

The pot dropping went on for another 20 minutes or so, until no one had any more pots to throw. The throng of people started to move, and everyone grabbed shards of the pots as



A typical shop in old town Corfu. No Cost-cos here.

souvenirs. Shop workers soon appeared and swept the huge mounds of clay away from their stores. Three days later, we could still spot orange colored dust, the last mark of the Easter pot dropping ceremony.

Jane: There are a couple of small islands just to the south of Corfu. We stopped at Paxos, a tiny and quaint island. It wasn't high season yet, so the weekend ferries weren't running and there weren't many people around. Great! It made it the perfect place to rent scooters and ride around the island, and for me to learn how to operate one. Toward the end of our trip around, Leo, my son and passenger, gave me some advice: "Mommy, let go of your fears and go fast!" I did speed up on a straightaway, he whooped, and I almost did let go of my fears.

While at Paxos, we were tied up to the town quay of Gaios. While there, we Med moored, which is a bit tricky because you put out a bow anchor, back up, and

In California, people smoke pot. On Corfu, the residents throw big red and blue pots off balconies to celebrate Easter.



UNESCO

CHANGES

tie two lines to the concrete quay, hopefully without hitting the quay with your boat.

It's always exciting, as RJ drops the anchor, Rodney backs up the boat, and Leo and I tie off the stern lines. There is potential for disaster, but this was our second time, and we did well.



Scenic Corfu.

The wind was expected to shift that night, and we intended to go to another location. But the wind was strong, pushing our cat against the quay, so we decided to stay put.

That evening, we were prepared for the wind to change to the south and we went to the recommended northern location. The boys sleep through everything, of course, so Rodney and I were up at 3:30 a.m., fending the boat off the dock. Prior to that a 50-foot motoryacht moored next to us, got a line wrapped around her prop, and we had to let them side tie to us. That put even more pressure on our boat against the quay. We finagled things around, put out more fenders, and eventually went back to bed. No harm done. But these changing strong winds have had us up more than a few times. The next day we loaned our scuba gear to the powerboat people so they could free their prop and disconnect from us. They did, and off they went.

We're about to haul the boat in Preveza for a bottom job. After that, we've got to see all that we can see, because we've only got three months left on our

Greece sure can be lovely, can't it? This is Gaios on the island of Paxos, one of Pimentel family's stops near Corfu.

Caribbean-Mediterranean cruise.

— *rodney and jane 05/10/11*

DreamKeeper — Pac. Seacraft 40 Gar Duke and Nicole Friend They've Been Around (Sausalito)

Gar and Nicole had cause for celebration last month in Banderas Bay, as they crossed their outbound track, thus completing a four-year circumnavigation. "We don't have that hanging over our heads anymore!" says Gar. They will soon start the long trek north to their old home at Sausalito's Pelican Harbor, but don't expect them before mid-summer.

When the couple headed west from Puerto Vallarta in the spring of '07 on the 3,000-mile passage to French Polynesia, they were both in their early 30s, making them some of the youngest Pacific Puddle Jumpers we'd ever reported on. "We believe in living life now, and making the big adventures happen while we still have our health, drive and wonder," Nicole told us.

After completing the crossing they wrote, "We appreciated being on the ocean, being witness to the power and beauty of the mighty Pacific and her changing faces. . . Like many people, we had ups and downs throughout the passage. Some days we were in love with sailing and dreamed of being out there for weeks. Other days we dreaded getting up for our morning watch, having had an uncomfortable, sweaty, sleepless night. Our emotions ranged from being elated and inspired, to being melancholy and exhausted. Looking back on it now, we would both do it again."

— *latitude/at 05/17/11*

Cruise Notes:

Too expensive to *not* go cruising? In the May 20th *Lectronic*, we ran an item asking folks to tell us **what it costs them to cruise**. We immediately got a response from Rich Boren and his family of four aboard the Hudson Force 50 ketch **Third Day** in Mazatlan. The family includes his wife Lori, daughter Amy, 13, and son Jason, 12, and they have kept track of *every* penny they've spent since sailing south with the '08 Ha-Ha. So before we tell you how much they spent, we challenge you to guess. Ready? For the nine months they cruised in '09, they spent an average of \$1,964 a month. That's not



bad, considering it's only about \$100/month more than the federal poverty level for a family of four in California. But it gets better. Way better.

When we bumped into the Borens in San Diego in June last year, they'd bought a Hudson ketch at a nice price to replace their Pearson 365. At the time, Rich told us that had he known what he knew after a year of cruising, he could have saved a ton of money, because he hadn't needed to buy or replace anywhere near as much stuff as he had been told. This is borne out by the fact that for the nine months they spent cruising in '10, the family of four on a 50-ft ketch spent an average of just **\$1,071 a month!** Or not much more than *half* the poverty level for a family of four in the United States.

"Cruising cheaply is all about anchoring out," advises Boren. "At least that's the mantra that has kept us cruising in comfort for about what it would cost us to live under a bridge in California. We also did our own haul-out in San Blas, which saved a lot of money. We post our monthly cruising numbers to try to dis-



IN LATITUDES



DREAMKEEPER

Spread; Gar uses a sextant to navigate. Inset; Gar and Nicole before leaving P.V. We can only imagine how much wiser they are now.

pel the myth that you have to be wealthy or have won the lottery to go cruising, especially as a family with kids." For a detailed look at their cruising expenses since late '08, visit www.svthirdday.com/PDF/expenses.pdf.

"After the last two summers in the northern Sea of Cortez," continues Boren, "which was without a doubt our best cruising, we want a break from the summer heat. Therefore, we'll be spending this summer on our mooring at Port San Luis in California, with plans to return to cruising Mexico. The decision to come back was also based on the fact that my business partner in San Diego is having a hard time keeping up with watermaker orders — lots of response from *Latitude*, by the way! — and he was begging me to help do some 'real work' rather than what he calls the 'easy job' of sales and marketing from my desk aboard *Third Day* in Mexico. So in some ways I created a monster — a successful business — while out cruising, a monster

that is trying to drag me, kicking and screaming, back ashore.

