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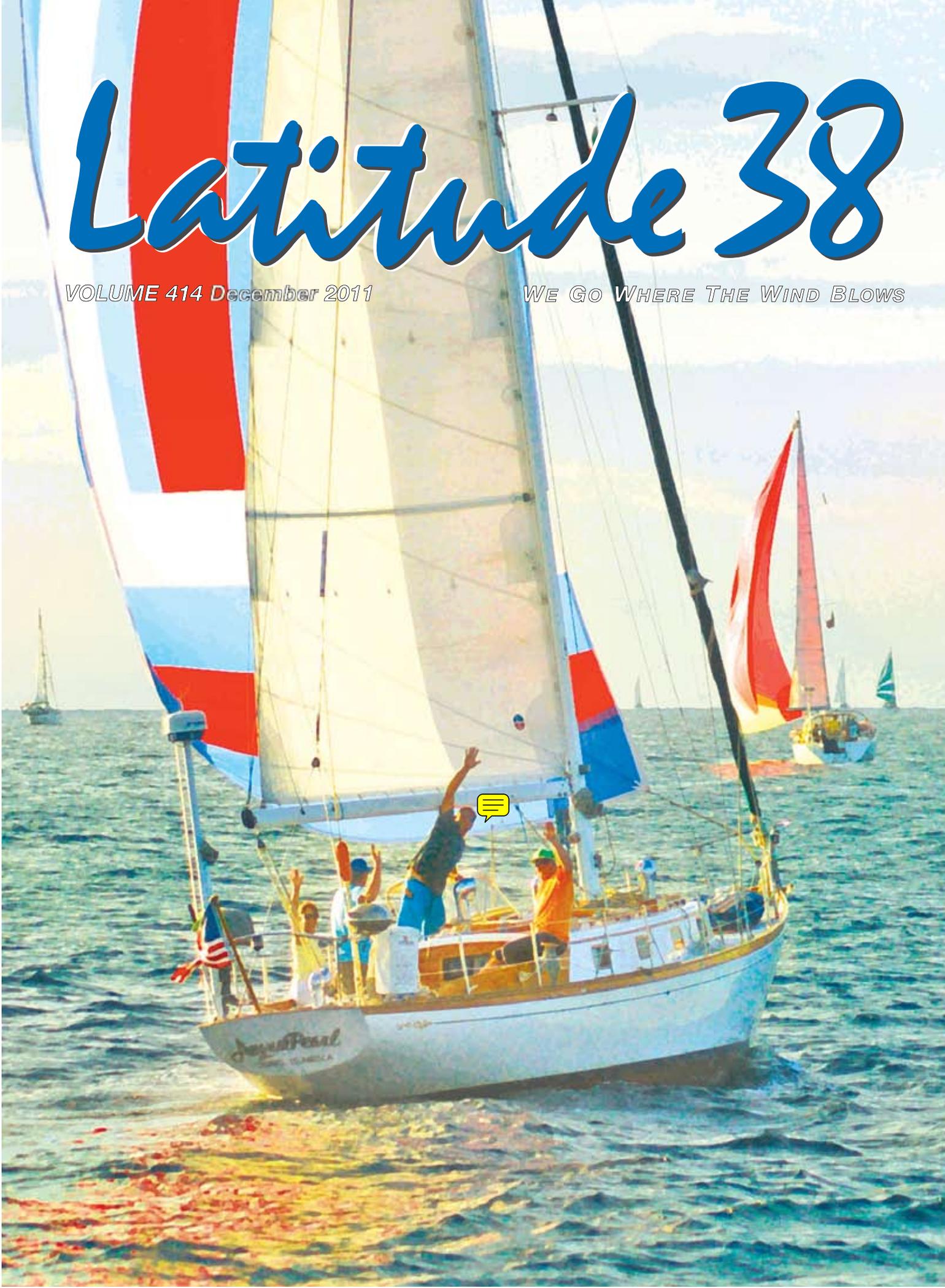
Latitude 38

VOLUME 414 December 2011

WE GO WHERE THE WIND BLOWS

DECEMBER 2011

VOLUME 414



AMERICA'S CUP 34

The America's Cup World Series San Diego is in the books, and Oracle's James Spithill proved once again why he's got the helm of the Oracle Racing 'A' boat. Spithill and company dispatched a French entry, Yann Guichard's *Energy Team*, in two-straight races to take the match racing honors on November 19. A day later, Spithill followed that win by taking the fleet racing championship.

While we've come to expect good results from Oracle Spithill, Emirates Team New Zealand, and Artemis, the biggest surprise came from the two French teams. With Guichard replacing Loïck Peyron as skipper, *Energy Team* won the match racing seeding series, guaranteeing them a spot in the match racing semi-finals for the first time in an AC World Series event. They made the most of the opportunity when they defeated Artemis to reach the final. *Aleph*, with Pierre Pennec replacing Bertrand Pace as skipper, managed to qualify for the match racing. They nearly snatched a semi-final spot when they led Artemis by a country mile during their deciding match. But fate intervened and a technical glitch — the R/C temporarily lost the virtual boundaries for the race course — caused the race to be abandoned. In the re-sail, Artemis and skipper Terry Hutchinson prevailed. Regardless, it was heartening to see two teams from the nation with the most experience in multihulls, sailing their way into the mix.

Judging by reports from the boots on the ground, and the flurry of postings on the SF Contingent to SD to Watch AC 45's Facebook page, there had to have been well over 300 or even 400 Bay Area Cup fans who made the trip down to be

With skipper Pierre Pennec at the helm, 'Aleph' nearly qualified for the match racing semi-finals.



part of the action and no doubt hang out with the multitude of Bay Area folks who are working for AC Race Management. The overwhelming sentiment was that the racing was fantastic to watch, and impressive enough to be compelling even when the breeze was down and it was foggy or raining. Those same reports said the village was less than impressive, lacking much in the way of A/V aids, and providing precious little access to anyone who hadn't purchased one of the VIP packages. Thankfully, the streaming YouTube channel once again proved to be dynamite, and this editor lost productive hours following the action.

Now the World Series road show goes into hibernation until next April, when it travels to Naples, Italy. Some changes have been announced, like a new, taller wing and a weight diet to get the boats to fly their hulls earlier in the light air anticipated at the next venues. The teams also passed an amendment effectively barring the competitors from saying anything but nice things about the event, which just sounds lame to our way of thinking. After all, conflict and controversy generate interest.

A debriefing of some of the Bay Area people who had gone down to watch ran the gamut, but nearly everyone had something positive to say, along with things they thought could use some improvement. Summing it up the best was Open Sailing's Barry Demak:



"In the software world (and why shouldn't we make this comparison?), the America's Cup World Series event in San Diego would still be considered in the 'Beta' stage.



Many of the features, but not all, are complete. The product is usable, bugs will be found, and features and functionality are likely to be removed, added or enhanced."

As for the various features, the sailing itself won universal acclaim.

"The coolest thing I saw was the fleet race finals with some breeze," said Spinnaker Sailing's Drew Harper. "The holeshot into the first mark was nothing short of amazing to watch with a bunch of non-sailors surrounding us all ooh-ing and aah-ing."

Pineapple Sails' Kame Richards has a new theory on why the sailors' heart rates are almost always at max output.

"It is somewhat frightening to watch a starting line set up for a beam reach, with the first mark, a gybe mark, only about 500 yards away," he said. "Of course, all the boats have afterburners full on! Watching it is very scary. Actually being on the water, in one of the boats, I would wet myself! There are rumors about the heart rates of the competitors being way high... maybe they are scared to death!"

The AC World Series village got mixed reviews.

"I knew there'd be a lot of wow factor," Harper said. "It has a very 'race

— AC WORLD SERIES SAN DIEGO



ALL PHOTOS THIS PAGE GILLES MARTIN-RAGET/ACEA

The AC 45s are dynamite when fleet racing; inset — 'Oracle Racing Spithill' celebrate their double.

car' feel to it. You mosey up to the pits (compounds) and have immediate viewing access to some of the coolest carbon to be seen. The project was well laid out, accessible, professional and just sort of easy to get around. It seemed like nearly all my friends were down and I'll be excited to hear what the final numbers look like on who came from where."