"As for our new-to-us larger boat," Rich continues, "Lori and I laugh at how big she is compared to our Pearson 365. While she seems over the top, she sure has made living aboard with two kids much easier. But the smaller boat is what it took to get us out here cruising, and if I had to leave on a 30-footer rather than only dreaming of cruising on something bigger, sign me up, because I'd be gone!"

Speaking of **cruising inexpensively**, we also got an interesting email from a cruiser on a 37-footer in Mexico. His logic was that if Mexican families had to live on two minimum wage incomes of \$175/month U.S. each, he himself ought to be able to live on \$350 a month. To his surprise, he's found that he can, boat expenses included. We'll run his complete email in next month's *Letters*.

Not those Aussies again! We're told that Pete and Susan Wolcott's M&M 52

cat **Kiapa** is all but sold to an Aussie from Perth. The Wolcotts had reluctantly put their cat on the market for \$1 million, and halfway hoped doing 26 knots on the Bay would scare the buyer from Perth. But it doesn't look like it.

The recently completed Second Annual **El Salvador Rally** was a cruiser event like no other, as it encompassed seven weeks of activities. Over that period, 47 vessels arrived from nine different countries. "This is truly an international event," say rally organizers Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 **Mita Kuuluu**. The April 30th closing ceremony at the Bahia del Sol Marina and Resort drew more than 60 cruisers and 40 guests, and everybody had a great time. Some sailors went away exceedingly happy, as more than \$3,500 in cash and prizes were awarded by a simple drawing. The top prizes went to Carl Johnson and Christina Revilla of **Bambolerio** (\$500), Tom and Carolyn Boehmler aboard **Sunny Side Up** (\$300), and Larry and Vicky Byers aboard **Rocinante** (\$250).

Not only were the ongoing rally events fun for the participants, but the event achieved its goal of introducing many new clients to the Bahia del Sol's facilities and the country of El Salvador. As of April 30, the average length of stay was 32 days. And 30 boats plan to spend part or all of the summer in Bahia, where moorings are \$100/month, and long-term rates at the marina are \$.40/foot. You can find more info on this second annual event at its official blog: <http://elsalvadorrally.blogspot.com>.

Members of the El Salvador Rally at the Bahia del Sol Estuary, rightfully toasting themselves for having completed their journeys.



'Zeppelin' crosses the bar at Bahia del Sol.

EL SALVADOR RALLY



EL SALVADOR RALLY

CHANGES

Water, water everywhere, and **no pool** to swim in? As mentioned previously, in our opinion all yacht clubs and marinas — especially those in the tropics — should be required by law to have a pool. For example, we believe that the addition of even an above ground pool at the Sky Bar at the **Marina Riviera Nayarit** in La Cruz would attract at least another 10 boats a month. After a hot day of sailing, what could be more soothing than to ease into a pool, sip on a margarita, and enjoy the beautiful view of the lights coming on around Banderas Bay? The above ground pools don't even cost that much. We think the fact that **Paradise Marina**, just a few miles farther down Banderas Bay, has three pools and three hot tubs gives it a marketing advantage.

What got us thinking about this was an email from Tom and Lori Jeremiason of the San Francisco-based Catalina 470 **Camelot**. Having previously stayed at the **Costa Baja Marina** in La Paz, they intended to spend a couple of days there again before heading up to the Sea. But then they learned that the hotel, which owns the marina, had instituted



LATTITUDE/NICK

Earlier this year we got charged to use the very large pool facilities at Las Hadas, but the fee was a very reasonable \$10/dinghy/day.

a new policy — people in the marina who wanted to use the pool would have to pay \$35 per person a day. Ouch! Having not been consulted on the new policy and said to have lost some cruiser

tenants because of it, Gabriel, the well-liked harbormaster, is trying to get the policy rescinded. "The Costa Baja is still a class facility," say Tom and Lori, "with free Wi-Fi, potable water on the docks, a fuel dock, and a free shuttle service to the *malecon* and Soriano's. But if you're looking to lounge by the pool and have a couple of beers, forget it!" At least for now.

"I wanted to alert you to the completion of a somewhat unusual six-month cruise to the Sea of Cortez and back by 26-year-old Brian Coggan," writes Jim Coggan of the Belvedere-based Schumacher 40 **Auspice**. "If this sounds like a letter from a proud dad, it is. Brian was later joined in Loreto by Alana, his girlfriend, whom he met the day before he was supposed to take off on his cruise. Naturally, that meeting delayed his cruise a bit.

"Brian and I have done a lot of races in the Bay Area aboard my *Auspice*, as well as the '04 Pacific Cup," Jim continues. "His boat is **Lost Boy**, an old Wylie 28 Half Tonner. He purchased her three

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years ago, and being a guy who likes to do things his own way, he made his own improvements. He also built his main and #3."

"As for my wife Kim and I," Jim continues, "we spent the season sailing north of the equator to explore the Marshall Islands. Everywhere we went, we were treated with courtesy, kindness and generosity by the island people. Although they live very humble lives, they are among the happiest people I have ever encountered. There is laughter everywhere, and the kids are non-stop sources of entertainment. Right now, I'm atoll hopping by myself toward Fiji, where I hope to reconnect with Kim in July. Then we're thinking Vanuatu and maybe the '12 Pacific Art Festival in the Solomon Islands."

"My Kristen 46 **Precious Metal** was hit by lightning 26 miles off the coast of Nicaragua on our way from Costa Rica to El Salvador," reports Pamela Bendall of Port Hardy, British Columbia. "It was a very rare strike that is known as a 'bolt out of the blue' or 'dry lightning'. I've

been told that it's more intense than regular lightning, and can travel 25 miles across the water under blue skies. The whole experience was freaky. My poor *Precious Metal* is in horrible shape after the strike, but the insurance company assures me that she'll be made shipshape again."

We know this will come as small consolation to Ms. Bendall, but scientists say lightning rarely — compared to land, at least — strikes on the ocean.