One respondent was surprised to see little in the way of official merchandise or local news coverage.

"There was no coverage," said Elizabeth Diaz, "and there was very little in the souvenir department."

For most of the people we heard from, the sailors and teams were very accessible, which will be crucial to further attract the public.

"My favorite moment, or coolest, was watching my son interview one of the past winners of the Cup at the Golden Gate YC dinner at the San Diego YC," Diaz added.

The after-sailing entertainment also got mixed reviews.

"Loud, live music is tricky," said Elisa Williams. "At the Battle of the Bands, some of the music was good. Some was so loud and so awful that people who were planning to stay, left."

One thing that nearly everyone mentioned was that there was precious little local outreach.

"After talking to the non-sailing San Diego residents, more outreach needs

to be done to make people aware of the on-the-water event and the non-sailing entertainment around the event," Demak said. "For many reasons, few seemed to be aware of and even fewer seemed to show up for the free evening entertainment at the village."

"It's a shame the turnout was so low," Williams said. "It seemed like every other person was a familiar face from the San Francisco Bay Area! I called the San Diego Convention & Visitors Bureau office when I couldn't figure out what was going on from the *americascup.com* site. They said they were struggling too. The banners along the harborfront were great, but elsewhere in San Diego no one knew about the races. My brother lives in Encinitas and he said there were no posters, no flyers, no postcards up there and he didn't see anything leading up to the races.

"Overall, I was truly heartened by the large number of non-sailors who were hooked into the action," said Terri Watson. "It felt to us that the big-time sailing community were

all in the VIP areas, and in the free areas were the new folks who were being pulled in and really enjoying themselves. We made a point to talk to as many people as we could that didn't have the VIP badges, and asked them where they were from, what brought them there, etc. We found that there was a very, very large contingent of folks who 'chanced upon' the races and got hooked. We met local couples who had encountered the Port Cities challenge the weekend before and had come back each day for more, loving that it was free. We encountered a number of tourists and families who had chanced upon it after coming down to see the *Midway* or other waterfront attractions, and loved it as well; they wanted more kid-friendly activities, but the Exploratorium exhibits were a hit, even though they were small. We sat among a bleacher area full of fans from out of town who knew sailing but learned all about racing for the first time. We wanted to see if we could have a great time without spending the big bucks, and we truly did. We had several other friends who did the same, and also really enjoyed the experience.

The in-person viewing experience at the village also got mixed reviews.

"When we showed up at the venue, the boats were impressively sitting in a small basin dancing like kites to a light breeze," said Bradley Trotter. "The few kiosks with America's Cup stuff were small tent affairs similar to what one finds at a swap meet. We were turned away from the compounds so we did the Greatest Generation walk south of the *USS Midway*, went home and watched it on *YouTube*. Compared to the big open

Yann Guichard and 'Energy Team' were on fire, making it to the match racing final for the first time in the ACWS.



AMERICA'S CUP 34

pavilion the *Young America* team had in the '95 Cup in San Diego event with big screens, live telemetry and John Marshall greeting people who just wandered in, the America's Cup Village seemed to have spent more on the fences to keep it separate than to entice new race fans."

Watson echoed the lack of a visual experience.



"There was no big screen TV to watch in conjunction with the live racing," she said. "But the narration filled in the blanks for the most part, and the crowds in the bleachers were a really fun crowd."

If we had to sum up our thoughts on the AC World Series San Diego, we'd have to say that it seems as if everything you'd want done by someone with an engineering and competitive sailing background is beyond compare. From the video coverage, to the graphic overlays, to the boats, the racing format, and the idea of having a world tour, the results have been fantastic. For everything that you'd want done by someone who throws parties for a living, the America's Cup Event Authority has work to do.

Do you think you deal with a lot of cords at your office? This is what Stan Honey deals with.

While ACEA have been blitzing the country with an ad campaign targeting major news outlets (essential), they seemed to have really dropped the ball in getting the word on to the streets for the AC World Series San Diego.

We have to think that part of that is due to the emphasis put on VIP entertainment. Now to be sure, that will be an essential part of the final equation, but the VIP experience will only get more exclusive and attractive if there are a lot more people enjoying the event who aren't VIPs. That's going to take boots on the ground, and novel, creative solutions to outreach beyond advertising.

The outlay for the AC World Series — rumored to be in the \$300 million

area — is substantial, and we're betting that Larry Ellison wants to get some of his dough back. At this point, that's not happening, and we're afraid that this fact might put a major kibosh on the event if it doesn't change. So far all the sponsor announcements with the exception of Louis Vuitton have been for in-kind support, which is great, but it doesn't pay the bills, nor does it add much to the revenue stream. This is troubling.

To make this thing work, more attention will have to be paid to getting more people invested in the Cup in a figurative sense. The whole AC effort is predicated on the "if you build it, they will come," model. A more organic build-up can be stimulated, but not the way that it's happening right now, and it will be essential to the success of the event.

Dennis Conner didn't spend a fraction on marketing compared to what ACEA is spending right now, yet Dennis Conner was on the cover of *Time* magazine! He was in a Pepsi commercial, if we recall correctly, and he was more well known than any other sailor in the history of this country, drawing much attention to the sport as a result.

This Cup has too much of the look of cold, structured efficiency, something we associate with Oracle Corp. and Oracle Racing. Is that something you want from one of the players? Sure, but it's not what you want for the entire event. Truly charismatic people will give this thing wings, and so far the sailors aren't it — most of

The AC 45s are proving themselves stunning.



GILLES MARTIN-RAGET/ACEA



Okay, so we know that 'Elite' was the staffing and security company, but come on, has anyone at ACEA heard of the 'Occupy' movement?

them, at least on camera, are just plain boring and canned. The funk factor is severely lacking.

One positive to emerge last month was the announcement that the Luna Rossa sailing team will challenge for the 34th America's Cup. Challenging under the burgee of the Circolo della Vela Sicilia of Palermo, Luna Rossa Challenge 2013 has been accepted by the Golden Gate YC. This is an extremely exciting development in a Cup that was looking to be a little short on quality teams. You might remember that this team managed to get to the Cup final in 2000 on its first try, and challenged subsequently in '03 and '07. Headed by the Italian fashion house Prada's Patrizio Bertelli, the team has been sailing TP 52s and an STP 65 for the last few years to stay sharp.

But due to their late entry, the team

— AC WORLD SERIES SAN DIEGO

will be buying an off-the-shelf design. Interestingly enough, they will not be going with the Oracle Racing standard design package, but rather with Emirates Team New Zealand for design and build work on an AC 72. It's been rumored for awhile that Grant Dalton's team had the funding to build two AC 72s, but not sail both of them, and it would appear that Bertelli and Luna Rossa view the ETNZ package as the better choice. To that end, Luna Rossa and ETNZ have signed a cooperation agreement until December 31, 2012 which includes full access to all ETNZ design and performance data.

"I am certain that the co-operation of Luna Rossa with Emirates Team New Zealand will produce excellent results, giving to both teams a faster and more effective development, both in the technical and the sporting fields," Bertelli said. "The choice of the Circolo della Vela Sicilia as challenging yacht club is also significant. I think it is important, in a moment like this, to underline the unity of our country also in the field of culture

and sports."

The hulls for the Luna Rossa AC72 will be built in Italy and all other elements will be built in New Zealand in close cooperation with ETNZ. Luna Rossa's plan for next year includes opening a base in Auckland for joint training with ETNZ and sailing in all the AC World Series events. Beginning in March '13, the team will continue its preparation in San Francisco. But other than getting more funding to pursue design concepts, what else is in it for ETNZ?

"The cooperation with Luna Rossa is another step towards the long-term objective of establishing our team as a provider of technology and services that



GILLES MARTIN-RAGET/ACEA

Darren Bundock, taking over for Coutts, shook off a bad week by winning the speed trials.

highlight New Zealand's marine industry expertise," Dalton said. "We look forward to sharing our design office resources and cooperating with two such well-respected names in top-level sailing."

— latitude/rg

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BAJA HA-HA XVIII RECAP —

In an assessment of tabloid-worthy sensationalism, this year's Baja Ha-Ha rally would score very low points. There were no dismastings, no mid-ocean collisions, no near-death injuries, and no need for dramatic open-water rescues. Heck, as far as we know, there weren't

plying that it would be so much fun it ought to be illegal. The two-week rally certainly did live up to that claim, but as we reflect back on our sunny memories, we think the most apt description is 'blissfully benign'. We suspect, however, that some diehard veterans of former rallies were disappointed not to have seen wind speeds in the high 20s that generated surfable 8-ft swells. But we're certain that most first-timers were delighted by the *tranquillo* nature of this year's conditions. All in all, it was an ideal introduction to offshore cruising.

Many crews began preparing for this long-established Mexican getaway years — even decades — before the starting horn sounded on October 24. Others, however, made the decision to join the southbound exodus on short notice. In fact, the final sign-up, John Minkiewicz and John DeGolyer's American Samoa-based Jeanneau 45 *Michaela*, was added to the entry roster just a week before the start. Surprisingly, though, theirs was not the most far-distant hailing port. Globe-trotting author/adventurer Lars Hässler of Stockholm, Sweden had sailed 5,000 miles across the North Pacific from Japan in order to join this year's rally. Not surprisingly there were also plenty of Canadians gravitating toward the Mexican sun — 14 boatloads in all, from three provinces.

As you may have read previously in our fleet profiles, participants came from all different walks of life, sailing aboard a wide range of boat types that included both gold-plater yachts and vintage, low-budget cruisers. We were delighted to note that eight young owner/skippers

(32 or younger) finished the rally. The two youngest were Zachary Lough, 25, of the Ventura-based Catalina 30 *Panache*, and Marc Abdou, 26, of the Catalina 27 *Mer-Sea*. Both Lough and 32-year-old Dave Satterwhite of the

S.F.-based C&C 39 *Camanoe* ended up winning their divisions, having sailed the entire course. The youngest fleet member of all, however, was two-year-old Liam Rogers of the Oregon-based Ingrid 38 *Grace*, while the oldest was 83-year-old Merrill Newman, first mate aboard the Redondo Beach-based Pacific Seacraft 37 *Solstice*.

The first official activity of Baja Ha-Ha XVIII was the Pre-Halloween Costumed Kick-off Party, the day before the start. As in past years, it was generously cohosted by West Marine at the company's Shelter Island compound, just a few blocks from where many Ha-Ha boats found berths. (We should note that one localized upside to the sluggish economy was that finding berths

As the fleet slid south of Ensenada during the wee hours of that first night, a gentle breeze began to build from the northwest.

throughout San Diego Bay was easier than ever this year.)

As usual, many crews went to great lengths to deck themselves out in elaborate costumes that ranged from the traditional — lots of gnarly pirates and saucy wenches — to the bizarre: Zachary Lough and his crew painted their bodies from head to toe in powdery, bright-red tempera paint, apparently signaling their tendency toward devilish behavior. Some of the crews that seemed to be having the most fun were those who'd picked a cohesive theme, such as the cast of *Gilligan's Island*, a bevy of toga-clad Greeks, four little piggies, the human embodiment of a 'full boat' (full house) poker hand, and the principal characters from *Peter Pan* — including the crocodile. Although *this* Tinker Bell was a big guy in drag whose wings appeared to be much too small to elevate him even an inch!

Each boatload of entrants received a swag bag full of goodies — event T-shirts, caps, and other souvenirs — and had access to the all-you-could-eat taco bar and beverage tent. The predictable highlight of this light-hearted shindig was the cos-



Twenty-five-year-old Zachary Lough of 'Panache' — seen here in his devilish costume — showed true Ha-Ha spirit from start to finish.

even any marriages that broke up due to the typical stresses of cramped-space-itis and sleep deprivation. This year's 750-mile cruise from San Diego to Cabo San Lucas was, in fact, one of the mellowest in the rally's 18-year history. As you'll read in the following pages, it featured long stretches of near-perfect 8- to 15-knot sailing conditions that inspired one sailor to wax poetic on the morning radio net that he'd just experienced his best sailing day ever.

Months earlier, when searching for a catchy moniker for this year's event, the Rally Committee dubbed it the 'barely legal' Ha-Ha — the 18th, get it? — im-

Although skies were gray for the San Diego Harbor parade, the spirits of fleet members were bright.



LATITUDE / RICHARD

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

BLISSFULLY BENIGN



Clowning around in costume at the Kick-off Party — whether as piggies, pirates, a princess or Popeye — helps ease the inevitable pre-departure anxieties.

tume contest, ably MCed by West Marine managers Galen Piltz, Louis Holmes and Ron Maggi, all of whom enthusiastically embraced the swashbuckling personas that their elaborate buccaneer costumes demanded. Winners in a broad range of categories took home valuable West Marine merchandise, and were forever immortalized by a gazillion snapshots.

Despite the Rally Committee's prayers to the weather gods, skies were unseasonably gray and dreary on October 24, the scheduled start of Leg One, and wind strength was down to a mere zephyr. But as fleet members checked in that morning by VHF you could tell by the excitement in their voices that it would take more than gloomy weather to dampen their spirits.

One of the newest of many Ha-Ha traditions is for the entire fleet to join a loosely structured boat parade through San Diego Harbor while en route to the starting line, just outside the bay. Organized and promoted by the San Diego Port Tenants Association and the Sport Fishing Association of California, this



low-key procession gives visiting sailors a chance to salute their gracious hosts, while giving news media and well-wishers an up-close look at the fleet's size and diversity. While a local fireboat paid tribute to the 137-boat Ha-Ha armada with a fan of spray, an impressive cadre of dignitaries took in the action from the decks of the 65-ft sportfisher *Dolphin*. Aboard her, the official San Diego America's Cup shotgun used during the '87 campaign was fired to punctuate the departure with a touch of class.

The Rally's traditional 11 a.m. start time was established long ago because the breeze has an uncanny habit of strengthening right around that time. But we had no such luck this year. With only a few knots of breeze ruffling the water, the Rally Committee reluctantly instituted a "rolling start," mean-



ing that all boats could motor down the rhumbline at no more than 6 knots until the breeze filled in and a proper start could be announced.

The silver lining was that while putt-putting along over flat water with no winches to grind or sails to tweak, crews had plenty of time to nap away their unavoidable accumulation of pre-departure stress. Plus, every boat in the fleet was continually chalking up 6 knots of VMG, thus positioning themselves for a faster-than-normal arrival at the first rest stop, Bahia Tortugas (Turtle Bay).

As the fleet slid south of Ensenada during the wee hours of that first night, a gentle breeze began to build from the northwest, and most crews were able

to hoist sail and glide down the course in silence, finally freed from the drone of their engines. Assuming that most boats were running skeleton watches, the Rally Committee elected to wait until 7 a.m. the next morning to call off the rolling start and begin clocking elapsed

Right: Believe it or not, the Roberts 34 'Magic' wasn't the first junk rig to sail in the Ha-Ha. Below: With virtually no wind at the start, the fleet motored — but at least they were heading toward sunnier latitudes.



BAJA HA-HA XVIII RECAP —



The breeze was all but non-existent as the fleet passed the Coronados. But the initial gray made sunny days later all that much sweeter.

time.

On the 7:30 a.m. radio net we learned that a few diehards — including former powerboaters Roy and Marlene Verdery of the Sausalito-based Manta 40 cat *Damiana* and the crew of Tony Haworth's Alameda-based Kaufman 47 *Knot Tied Down* — had shunned the motoring option and had been under sail all the way from San Diego, despite periods of total calm.

With such mellow sea conditions there were few reports of mechanical breakdowns, gear failures or even torn sails, but Rick Donker's news was a shocker. Less than an hour after the

start, the stainless steel prop shaft of his San Francisco-based Beneteau 38 *Sundance* inexplicably broke off at one end, forcing him to do an about-face and return to San Diego for repairs.