"We are presently at Ibiza Magna, right in front of old Ibiza Town on Ibiza, one of Spain's four Balearic Islands," reports Rob Wallace, skipper of Cita Litt's Newport Beach-based **Sea Diamond**, the beautifully restored 55-year old, 90-ft



The fun-loving Cita Litt, who along with her pal Sharon is doing a great job of carrying the West Coast sailing flag in the Med this summer.

Rhodes-designed, Abeking & Rasmussen-built motorsailer. "We left Palma de Mallorca last week, and have been anchoring around here since. Everyone says that Ibiza is the 'party capital of the Med', and it does rumble. But this being Spain, things don't start until 1 a.m.! I can maybe hang for a little while, but it's

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pretty crazy for me. I know the photo I'm sending is too small to publish, but it's of *Sea Diamond* in the foreground, and the 190-ft *Twizzle* in the back. It shows us anchored off Formentera, which is 10 miles south of Ibiza, and is the smallest of the Balearic Islands. Formentera has great beaches, and we've found that when the cruising guide said "nudity is the norm," they weren't kidding.

"I'd like Dona de Mallorca, who I know lived in Palma de Mallorca for eight years, to know that I walked the grounds of the exclusive **Club de Mar** every day for the five weeks we've been here," continues Rob. "I'd also like her to know that I could live here full-time, no problem! But I do have bandages all over my face, the result of walking into trees and light posts because I was distracted by the beautiful women. Unbelievable! Palma's old town is fantastic, with the narrow streets, and bars and restaurants everywhere. Cita and her sidekick Sharon have been having a blast, of course, and can often be seen strolling around with Coco, their French poodle, in tow. I got inside the huge Palma Cathedral on Good Friday for the procession and



LATITUDE/NICK

Wallace neglected to mention another charm of Spain, that being the tapas. Real tapas, not the junk that tries to pass for it here in the States.

scene. Wonderful! I also rented a car and drove to Soller on the other side of the island. What a mind-blowing, beautiful drive. They also had the Palma Vela Regatta here last month with a whole fleet of big Wallys. We on the West Coast think

we're pretty cool with our fleet of 70-ft sleds, but they'd be small potatoes here. I can't believe the number of gigantic sail and motoryachts.

"However," Wallace continues, "prices are high." A Big Mac alone is \$5, diesel is \$7.50 U.S. a gallon, and slip fee here is \$220 — a night! And the woman in the office says with high season about to begin, the berth rates will soon double!"

Many folks who cruised Mexico last winter will recall seeing *Sea Diamond* in various anchorages and marinas. If you want an example of how times change, next month we're going to have a report from a contemporary who cruised Spain back in the early '70s, when Franco was still in power — and was a member of the Club del Mar. Back then a *lifetime* membership in the club was just \$500 U.S., and it included a free annual haul-out!

We flipped open the June issue of *Cruising World* and exclaimed, "Ted and Veronique!" For there in a spread across pages 54 and 55 was a photo of the Catana 50 *Vérité*, which belongs to Ted Halstead and Veronique Bardach, anchored off what we presume is Croa-

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tia. In what was admittedly a nearly all-catamaran issue of *Cruising World*, Ted had written about his and his lovely — and fiery — Majorcan wife's many adventures in going from non-sailors, to buying a \$1.5 million cat, to cruising the Med for a summer, to crossing the Atlantic to St. Barth with their dog Ria. It's a good thing that all of Ted's observations were timeless, because all this happened back in '08! We know, because we met the couple in the Caribbean and wrote about the same adventures in the February '09 issue of *Latitude*. Anyway, we contacted Veronique, and got the following update:

"I've been back in D.C. earning some money, while Ted is on his way to Fiji from Honolulu. What a deal! We spent the cyclone season in Maui instead of going south to New Zealand. The passage from the Marquesas to Hawaii was a little rough, but well worth it. I leave on Wednesday for Nadi, Fiji. From there we plan to sail north to Vanuatu, the Solomons, and PNG pretty quickly, so we can be in Indonesia by late January. Our plan is to spend three years

in the Gulf of Thailand, while visiting Vietnam, Malaysia, Singapore, and Cambodia. Hopefully by then the Gulf of Oman will be cleared up, and we will be able to sail back to Europe."

Unfortunately, we missed **Loreto Fest** again this year because of other commitments, and unfortunately we again didn't get a definitive article on the event. But we can tell you that close to 200 boats attended, and according to everyone we talked to, this fund-raiser for local educational charities was a complete blast! It's true, the three-day event was partly blown away by a poorly timed Norther, but everyone soldiered on.

"It was so great to see hundreds of cruisers getting along in such a spirit of cooperation," said Wayne Hendryx of the Brisbane-based Hughes 45 **Capricorn**

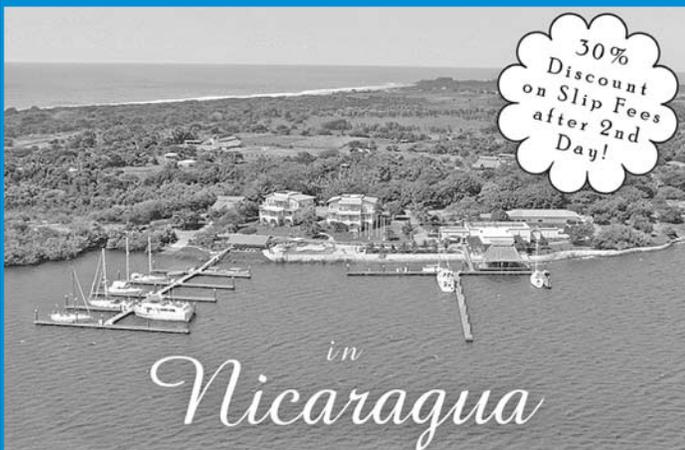


The normally tranquil waters of Puerto Escondido were a choppy mess for the duration of Loreto Fest. But everyone still loved it.