The most exciting report, however, concerned an open-water assist. A thick piece of heavy polypropylene line had become tangled in the prop of *Ustupu*, a Vancouver-based Mary Lightfoot 31. When underwater attempts by owner Dan Shroeder and his crew failed to clear it, spunky young Heidi Gross — who was sailing nearby aboard Joe Pfeifle's Hermosa-Beach-based Beneteau 42 *Set*

hawser, and when she returned to her boat beaming with pride she admitted, "I always wanted to be a heroine!" In the same breath she revealed to her shipmates that she regretted missing an opportunity to check off an important item on her 'bucket list': to scuba dive naked. At that, her entire crew stripped down without hesitation and jumped overboard with her buck naked. (Sorry, no photos.)

Day two of the rally was more like it: easy downwind sailing powered by 10-12 knots of breeze and seas so flat that only a true lubber could have got-

Clockwise from upper left: Fish to share at the Turtle Bay barbecue; 'Stargazers' take a dip; making fast friends at the beach party; women dominated the tug-of-war; bikini beer holder; Ha-Ha youth strike a pose; Alaska John hoists 'Arctic Tern's rainbow chute; water balloon wildness; Karen, a Brit, gets her first base hit; Charlene shows her nasty boat bite; chowing down at the potluck.



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

BLISSFULLY BENIGN

ten seasick. Skies were still mottled by a thin cloud cover for most of the day, but by nightfall the gray overhead finally began to break up, revealing a twinkling ceiling of countless stars and galaxies. For many first-timers, the serene experience of standing night watch on that moonless night, steering a spinnaker by starlight, was truly magical.

On the third morning's net we learned that although the best fishing grounds are normally found farther south, some skilled — or lucky — anglers were already boating impressive catches. The biggest was a whopper wahoo measuring 62 inches that was brought aboard the Vallejo-based Hylas 44 *Island Wind* by Ken and Heather de Vries.

By late afternoon on day three, many boats were already dropping anchor in Turtle Bay — substantially ahead of the normal pace, thanks to the long rolling start. As crews compared notes it was learned that a surprising number

of boats — 31 — had hung in there and sailed the entire (abbreviated) course. That night the wind bucked up into the low 20s accompanied by confused seas — the only such conditions of the trip. Among the crews who were out bouncing around in it were Leif and Jackie Watson and their adult son Christian aboard the Alberta-based Condor 37 *Dodger Too*. They built this boat in England 28 years ago and have sailed thousands of miles aboard her since. But surprisingly, they claimed that night's "washing machine-like" conditions were some of the roughest they'd ever seen.

At first glance, Turtle Bay's dusty, unpaved streets and abandoned waterfront cannery might make newcomers wonder why this remote fishing town has such a shining reputation among cruisers. But once they've spent some time walking the streets and chatting



GREG TOWERS

Thanks to Patsy Verhoeven's skillful stitching, the 'three buds' aboard 'Drei' were able to hit their top speed ever during Leg Two.

with shopkeepers and school children in their best high school Spanish, they get it. The townspeople here are genuinely excited to see Ha-Ha'ers, because



BAJA HA-HA XVIII RECAP —



FIN BEVEN

Despite the best efforts of many fleet members, 'Younger Girl' wouldn't budge from her roost in the sand — that is, until the tide came up.

visitors — especially *this many* visitors — are a rare commodity. The Ha-Ha fleet's arrival is, without exaggeration, the most unusual thing by far that happens here all year long. On a normal day there might be two or three boats in the anchorage, but when the Ha-Ha fleet arrives it's like... well, imagine a traveling circus suddenly making a pit stop at a lonely desert oasis.

As you may have read, last year several local adult and youth baseball teams staged an exhibition for the fleet in their new stadium, which was a huge success. We *thought* we'd arranged for something similar to happen this year also. A couple hundred Ha-Ha'ers turned out to watch and participate, but to our befuddlement the local teams never showed. Turned out a respected local player had died, and apparently every ball player in town had gone to attend his funeral that same afternoon.

No worries, all generations of Ha-Ha'ers had a rollicking good time anyway, whacking softballs that were

"What the...?" During Leg Two, three-foot-long Humboldt squid snapped at lures of many Ha-Ha fishermen.



LATTITUDE / ANDY

lobbed gently across the plate by the Ha-Ha's Grand Poobah. Predictably, the number of errors far outweighed the number of legitimate hits, but no one really cared. The best wallop of the day was a powerful line drive over the infield by David Kane of the Seattle-based Atlantic 42 cat *Lightspeed*, who sped to an inside-the-park home run barefooted.

That night several hundred Ha-Ha'ers gathered at the town's largest restaurant, the Vera Cruz, where dining, story-swapping, elbow-bending, disco dancing, and watching the epic 11-inning Game Six of the World Series all went on simultaneously. Most sailors made it back to their boats, but we're told at least one stranded reveler slept on the beach after a patient fisherman-turned-taxi-driver spent more than an hour zigzagging the anchorage in search of the young man's boat. Apparently they all look alike in the dark.

The final day of our Turtle Bay visit (October 28 this year) is always reserved for a huge beach party on a gorgeous stretch of white sand a mile east of 'downtown'. With clear skies and a gentle breeze blowing, it was a perfect day to catch some rays, play a little volleyball, peruse the massive potluck, or catch up with new and old friends.

Sadly, though, the Oregon-based Lagoon 38 *Younger Girl* provided some unplanned entertainment, center stage, directly in front of the party venue. Skipper Mark Sciarretta had moved his boat from the town anchorage to this broad crescent bay, as had several other skippers. Unfortunately, Mark hadn't allowed ample depth for the falling tide, and before long *Younger Girl* was high and dry with the shorebreak lapping against her

hulls. It was embarrassing to be sure, but there's probably no sailor afloat who hasn't made an equally foolhardy error in judgment. Perhaps that's why so many fleet members joined in the heartfelt-yet-futile attempt to drag the 16,000-lb-displacement cat into deeper water. Before twilight, though, she simply floated free on the rising tide. Miraculously neither her rudders nor saildrives were seriously damaged.

Although only a five-knot land breeze was blowing during the 8 a.m. start of Leg Two, it was a gorgeous, sunny day. The Committee contemplated another rolling start, as there were lots of holes in the wind pattern, but ultimately elected not to because many boats were inching along nicely under lightweight spinnakers. Rich and Sheri Crowe's self-built Farr 44 *Tabu* walked away from the herd under her billowing 1/2 oz. chute — definitely the right



RICH CROWE

Kirstin and Bob of 'Tabu' strike a pose with their whopper wahoo. Fishing was particularly good on Legs Two and Three.

tool for the job — as did Gary Kahler's Corsair 31 *Drei*, whose crew, known as 'the three buds' always seemed to be wearing their identical mock-marijuana-bud jumpsuits. Their only light-air chute had been badly torn during Leg One, but thanks to hours of stitching by female skipper Patsy Verhoeven of the La Paz-based Gulfstar 50 *Talion*, the speedy *Drei* was flying south under

BLISSFULLY BENIGN

a cloud of sail once again.

By mid-afternoon, 8-10 knots of steady breeze had filled in from the NW, giving everyone an easy ride down the course. As the water temperature rose, both veteran fishermen and neophytes were landing big dorado (mahi), wahoo, and both yellowtail and yellow fin tuna.

You can walk for miles along its white sand beaches and never see another human footprint.

The crew of the Alameda-based Caliber 40 *Alegria* pan fried a flying fish for lunch that had catapulted itself onto their deck, while the crew of *Solstice* snagged and released an octopus. But the most curious catches of the day were 2- to 3-foot Humbolt squid that were schooling along the course — a first in Ha-Ha history. "They're delicious when sauteed for 30 seconds in butter, garlic and white wine," explained Roger Robinett of the Seattle-based IP 44 *Tan Tori*.

With fleet members now able to sail in swimsuits and bare feet, the feeling of tropical bliss was almost palpable during their radio chatter. Late in the afternoon the wind built to 12 knots offshore and remained so through most of the night, providing the perfect, low-stress sailing conditions that many had been hoping for. Although the breeze went very light before dawn, it built back to 10-12 knots again by the middle of the next day — again, offering spectacular conditions for those new to spinnaker handling to refine their technique.

On the second morning's net Larry Read of the Bellingham, WA-based Beneteau 39 *Diamond Girl* proclaimed this had been "the best 24 hours of sailing" he and his wife Nelda had ever experienced during more than three decades of sailing together. The boys on *Drei* were pretty happy too. Having jibed way offshore — like 140 miles out — they hit 16.8 knots in their little folding trimaran; their fastest speed ever.

Given the conditions, gear breakage was minimal, although John Stone of the Alaska-based Hylas 49 *Seychelles* reported the awkward task of having to rebuild his autopilot ram during the night. But

as far as we know the most unfortunate twist of fate during Leg Two occurred aboard *Grace*. During the middle of the night, while skipper Michael Rogers was on watch alone, a dry chemical fire extinguisher suddenly worked loose from its mounting and emptied its fine powdery contents all over the boat, creating a god-awful mess. Apparently two-year-old Liam thinks it's fun to pull out the safety pins — but hey, he's a two-year-old.

It had also been a terrific leg for sighting wildlife — and we don't just mean game fish. Crew aboard the Alameda-based Catalina 470 *Snug Harbor* reported seeing several 3-foot manta rays jumping playfully nearby; watch-keepers on the Seattle-based Stevens 47 *Windarra* reported that a pod of three or four whales had breached near them; and someone aboard *Robin Ann* swore that a great white shark had jumped out of the water very close to that Redondo Beach-based Tayana 52.

Many fisher-folk reported catching more fish than their freezers could hold, the biggest of which was probably the 61-inch wahoo brought aboard *Tabu* by Kirstin Hecht and Bob Schuster. One unwelcomed catch was the 4-ft shark snagged by Jimmy Peter of the Malibu-based Pacific Seacraft 37 *Island Time*.

As far as we know there were no extraterrestrial sightings during Leg Two, but one boat's lighting had several neighbors wondering if perhaps they were in the company of sailors from some far-distant land. Apparently the boat's masthead tricolor had rotated so that it showed red and green aft and white forward. Also notable was that dozens of sailors swore they saw the elusive green flash during the second day's sunset.

For many Ha-Ha'ers, the two-day stop at the vast, sand-rimmed anchor-



LYNN RINGSEIS

A musician aboard 'Double Diamond' wails on his sax at the start of Leg Two in an attempt to conjure up a bit more wind.

age called Bahia Santa Maria is the highlight of the whole trip. You can walk for miles along its white sand beaches and never see another human footprint. But you will undoubtedly find a wealth of sand dollars, seashells and the sun-bleached bones of whales and dolphin. Climbing the shaley hills that about the bay is another favorite cruiser pastime, as the 360° view from the top is breathtaking. There's a surf break at the entrance as well as an often-surfable shorebreak at the head of the anchorage.

The area's only residents are fishermen who live here in rough shacks for a few months at a time, and the only other infrastructure is a cluster of bungalows built for occasional eco-adventurers and surfers. As always, the fleet's first day here was dedicated to R&R in whatever form. But on the second day the fishermen and their families hosted what for them is an extremely extravagant welcome party. Not only do they import a five-piece rock 'n' roll band all the way from La Paz — nearly 100

The serenity of brilliant sunsets over the open ocean was outdone only by dramatic sunrises almost every morning.



LYNN RINGSEIS

BAJA HA-HA XVIII RECAP —



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

miles up the highway, 40 miles over the desert, across a river, then another 20 miles down the beach — but they also catch enough shrimp and fish to feed at least 200 sailors, and haul in an untold quantity of beer and ice for the *fiesta*.

A new twist this year was that several port captains and immigration officials from the nearby towns of San Carlos and Lopez Mateos volunteered to clear in whichever boats wanted to save themselves the hassle of doing so in Cabo, which is the first official port of entry on the Ha-Ha's route. Unlike many bureaucrats we've met elsewhere, this group could not have been more friendly, and by all indications they enjoyed meeting the fleet members. (Our thanks to Bob and Diane Hoyt of Mag Bay Outfitters for facilitating this process.)

The second peaceful night on the hook here was abruptly ended when alarms awoke crews at 6 a.m., so they could get underway for the 7 a.m. start. With a rumbline distance of roughly

160 miles, this final leg to Cabo is the shortest of the three. We established this time frame — just after sunrise — long ago, so the smaller boats wouldn't have to spend a second night at sea.

The breeze was light at the beginning of Leg Three — probably 5 to 7 knots. But it was enough to get the fleet moving south again on what promised to be yet another hot, sun-kissed day of shirts-off sailing.

One thing that's always true of Leg Three is that as fleet members count down the miles to Cabo, many have mixed feelings: Although they're proud to have successfully sailed more than 600 miles offshore (in many cases, after years of procrastinating), the event suddenly seems to be coming to a close too quickly — especially for the many participants who will not be continuing onward with an open-ended timetable. But with wind in the sails and sun overhead there was no reason not to feel upbeat, savoring the magic of the moment.

"This is fantastic!" exclaimed Ter-

ry Emigh of the Anacortes, WA-based *Tayana 42 Harmony*. "Diane and I have never sailed where it's warm before." At that point air temperatures were in the 80s, and radio reports indicated that Cabo had temps in the low 90s, with water temps over 80°!

While some sailors were content to simply glide down the course in the idyllic light-air conditions, others couldn't resist the temptation to jump in for a refreshing swim. Carol Backhus of the Seattle-based *Outbound 44 Frannie B*, reported that she was about to do just that when a pod of orcas appeared nearby, causing her to reconsider. That was a hard sighting to top, but Doug Storkovich and his crew aboard the Monterey-based *Andrews 56 Delicate Balance* reported seeing a whale, dolphins, a sea turtle, and a flying ray, in addition to catching a couple of fish.

Despite the impact of Cabo's long-established fishing fleets, there seems to be an endless supply of sealife in the waters near the cape. David and Barry

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HARRY HAZZARD



LYNN RINGSEIS

Clockwise from upper left: Captain Jose Moreno (right) and Lorena Garcia were delighted to help cruisers clear in at Bahia Santa Maria; real sailors sail to the beach; 'Distant Drummers' cool off while underway; water play at BSM; a Cabo banana ride; dancing to rock anthems at BSM; 'Delicate Balance' catches the breeze at the start of Leg Three; Heidi the mermaid brought home a

Levy of the Corona del Mar-based CSY 44 *Stargazer* bagged a 48-inch dorado, and the crew of *Set Me Free* caught and released a spirited marlin in the early evening. But perhaps the biggest catch of the entire trip was a beautiful 67-inch wahoo, brought aboard the Hans Christian 48 *I Yam What I Yam* just as she crossed the Tropic of Cancer. "It was actually taller than several of our crew members," explained Sandi Frati-no.

By noon on the second day out, November 3, many boats had already rounded the famous arched rock that marks the bitter end of the Baja Peninsula, and were setting their anchors in the broad Cabo anchorage in front of a long line of beach bars and swank hotels.

Inside the inner harbor, Marina Cabo San Lucas staff worked tirelessly with the Rally Committee to find slips for as many Ha-Ha boats as possible. (As always, boats were assigned berths based on the order that they signed up for the event.) In addition to our arrival, a big tuna tournament was going on, and for some reason the place was thick with megayachts. Nevertheless, we managed to squeeze in about 60 boats.

Next year, however, we expect things will run even more smoothly, thanks to the progressive ideas of the marina's new director, Darren Carey. "Being a Brit," he explained, "I want to see more masts in this marina, not just power-boats."

Even though this was one of the least physically taxing Ha-Has ever, it's human nature that when mariners come in off a long stint at sea they usually

want to blow off some steam. The traditional way the Ha-Ha fleet accomplishes that is by showing up en masse at the town's most notorious dance bar, Squid Roe. That night we *owned* the place! Several hundred fleet members wearing Ha-Ha logowear dominated the dance floor and even claimed several potentially life-threatening go-go platforms.

Friday, November 4, was dedicated to our annual Cabo beach party at the Baja Cantina Beach Bar, where umbrella tables and lounge chairs are perched only a few feet from the lapping of the shorebreak. It was a laid-back afternoon when most crews simply hung out enjoying the midsummer-like weather, comparing sailing tales, and making plans to rendezvous farther down the coast.