Cat. "Whenever anything needed doing, everyone would jump up to help. And the Fonatur staff was terrific, in particular the guy driving the yellow taxi panga, who was so careful not to bang anyone's boat. Carol and I found the seminars, official and unofficial, to be very informative and fun. Lots of people enjoyed all the various games, and the dance floor was always full. What a great time!"

Wayne and Carol also participated in

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the Third Annual **Revived Sea of Cortez Sailing Week**, which this year started two days after Loreto Fest and took the fleet back down to La Paz. "I've been coming down to the Sea of Cortez since '86," said Hendryx, "and have to tell you that I have never tasted such delicious food as was served on the potlucks aboard Arjan Bok's San Francisco-based Schionning 43 cat **RotKat** and the other boats. And the in-the-water volleyball game at Espiritu Santo couldn't be beat either."

Hendryx is now heading to Hawaii, and will cruise there for a month, then head back to California to get ready for this fall's Ha-Ha.

"We've been cruising Costa Rica for the past six weeks," report Mike and Leilani Costello of the Oxnard-based Saga 43 **Lanikai**. "While in the Golfo Dulce of southern Costa Rica, we got into a long fight with a rooster fish. He weighed in at 35 pounds — yikes! — and was my first rooster fish ever. You've always got to put your lines out, because you never know what you're gonna catch."

Nice catch, as the average rooster



LANI KAI

Lani holds up the 35-lb roosterfish she and Mike caught off of Costa Rica. Note the unusual dorsal fin.

fish is only 20 pounds. Rooster fish are unusual for the seven long spines of their dorsal fin. Experts say that like all jacks, except the amber jack and California yellowtail, the rooster fish is a better game

fish than eating fish.

Lots of boats, particularly cats, are built with **saildrives** these days because it costs less for manufacturers to install them, and they take up less space than do traditional transmissions. But they seem to be less robust, and many owners worry that they have to haul their boats every time there's a leak in a seal, as seawater mixes with the oil. But we've been told that one cat owner who had such a leak, just changed the transmission oil every three months. After six years, he completely disassembled the transmission, and found no sign of rust. Hmmm. What do you think?

Lessons from Nature. Craig Shaw of the Portland-based Columbia 43 **Adios** and his lady friend Jennifer, found a dead four-foot moray eel off the La Cruz Marina. Cause of death? Choked as a result of trying to eat too large a fish, which ended up getting stuck in the eel's throat. "Don't be greedy, seemed to be the lesson," said Craig.

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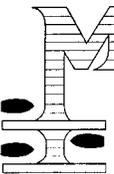
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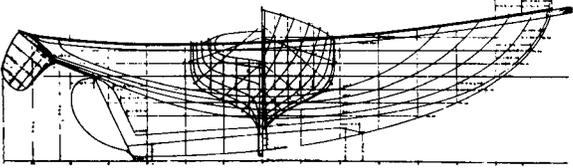
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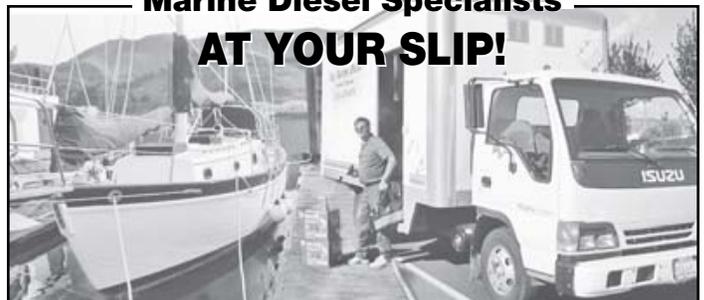


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25-FT CATALINA, 1983. Alameda. \$3,500. Sound boat, good condition. Rigging and bottom paint less than a year old. Autohelm 800. New depth meter. Two good headsails, OK mainsail. No outboard motor. Email for pictures. (510) 532-3176 or pjd3057@yahoo.com.

28-FT PEARSON, 1977. Point Richmond. \$7,500. Great Bay boat. New roller furling. Sails in excellent condition. Atomic 4 engine. Newly re-stepped mast. Sleeps 4 comfortably. Good head room in cabin. Very dry boat. Clean. (510) 215-9924, (510) 685-0252 or cathyabrien@msn.com.



26-FT RANGER, 1978. Vallejo, CA. \$7,000. Tall rig. Two-year-old Nissan 9.8 four-stroke engine. Bottom in Dec, 2010. Jib and main, 1998. Rigging and life lines and deck paint, 2007. Battery, 2009, includes rescue lift. (707) 448-2040 or rs1186@aol.com.



CAL 2-25 / CAL 25 MK II, 1979. Alameda, CA. \$9,960 BUC Value. Make us an offer. Fiberglass sloop w/Yanmar diesel. Exceptionally well maintained one-family boat in fresh water until 2003. New sails / rigging 2004. Equipped with systems found on much larger boats. You'll be hard pressed to find better kept cleaner boat. All systems work! Fixed lead fin keel, raised cabin top. Beautiful varnished teak handrails, companionway rails, tiller, hatch boards. Details available upon request. Contact (408) 756-0370 or martythamm@aol.com.



31-FT HUNTER, 1984. Ballena Isle Marina, Alameda, CA. \$25,000. Very good condition. Full dodger, roller furler, Quest 150 custom genoa, spinnaker pole, Raymarine radar/chartplotter and autopilot, cockpit table, Yanmar diesel, VHF radio, CD with 6 speakers, low wattage inverters, 2 new batteries, 2009 bottom paint, H/C pressurize water, 2-burner stove with oven, BBQ, inflatable mini-dinghy, self climbing Top Climber. All Coast Guard required safety equipment, charts and books, 2 anchors and rodes, Buoy hook. Too much more to list. (775) 626-2679 or (775) 722-1600 or pcscarli@aol.com.



28-FT HUNTER 280, 1998. Tiburon. \$34,000. Original owner, pristine, Power winch, 2 batteries and charger, autopilot, wind, speed, depth, Yanmar 18hp diesel (150 hrs), roller furler 110, rear winches, refurbished below, paint 2011, water heater, GPS, loaded. (415) 789-9522 or maccoffey@comcast.net.