Kidney-rattling rides aboard a giant inflatable banana were a kick, but the highlight of the afternoon — as always — was the *From Here to Eternity* kissing contest (see *Sightings*), seductively won by Bill and ShantiAna Bartlett of

BAJA HA-HA XVIII RECAP

the Alameda-based Columbia 39 *ShantiAna*, as their three kids, Keene, 19, Paddy, 13, and Chelsea, 11, cheered them on.

The final activity of the 18th annual Ha-Ha rally was the lighthearted awards ceremony, generously hosted by Marina Cabo San Lucas, whose staff provided more free beer and soft drinks than the fleet could drink — and that's saying a lot for a group of 500 sailors.

The event's Grand Poobah (*Latitude 38's* Richard Spindler) was in rare form, doling out prizes while wearing his traditional MC outfit, a black tailcoat and shorts. In the Ha-Ha, every boat takes home a prize, but 12 boatloads of sailors (see results box) earned special recognition as Soul Sailors for never having succumbed to the temptation to kick on their engines, even when the breeze was painfully weak. One of them was Zachary Lough's *Panache*, which also won the Spirit of the Ha-Ha Award for that crew's upbeat attitudes and diehard approach toward light-air sailing.

All in all, it was wonderful cruise,

even for those of us who had to rush back to work right afterward. But there's no need for envy. If you missed

out on the fun this year, we suggest you set your sights on Baja Ha-Ha XIX, slated for October 28 though November 10, 2012. We hope to sail with you then.

— *latitude/andy*

Baja Ha-Ha XVIII Division Winners

+ indicates sailed at least all of one leg; § indicates sailed entire course — "Soul Sailors" (135 finishers. For complete results see www.baja-haha.com)

AGAVE DIVISION: **1§) *Panache***, Catalina 30, Zachary Lough; **2+) *Saltbreaker***, Valiant 32, Alex & Nick Kleeman

BURRITO: **1§) *Time Piece***, Coast 34, John Spicher; **2) *Cleo II***, Hans Christian 34, Robert & Elaine Tinus
CEVICHE: **1+) *Abracadabra***, CS 36, Molly Arnold & Bryce Andrews; **2+) *Tranquility***, Irwin 34, Richard Hirscht & Cynthia Cameron

DESPERADO: **1§) *Camanoe***, C&C 39, Dave Satterwhite & Stephanie Esposito; **2+) *Charisma***, Tayana 37, Bob Johnson

ENCHILADA: **1§ tie) *San Frontiers***, Tartan 37, Nicolas & Jena Jonville; **1§ tie) *Arabella***, Choate 40, Simon Handley; **2+) *Companera***, Tartan 38, Joel Sorum

FRIJOLE: **1+) *Sea Reach***, Spencer 42, John & Geraldine Guilfoyle; **2+) *Huck***, Shannon 43, Joe Rademacher & Heidi Camp

GUACAMOLE: **1§) *Arctic Tern III***, Nordic 40, John Garteiz; **2+) *Convivia***, Cal 43, Tucker & Victoria Bradford

HUEVOS: **1+) *Windarra***, Stevens 47, Richard Jablonski & Elaine Casher; **2+) *Wings of the Dawn***, Hans Christian 52, Robert & Sherry Bennatts

IGUANA: **1+) *Frannie B***, Outbound 44, Ned & Carol Backus; **2+) *Island Wind***, Hylas 44, Ken & Heather de Vries

JALAPENO: **1+) *Sophie***, Norseman 447, Dan Holden; **2) *Michaela***, Jeanneau 45, John Minkewitz
KILO: **1+) *Koh-Ring***, Tayana 48, Wolfgang Hausen; **2+) *Knot Tied Down***, Kaufman 47, Tony Haworth
LANGOSTINO: **1§ tie) *Talion***, Gulfstar 50, Patsy Verhoeven; **1§ tie) *Distant Drum***, Idylle 51, Harry Hazard; **1§ tie) *Tabu***, Farr 44, Rich & Sheri Crowe

MARGARITA: **1§ tie) *Drei***, Corsair 31, Gary Kahler; **1§ tie) *Cat 2 Fold***, Custom 36, Brian Charette; **1§ tie) *Sailpotion***, CSK 40 Jay & Susan Pence; **2+ tie) *LightSpeed***, Atlantic 42, David & Kathy Kane; **2+ tie) *Double Diamond***, Lagoon 440, John LeDoux & Lisa Danger

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A PERFECT INTRODUCTION

As you'll read in our recap of this year's rally (page 84), conditions off the Baja coast allowed sweet sailing on much of the course, but nothing too challenging — an ideal introduction to the cruising life.

For those unfamiliar with 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.

If you're sorry to have missed the action this year, no worries, because there's always next year. The dates for Baja Ha-Ha XIX are October 28 - November 10, 2012.

Online sign-ups for next year's event will begin on or about May 1 at www.baja-haha.com.

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HOW TO HITCH A RIDE

Our Mexico-Only Crew List Party and Baja Ha-Ha Reunion last September at the Encinal YC served its purpose by linking dozens of potential crew members with skippers in need of additional watch-standers.

If you missed that shindig and would really like to spend some quality time south of the border, you might still be able to find a ride south by visiting our Crew List at **www.latitude38.com**. It's constantly updated, and it's free.

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NEXT YEAR'S IMPORTANT DATES

If you'd like to join the 2012 rally, we suggest you mark your calendar now.

October 28, 1 p.m. – Costumed Send-off Party at San Diego West Marine.

October 29, 11 a.m. – Start of Leg One for all boats off Coronado Roads.

November 1 – No-host party at Vera Cruz Restaurant, Turtle Bay.

November 2 – Turtle Bay Beach Potluck Party.

November 3, 8 am – Start of Leg Two: Turtle Bay to Bahia Santa Maria.

November 6 – Beach party at Bahia Santa Maria.

November 7, 7 am – Start of Leg Three: Bahia Santa Maria to Cabo San Lucas.

November 8 – 'Can't Believe We Cheated Death Again' dance and party madness at Squid Roe.

November 9 – Cabo Beach Party all afternoon.

November 10 – Awards Ceremony hosted by Marina Cabo San Lucas.

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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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Winter on San Francisco Bay is the perfect time to practice your light-air sailing techniques. Gentle winds and mild temps offer newbies and old salts alike plenty of opportunities to learn new skills or sharpen ones that may have developed a little rust over the years.

The most obvious would be to grab a couple of friends, load up the cooler, and head out to practice your spinnaker handling skills. Or if your spouse is hesitant to take the helm, especially when docking or anchoring, a windless day is the perfect chance for her to get some experience under her belt. Or throw a hat off the side of the boat and practice your man-overboard drills. Or just enjoy a perfect lazy daysail and romantic evening aboard (some need to practice this more than others).

So instead of letting your boat moulder away, make the commitment to work on some rusty skills this winter. And remember, practice makes perfect . . . the perfect excuse to get out on the water.

— **latitude 38**/ladonna

THE LATITUDE 38 INTERVIEW

Rich & Sheri Crowe

For nearly three decades friends of Rich and Sheri Crowe have been telling them they have two of the best jobs in the sailing industry. And they always have to agree. Since 1982 they've logged roughly 200,000 miles co-skippering the ex-Whitbread Round the World winner Alaska Eagle (ex-Flyer) all over the Americas and the Pacific Basin, as part of the Orange Coast College School of Sailing and Seamanship's highly acclaimed offshore sail training program. In addition, the couple also oversees all boat maintenance on the school's diverse fleet, which has included such famous donation boats as Pyewacket and Magnitude 80.

Last spring, however, Rich and Sheri (now 61 and 52 respectively) announced that skippering Eagle to Hawaii in the recent TransPac would be their final cruise aboard that famous S&S 65. We caught up with them recently in San Diego to glean some insights into their experiences, just before they set sail for a few months of off-the-clock cruising aboard their Farr 44 Tabu — the second boat of that design that they have hand-crafted.

Latitude 38: So how did you two meet?