27-FT HUNTER, 1984. Tiburon. \$13,000/asking. Great boat in excellent condition with a replaced, fresh-water cooled Yanmar engine with low hours. Vessel has newer life lines, upholstery and 8 opening, aluminum, ports. Asking \$13,000. Please call. (510) 757-5815.

29 TO 31 FEET

30-FT WATKINS SEAWOLF SLOOP, 1986. Alameda, CA. \$13,000/asking. Great boat in excellent condition with a replaced, fresh-water cooled Yanmar engine with low hours. Vessel has newer life lines, upholstery and 8 opening, aluminum, ports. Asking \$13,000. Please call. (510) 757-5815.



31-FT HUNTER, 1984. Ballena Isle Marina, Alameda, CA. \$25,000. Very good condition. Full dodger, roller furler, Quest 150 custom genoa, spinnaker pole, Raymarine radar/chartplotter and autopilot, cockpit table, Yanmar diesel, VHF radio, CD with 6 speakers, low wattage inverters, 2 new batteries, 2009 bottom paint, H/C pressurize water, 2-burner stove with oven, BBQ, inflatable mini-dinghy, self climbing Top Climber. All Coast Guard required safety equipment, charts and books, 2 anchors and rodes, Buoy hook. Too much more to list. (775) 626-2679 or (775) 722-1600 or pcscarli@aol.com.

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30-FT PEARSON, \$8,500. World class blue water sloop. New bottom. 2002 model Volvo diesel, cabin heater, clean and ready. Freshwater boat. She's a bargain at \$8,500. Surveyed at \$12,500. Call for info. (916) 217-6908 or email chardonnyamoon@att.net.



30-FT BABA, 1980. Berkeley. \$45,000. Beautiful, legendary, bluewater cruiser. Rebuilt Volvo diesel 70 hours. \$15k 2010 haulout: mast, re-rigged, barrier coat, furler jib, batteries, Cetol. Teak decks, windlass, autopilot, propane stove, diesel heater, bristol 6'6" teak interior. More at <http://yachtsoffered.com>, listing #1291697. jchristianlloyd@yahoo.com or (510) 258-4053.

30-FT ERICSON 30+, 1985. Alameda. \$29,500. Beautiful, clean classic. Owned/maintained by USCG licensed captain, ASA sailing instructor. All new: interior upholstery/cockpit cushions, holding tank/hoses, water heater, radar, much more. (209) 988-6107 or bill911s@yahoo.com.

CATALINA 30 MK I, 1979. Sacramento River: Delta Marina, Rio Vista, CA. \$7,900/obo. Good stiff Bay/Delta family boat, Atomic 4. Please email for detailed pix and specs. Current assessed value 2010-11: \$12,500. (559) 676-9402 or oblomenow@gmail.com.

30-FT CS-30, 1985. Vallejo Yacht Club. \$29,000. Top quality Canadian racer/cruiser. Well maintained, Pineapple sails, new jib, reliable V-P diesel, extremely roomy 6'2" headroom. See website for full details, working overseas - no time to sail! <http://avocet.weebly.com>. (530) 389-4308 or svavocet@gmail.com.



30-FT LANCER, C&C DESIGN, 1980. Marina Bay, Pt. Richmond. \$27,000. Fractional sloop w/Yanmar QM15. Redecorated cabin w/ 6' headroom. Replaced: speed and depth, VHF, GPS, chart plotter, batteries and panel, main and jib, safety lines, shrouds, dodger, wheel pilot and roller furling. Contact (916) 487-5351 or barronsdesign@surewest.net.

NEWPORT 30 II, 1979. San Francisco. \$17,000. Wheel steering, 16hp diesel, roller furling, main, 2 jibs, spinnaker all in VG condition. Autopilot, wind instruments, CNG SS stove, smart battery charger, inverter. Too much equipment to list. Email for list. SF Marina berth transferable. Contact (415) 564-5209 or bswanson1@sbcglobal.net.



30-FT MUMM, 1997. Newport Beach. \$50,000/obo. 1997 Carroll Marine Mumm 30 - USA 61. The deck and cockpit have been redone, hull is in great shape. Newer set of Norths. (949) 463-1328 or mark.rosene@yahoo.com.



30-FT BRISTOL 29.9, 1981. Hidden Harbor Marina. \$22,000. 3 GM Yanmar with low hrs and many upgrades, roller furling, dodger w/shade tag, chart plotter and radar. Bristol condition. Proven offshore cruiser. Full cover. New CNG stove. New marine radio. (916) 997-8446 or scottkauffman@frontiernet.net.



29-FT ERICSON, 1978. Sausalito. \$12,000. Wheel steering autopilot, Raymarine electronics, 20hp Volvo diesel, Lewmar self-tailing winches, roller furler, VHF radio. Contact (707) 974-8175 or AJL1037@aol.com.

30-FT OLSON, SF. \$16,500. Race winner. Documented, dry sailed. Great shape, loads of extras. Double spreader rig, galvanized trailer. 4-stroke o/b. Excellent full quiver Quantum sails. 12v/panel, running lights, Sailcomp. Harken hardware, Easom rigging. Clean interior. <http://picasaweb.google.com/115887344273869383265/Olson30ForSale?feat=directlink>. Email olson30forsale@hotmail.com.

30-FT S-2, 1982. Sausalito. \$35,000. New Yanmar diesel, 23hp, new rigging, new main, roller furling jib. (415) 441-1119.



30-FT COLUMBIA, 1972. Gas House Cove, San Francisco. \$15,000/obo. Roomy liveboard, great Bay or ocean sailor, clean and ready to go. Shoal draft, roller furling, radar, etc. 15K/obo, or will buy 3-axle trailer to fit! Call: (530) 520-3068.

30-FT HUNTER 29.5, 1997. Tiburon. \$25,000. Clean, spacious interior, well maintained. Perfect for family outings or overnighting. Propane stove, oven, external fresh-water showers, swim platform. Three year-old sails in good shape plus asymmetrical spinnaker. (415) 994-0328 or kbelgum@gmail.com.