Rich: Well, let's see, I think it was in 1981. I was working in the school's boathouse doing maintenance one day, when Sheri brought in a broken boat.

Sheri: At the time Rich was also an instructor in the Big Boat Class. After we met, he let me tag along, even though I was only qualified to sail on Lido 14s at the time.

Lat 38: And how did you end up working on Alaska Eagle together?

Rich: We'd been dating for a while when the college sent me and some other guys to England to pick up Eagle, which had just been donated to the program. I invited Sheri to fly over with me, although there weren't originally going to be any women on the delivery back to California. But then the boat was dropped in the yard, forcing us to stay there for two months, and eventually Sheri became the cook for the trip home — although she didn't know how to cook at the time!

Lat 38: What an incredible experience. A good illustration of being in the right place at the right time.

Rich: That was one of the best times of our lives! We were all so young — I was 32 and Sheri was only 23 — and we were given charge of this famous 65-ft ex-Whitbread boat. We had a great time bringing her across the Atlantic and through the Panama Canal. Along the way all the guys tried to kill each other many times — doing stupid things that we'd never attempt now, like towing each other off the back of the boat at

After delivering 'Alaska Eagle' from Europe to the West Coast, Rich and Sheri's long run as her primary caretakers began back in '83, when she was first used as the TransPac's communications boat.



10 knots.

Lat 38: Then how did Eagle's offshore programs develop?

Rich: The 1983 TransPac served as a trial run; Eagle went along as the communications boat. The School's director, Brad Avery, was racing, so I got to skipper the boat since I'd just done the delivery, and Sheri went along because she knew more about the boat at that point than anyone other than me.

After that we thought, 'Let's try taking students along,' and that led to the development of the school's offshore program. I think Brad looked to Irving Johnson as inspiration. At first we started with just an annual trip to Hawaii and back. Then the

"Along the way all the guys tried to kill each other many times — doing stupid things that we'd never attempt now."

third time we went out to Hawaii, up to Seattle, and down.

In '86 the Coast Guard said we had to get the boat 'inspected'. We had to rewire the entire boat, lease certified weights and incline the boat, all sorts of stuff. Initially, they weren't too enthused about us taking students that far offshore.

Sheri: After a few successful years we asked the Coast Guard if we could go to Tahiti, and they said okay. Then later, Australia. By that time it had been five or six years and we'd proven ourselves, so they said we could take Eagle anywhere in the world. To my knowledge there's no other vessel that has that designation, other than perhaps a tall ship.

Lat 38: That first trip to French Polynesia must have been pretty special.

Sheri: It was magical! In '91 Brad skippered her to the Marquesas — they just screamed on the crossing. Then we cruised her on through the Tuamotus. You always hear about these areas, but to see them yourselves. . . Wow! It really was magical.

Lat 38: That trip must have really increased the school's cachet with potential clients.

Rich: Yes, Eagle definitely became the flagship for the whole program. And it was interesting to observe that at some point, as we'd arrive at a new places, people stopped recognizing her as ex-Flyer, the Whitbread winner, and started recognizing her as Orange Coast College's flagship.

At first we just got people who were strictly out for adventure. Some of them weren't even sailors. But eventually the program became recognized as providing opportunities for experienced sailors to test themselves before they bought a boat, or perhaps

before they took off on their own.

Lat 38: *We were glad to learn these programs will continue, despite your moving on. So what is the ideal target client?*

Sheri: We're looking for solid intermediate skills, probably at the bareboat level of U.S. Sailing; people that are actively sailing currently, and are looking to improve skills. We tell people that the more skills you bring to it, the more you're going to get out of it, because this is the perfect platform for testing what you've already learned.

Rich: Participants get to experience and try out everything that they've dreamt about in a real-world situation.

Lat 38: *You two have a reputation for running a tight ship, while also having fun. Tell us how you structure things.*

Rich: You could call it experiential education — the experience is the education. It's difficult to have a chalk talk when half the crew is asleep, because they've just come off watch. So we try to get together one time a day and do something formal, weather permitting, like knot-tying, splicing, radar, charts and publications, or celestial navigation — although we do that all the time once we get going.

Sheri: We use a watch system with four-hour watches during the day, and three-hour watches during the night. And everybody rotates into and out of the watch system. On your day off watch you do cleaning projects and assist the cook with food prep. Then your reward is that you get to sleep through the night before rotating back into the watch system.

Rich: When we're sailing between islands, we'd have a navigation group who would plan the course, and perhaps the entrance to an atoll we might be going to; the sailing group who would call the sails for the day and call for reefing or headsail changes; and the anchoring group who would choose our anchorage for the night, and be sure our anchor is set well. So it was structured, but in a fair way.

Interestingly enough, that's the one thing that people often say when they write to us after a trip. Something like, "It seemed like a lot of structure when we were with you, but now that's exactly how I run my boat. Being clean and organized pays."

Sheri: One guy came to us and said, "You know I found out you don't have to live like a pig on a boat. I always just raced on boats, and every time we got in it was a mess down below and it smelled. Now I realize you don't have to live like that."

Lat 38: *You could probably write a doctoral thesis on human behavior by now.*

Rich: Absolutely, including our own behavior as well — that is, how we learned to deal with groups of people.



Sheri: Within the structure of *Alaska Eagle*, you're sailing with a group of 12 people, so everybody usually stays in line due to pure peer pressure — everybody else is doing it. But, of course, they've chosen to be there, and we try to make it enjoyable. But in the middle of the night you sometimes learn things about people that you probably didn't really want to know.

We've learned you can never over-explain things. When a new group comes on board, we do an entire walk-through on the deck, explaining where everything is and how it works, then we do the same thing down below. We realize they won't

remember everything, but once they've been exposed to it, they start to become more comfortable in the space. It seems that the more people understand what's expected of them, and that they can achieve those expectations, the more comfortable they become.

Lat 38: *This might be a dreaded question, but as you look back over the years, are there some highlights that stand out?*

Sheri: One of the greatest things about our trips on *Alaska Eagle* has been all the great people we met and the amount of time we got to spend with them. For example, this guy named Paul Holmes has sailed with us for about 10 years. He went down around Cape Horn with us this last time and he was 75. When he was in the Navy he was an aviation navigator and an expert in celestial. I remember when he first sailed with us in the late '90s, he would greet the stars with great enthusiasm as they'd come out, as if they were old friends. He started show-

"The more people understand what's expected of them, and that they can achieve those expectations, the more comfortable they become."

ing me relationships between stars and constellations, and he taught me a mnemonic that helped me remember the order in which the stars would come up over the horizon.

For us the stars hold a lot of significance. When we get far enough south that we can see the Southern Cross again, then farther south and can see the Magellanic Clouds (galaxy), it just feels like we're being welcomed back again. Those are memories you can't preserve in photographs.

Lat 38: *Although you're ready to move on now, it's remark-*

the latitude interview:

able that you haven't gotten burnt out in all these years.

Rich: No, we really enjoy people, so we've never felt burnt out. But 29 years on the boat is enough. I've had the same bunk, starboard aft, all those years!

Lat 38: *That is a long time. We're not surprised you're ready*

*"We felt like the original explorers.
Everywhere we went there
was nobody there."*

to move on, but what a great gig it's been for you.

Sheri: It really has been wonderful. We've met most of our good friends through *Eagle*. I have to say, though, it's not all that glamorous when you get a batch of bad fuel and you're rolling out of your bunk every three hours to change fuel filters.

Rich: Yeah, there were some times like that. Beyond the adventures, one thing that's made the job so satisfying is that at the sailing center we're a family and we take care of each other. Also, part of the mentality of working with the college, is it's normal to take the summer off. So everybody who works there has the ability to take great amounts of time off and not worry about losing their job.

Lat 38: *After doing over 30 South Pacific trips plus all the other destinations, it must be hard not to take all the adventuring for granted or get a little jaded.*

Rich: No, we've never taken it for granted. I think we remind ourselves every day how lucky we are in both our personal lives and our jobs. On *Alaska Eagle* we've always been very aware of our responsibilities. The biggest part of the job has always been to keep in mind that you have a responsibility to the students first, the college second, and yourself third.