30-FT CATALINA, 1976. Fortman, Alameda. \$19,600. Universal diesel 25 rebuilt 04/11, dodger, roller furling, spinnaker pole, VHF radio, two battery banks, H/C press. water, 2-burner stove/oven, microwave, refrigerator/12v and 120v, custom stern pulpit seats built-in, wheel steering, asymmetric spinnaker (Pineapple Sails), 130 XtraJib backup, dinghy w/9hp outboard. Boat has sailed to San Diego, in multiple Windjammer events, and up the Delta. Much more and a great value. (408) 219-4920 or steve@hulawyers.com.

32 TO 35 FEET



35-FT SANTANA, 1980. SF/Sausalito. \$18,000. 3 jibs, 3 mains, 3 spinnakers, 10 winches, radar, VHF, stereo, Volvo 18 hp w/new fresh water cooling, new mast, rod rigging, running rigging, halyards, new folding prop, topside teak, cushions. (415) 652-2009 or (415) 929-0789.

35-FT GRAND BANKS. (Magellan) sailing yacht, 1964. \$7,000. Strip-planked mahogany with teak cabin sides, aft cabin, 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom. (562) 899-0774 (eve).



33-FT KALIK, 1980. Pier 39, San Francisco. \$8,500. Sleek baby Swan look masthead sloop with a coach roof cabin and semi-flush teak deck with deep fin keel and skegged spade rudder. Has brand new mainsail and 130, 110 and 150 jibs, powered by 20hp 2-cylinder Yanmar diesel. Interior has private fore-head cabin, four additional bunks, head, galley, dining and captain's tables. Only one owner, searching for someone to give it TLC. Contact (415) 726-8870 or zulfi@cumali.com.

35-FT 1D35, 2000. Waikiki. \$64,000. 1D35 *Tabasco* for sale. 35-ft high performance racing sailboat with a long list of winning inshore and offshore regattas. Lots of sails and extras. (415) 503-7192 or garywfanger@gmail.com.



34-FT CAL, 1979. Long Beach, CA (Downtown). \$23,900. Mark III edition. Westerbeke 30hp diesel, wheel steering, roller furling, autopilot, GPS, well maintained, very clean. (310) 561-4554 or jwdwyer@gmail.com.

32-FT ERICSON, 1969. Owl Harbor near Isleton. \$10,000. Well built, well maintained older boat. Suitable for liveboard or cruiser. New bottom paint. Atomic 4, autopilot, holding tank, VHF, stereo, microwave, 3 sails, stove and barbecue on propane system. (209) 572-2934 or phillips.fred5@gmail.com.

32-FT JEANNEAU ATTALIA, 1984. MDR. \$26,000. Racer/cruiser, all lines lead aft. Yanmar FWC, folding prop, hydraulic backstay, new batteries, new RWC pump, racing sails, new spinnaker, Tuff Luff. New anchor and rode. Tillerpilot. Original Dacron sails. www.flickr.com/photos/windhorze/sets/72157626168401808. Call (310) 592-5701.



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32-FT RANGER, 1974. Alameda. \$14,500/obo. Atomic Four. Many sails. Internal haldrails. Full race gear. (510) 521-2299 or holdorra@comcast.net.



COLUMBIA 34 MKII, 1973. SF Bay. \$42,000/obo cash or trade. A long cruise history, equipped, roomy. Redundant systems, tools/spare parts. Yanmar diesel runs great. 7' headroom. Refrigeration. Pressure water. Propane stove. More. Great cruiser, great liveaboard. Tons of pictures and details at the website: <http://thepinkpanty.net>. (415) 692-1330 or boat4sale@sapphirefire.net.



34-FT CORONADO, 1970. Antioch. \$16,500. Easy singlehander: roller-furling jib, Dutchman mainsail. Autohelm, Garmin chartplotter, 2 VHF's. Hauled and painted 2010. New head and dodger, low hours on rebuilt A-4. Propane stove and cabin heater. (510) 676-4444.



32-FT MORGAN 323, 1983. Bocas del Toro, Panama. \$45,000. Cruise equipped Morgan 323, designed for and in the finest cruising area of the Caribbean. (011-507) 6111-6450 or vjohannesr@gmail.com.

33-FT YAMAHA SLOOP, 1979. Monterey Marina. \$14,500. Well maintained, no repairs needed. City slip available on this boat. (408) 241-1111 or www.yachtworld.com.

32-FT WESTSAIL, \$42,500. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 stay sail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. As is, where is. Call (650) 303-3901.



34-FT KEEL, 1973. Berkeley. \$27,000/obo. 27' under 600 hrs, R/F main and genoa. 95% heavy air jib, Raytheon ST60 Tridata electronics, stereo, CD changer, microwave, VHF (2), GPS.



35-FT FANTASIA, 1979. Alameda, CA. \$69,000. Bruce Bingham design, MkII cutter rig: Hull #58, recent circumnavigation refit, fresh bottom, full cruising inventory, 30hp Yanmar, hard dodger, two staterooms, work shop, teak/holly interior. For full details go to <http://Yachtsoffered.com> website, listing #1291695. Contact (925) 917-1994 or lachamb91@gmail.com.

34-FT CAL, 1978. Brisbane, CA. \$27,000/obo. Mark III edition. New 28hp Beta Marine engine and Shafter 2100 roller furling. Raymarine wheelpilot, Maxwell windlass, good sails, Achilles tender with 5hp motor, JRC radar and more. <http://loltech.com>. (650) 224-4211 or stan.loll@gmail.com.



33-FT RANGER, 1976. Alameda. \$14,500. Atomic Four. Roller furling jib. Hauled and painted 2010. Spinnaker and poles. Contact (925) 200-1950 or bobs@canaplumbing.com.



36 TO 39 FEET

38-FT HUGHES, 1970. \$20,000/obo. S & S design, built in Canada 1970. Approximately 74 hrs. on near-new engine. Great Bay boat with slip available in Monterey or Moss Landing. (831) 915-4984.

CATALINA 36 MKII. Anniversary Edition, 2005. Brisbane. \$138,500. In-mast main, 135% genoa, lifesling, BBQ, inflatable with 4hp motor. Extra Sirius satellite marine weather radio, AIS, too much to list. (408) 718-3008 or (408) 868-9933 or pingsj@aol.com.



36-FT LANCER, 1982. Stockton. \$29,500/obo. Hauled July, 2010 at KKMI, Richmond. New: standing rigging and Harken furler, main, jib and spinnaker halyards, prop shaft/cutlass bearing, dripless packing, engine cooling water strainer, bottom paint. Yanmar 3GMD. Autopilot. Dodger. New: VHF, AM/FM/CD. Fore and aft anchors, windlass. Pressure water, fridge, propane stove/oven. Fully equipped. 'Sail-away' ready. (209) 915-7057.

37-FT PACIFIC SEACRAFT, 2003. Redwood City, CA. \$215,000. Many upgrades from the base model. Radar, GPS, VHF, AIS, watermaker, microwave, weatherfax, 55hp Yanmar, aluminum toerail, Monitor windvane, Raymarine autopilot, 6-person liferaft and much more. Check it out at www.tasvorite.com/ps37.htm.

37-FT RAFIKI, 1975. Brickyard Cove Marina. \$55,000/obo. In need of some TLC. Equipped with radar, depth sounder, refrigerator, Volvo diesel. New aluminum mast, standing rigging and staylock fittings in 2000. Financial situation forces sale. Contact (415) 328-4273 or baysailor@sbcglobal.net.



38-FT C&C LANDFALL, 1983. Philippines. \$60,000. Well maintained and equipped fast cruiser. Many recent upgrades: Spectra watermaker, liferaft, Force 10 stove, genny, Zodiac, Raymarine ST60 group, more. See our website: <http://IrishMelody.com> for inventory, photos and 360 degree virtual tour. (707) 540-3079 or (707) 529-3079.

36-FT SABRE 362, 1998. Berkeley. \$130,000. Shallow draft keel. Blue hull painted 2010. Topsides painted 12/06. Standing rigging and autopilot replaced 2007. New mainsail 2008. Lightly used asymmetrical spinnaker. Partnership considered. Berthed at OCSC. (925) 766-2205 or danielfcondon@gmail.com.

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.

CATALINA 36 MK II, 1995. Alameda, CA. \$81,000. 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.



36-FT HUNTER, 2004. South Beach, San Francisco. \$110,000. Dark blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. She is a real beauty. (408) 375-4120 or stan.wilkison@yahoo.com.



37-FT PACIFIC SEACRAFT. Crealock design, 1980. Moss Landing, CA. \$99,000. World class blue water performance cruiser. 6-foot plus headroom. This boat is cruise ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, Raymarine wind instruments and more. Very well maintained. Recent haulout included LPU on spars, new standing rigging, bottom paint and thru-hulls. Also new external canvas and internal cushions throughout. Sailboat Hall of Fame inductee for outstanding design, comfort, performance and seaworthiness. (831) 588-8502 or kspirit90@yahoo.com.

37-FT JEANNEAU SUN ODYSSEY. 2002. Los Angeles. \$105,000. Raymarine autopilot and instruments. Bimini, dinghy w/motor, original owner. Jeanneau website has pictures. Volvo 29hp will deliver. marshalkagan@yahoo.com or (808) 741-1908.

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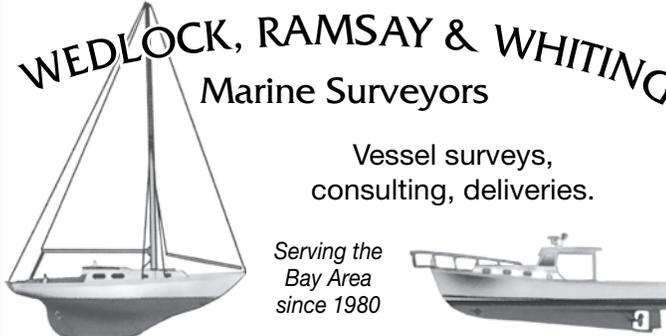


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TAYANA 37 MKII, 1987. Alameda. \$110,000. Excellent example of Bob Perry's classic blue water double ender. Great sails, recent rigging, upgraded electrics, modern instruments, Comprehensively equipped. Ready to go cruising now. Currently in Alameda, California. www.andysignolyachting.com/drumad3. Contact andy@andysignolyachting.com or (408) 858-2639.

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. (707) 364-0801 or rkhurt@comcast.net.

40 TO 50 FEET

40-FT HUNTER, 1986. San Francisco. \$75,000. Yanmar diesel. 6 sails. NEW: instruments, canvas, cockpit cushions, charger-inverter, batteries, shaftseal, cutlass bearing, much more. 2011 haulout and bottom job, teak refinished. Call or email for pics and full equipment list. Best offer. <http://hunter40.bravehost.com>. (650) 534-4795 or tcsmith00@gmail.com.



43-FT ROBERTS 434, 1997. Tomales Bay. \$65,000. Fantastic safe cruising boat ready for new family to cross oceans or explore Baja. Corten steel, 300hr Yanmar, 640w solar, watermaker, davits, windlass, good sails, Raymarine autopilot, plotter, radar. More at <http://sites.google.com/site/svfunkadelic/home>. Email svfunkadelic@gmail.com.



43-FT WESTSAIL, 1976. Monterey. \$120,000. Well kept Westsail, many upgrades and totally ready for cruising. Was cruising until last year. You will not find a better cruising sailboat for the money than *Chrysalis*. New main engine, generator, watermaker. Contact (831) 915-7948 or mikepitkin@hotmail.com.



40-FT O'DAY, 1986. Redwood City, CA. \$60,000. Great condition/great price. Very clean. New Yanmar and Wabasto heater. Live aboard possibility for qualified owner. (650) 743-3422 or (650) 363-1390 or steve@spinnakersailing.com.

42-FT CASCADE, 1971. Alameda. \$39,000. Beautiful, good sailing boat. Mexico vet. Forward cabin sleeps up to five. Aft cabin sleeps two with separate head. Large, comfortable mid-cockpit, with hard dodger windshield. Jib, genny, cruising spinnaker. Radar, etc. Email deanmillican@comcast.net.



45-FT SPARKMAN & STEPHENS. Seafarer yawl, 1962. San Francisco. \$65,000. The S&S 45 was designed for yachtsmen of another era who appreciated the classic looks and easy sailing characteristics that made sailing with family and friends such a pleasure. This is an opportunity to own a very special yacht and design. Quality fiberglass construction throughout. Contact Jerry. (415) 435-3513 or gsumsey@yahoo.com.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. See website for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.



43-FT BRUCE ROBERTS, 1989. Morro Bay. \$75,000/offer. 17 ton center cockpit ketch. In-mast furling, Perkins 4-236, 10kw genset. 180gal fuel. New main, mizzen and cushions. Radar, A/P, A/C, W/D, refrigerator and watermaker. Needs systems upgrades/servicing. (805) 461-3130 or captjij@charter.net.



44-FT KELLY PETERSON cutter rigged sloop, 1977. South Coast/Turkey, Kemer Turkiz Marina. \$110,000. New: rigging, diesel tank, water tank, stove, water heater, thruhulls, dinghy engine, E120 radar, SSB radio, VHF radio, 300 ft galvanized chain. 1993 Perkins diesel rebuilt 2009, Maxwell windlass/washdown, 110/220 wiring, solar panels, KISS wind generator, PUR watermaker 5 sails including beautiful chute, 18tons, uncountable tools and spare parts. We have out-aged her. (702) 767-8322 or (90) 535-088-0389 or jking38701@aol.com.



46-FT KELLY PETERSON, 1982. Morro Bay. \$189,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. Contact woodeneye53@yahoo.com or (805) 459-1909.



41-FT HALLBERG-RASSY KETCH. 1977. Puget Sound. \$130,000. The perfect cruising yacht. Very well equipped, maintained and clean. Ready for long distance trip. Arctic and Cape Horn proved. Ask for details. Email ludus.amoris@gmail.com.



43-FT MORGAN CENTER COCKPIT. 1985. Moss Landing. \$89,000. Tall rig, center cockpit, Nelson Marek-designed heavyweight cruiser, perfect for the Baja Ha-Ha. Fully fitted dodger, strong Perkins 4108, recent haul out, new bottom paint, hull paint, top paint, refinished deck wood. New ports. New rigging, engine room reinsulated, plumbing replaced, new lifelines, new Raymarine electronics, Autohelm-autopilot, refrigeration, windlass. Two large berths, two large heads w/shower. Great liveaboard. More pictures at website. www.capitolareef.com. (831) 464-0234 or (831) 251-5226 or capitolareef@yahoo.com.



46-FT MORGAN 462, 1981. Vallejo Marina. \$160,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat?albumview=slideshow&tr>. (707) 334-3670 or baryb@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>.



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.



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42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$99,500. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. (650) 298-9043 or leluya123@gmail.com.



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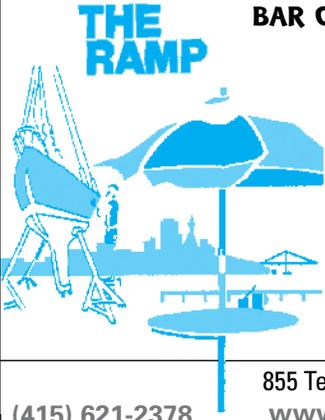
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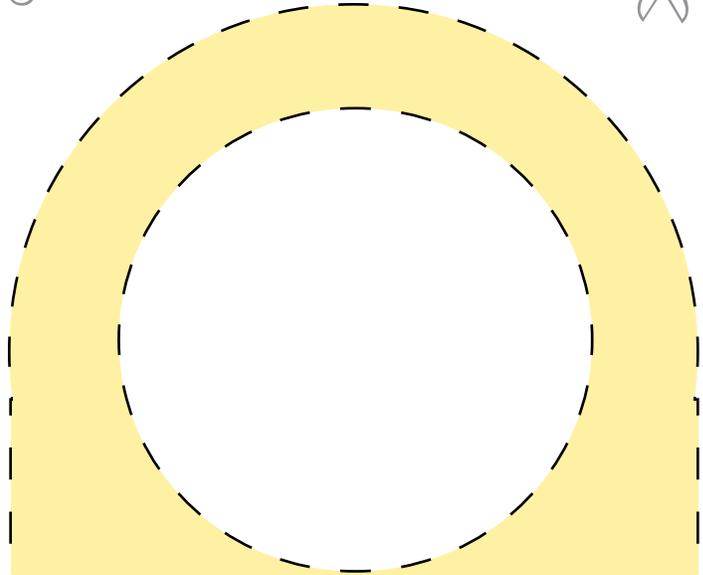
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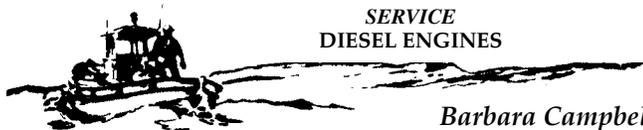
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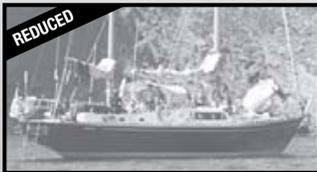
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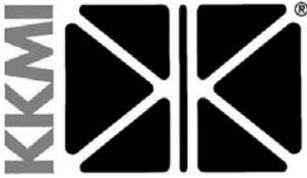
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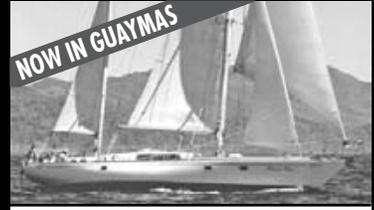
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