Sheri: We've been very fortunate that no one has ever gotten hurt.

Lat 38: *Some people might not realize that you've also logged more than 100,000 miles on your own boats. Your trip around South America, beginning in '91, aboard your first Farr 44, Con-fetti, must have given you some special memories.*

Rich: The trip around South America was a huge deal for us. We were young enough and adventurous enough that we just wanted to go. When we finally arrived in Chile the people were so friendly and wonderful. We felt like the original explorers. Everywhere we went there was nobody there. We'd tuck into these little places at night, then get up in the morning, get all layered up, and go out and brave the elements. It was magic, absolute magic.

Sheri: Especially since we didn't know anything about the area, and our Spanish was sooo bad. Back then you never heard anything about sailing down there. There were no cruising guides. We bought the British admiralty charts, but that was about it.

Rich: A friend had sent me a little article from the Seven Seas Cruising newsletter and that was the only thing we had. It said there was a boatyard and a marina in Valdivia, so we



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rich & sheri crowe

said, "That's it, we're going to Valdivia."

Lat 38: You told us before that your first South American landfall was very special.

Rich: Our first landfall at Valparaiso is one of my favorite memories from all our years of sailing. Our autopilot didn't work, so we'd hand-steered all the way from Acapulco, via the Galapagos, and we were low on both water and fuel. But we had the 1/2-oz spinnaker up in about five knots of wind, and we were doing about four knots. Overhead the sky was spectacular with a million stars and the Clouds of Magellan shining brightly. And I remember you could just hear the sounds of the water coming off the transom. It was incredible — looking up at the spinnaker; and up into the sky. Definitely one of my favorite memories.

Sheri: We dropped the anchor on Christmas morning in an open roadstead with big ships all around. We never thought we'd be able to clear in, so we just hoisted our yellow quarantine flag and crashed hard.

Rich: Pretty soon though, we were awakened by the horn of a shore boat. The officer in it didn't speak English and we didn't speak Spanish, so the guy just pointed up at our quarantine flag. He took us in on Christmas day and had his deckhand walk us to the Navy yard, where they found someone who spoke English, and cleared us in. From the very first person we met, Chileans have also been wonderful to us. Over the years we've been through the Chilean channels seven times.

Lat 38: You eventually completed your circumnavigation of South America, right?

Rich: Yes, but we actually lost our rudder not too far off Cape Horn and had to go back and build a new one in Puerto Williams. That was quite an adventure in itself.

Sheri: We actually left the boat down there while we went home to work on *Eagle*. *Confetti* was tied up to the famous *Micalvi* wreck, and the Navy guys took care of her. They thought



LATITUDE / ANDY

With Sheri at the helm, 'Tabu' glides south during the Baja Ha-Ha rally.

that at one time while we would be away the tidal drop might be too severe, so they had their divers go down with a fire hose and 'hydraulic' out beneath the boat. They also took some great pictures from a helicopter of *Confetti* covered in snow and sent

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the latitude interview:

them to us.

Lat 38: *If our memory serves us, you later sold Confetti to build the 54-ft aluminum expedition vessel Polar Mist in a partnership deal. But as we recall, the partnership didn't work out, so you eventually sold her and built this boat.*

Rich: That's right. We sold *Polar Mist*, bought our house, and one day I told Sheri, "I've gotta build another boat" — I don't sit idle very well. I wanted to do another cold-molded boat, but I didn't really like any of the designs that were available. So I wrote to Bruce Farr and bought the plans for another of his 44-footers.

Lat 38: *One look at Tabu tells us you're both talented shipwrights. But what do you like so much about cold-molding?*

Rich: It mostly has to do with the material. It's not that cold-molded is the perfect system to build a boat in. It's that I enjoy building boats, and wood is an enjoyable material to work with, whereas fiberglass makes you itch. I think aluminum makes a lot of sense, but it's heavy, it's noisy, when you're sawing it on a table saw you have to wear goggles and a face shield to protect yourself from the shards that fly out at you. By contrast, with wood, throughout the process it smells good, it feels good, and the sawdust doesn't hurt.



'Tabu' has a distinctive pistachio paint job.

Sheri: And it's just so pretty. This boat sails very well, but in addition to that it's just so great to relax at the end of the night with the stereo on and a glass of wine, and just look around and enjoy the boat's beauty.

Lat 38: *She certainly is a beauty. Is it true you plan to sell her?*

Rich: Yes, we've sold every boat we've ever built. We're planning to sell *Tabu* next year to buy a piece of land, hopefully in Sonoma County, and eventually build a house on it. But our sailing days aren't over yet.

Lat 38: *Any parting thoughts for the wannabees back home?*

Sheri: Going off on an adventure is one third anticipation, one third doing and one third memories. Allow yourself to enjoy them all.

Rich: Yes, get the brochures; fall asleep with them on your chest; allow yourself to dream about it. The actual *doing* passes quickly, but you can savor the anticipation and the memories.

— latitude/andy

Readers — One point to clarify: Rich and Sheri are not retiring from the school, only from running Eagle. For the foreseeable future, you'll still be able to find them working on boats at the OCCSS boathouse, as they've done for nearly 30 years.

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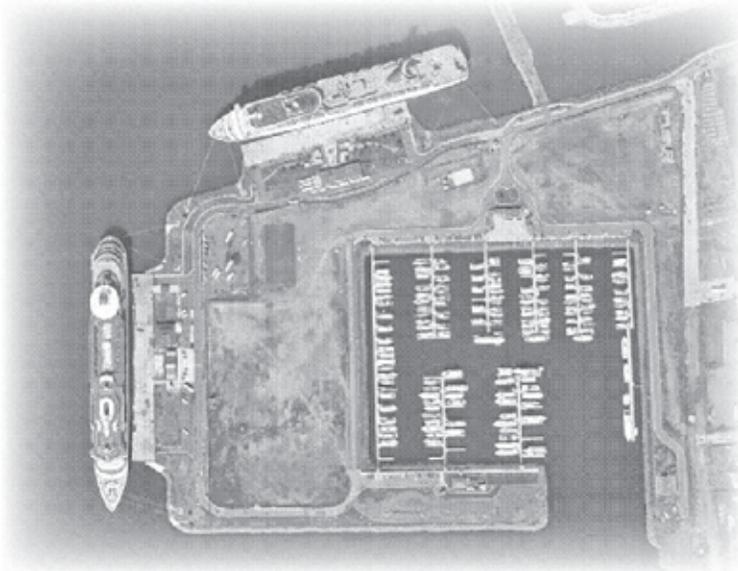




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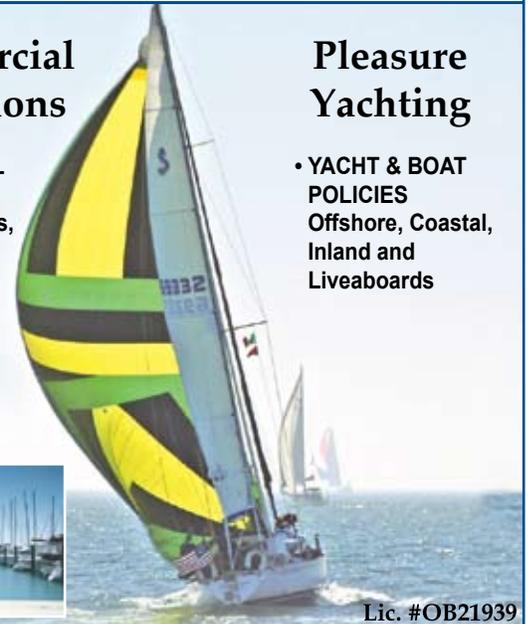
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SEASON CHAMPIONS, PART II

Welcome to part two of our annual look at the Season Champions from the Bay's various racing arenas. You may notice that this month's segment looks drastically different than anything you've seen before. We elected to change things up to make the section a little more visually appealing, while getting more usable space at the same time. We hope you like the new look and feel!

This month we look at both the Bay Area Multihull Association (BAMA) season winner, and four one designs with strong fleet associations on the Bay. If you're reading this and thinking, "wait, my one design isn't here, and it fits that description." Don't fret, we'll be getting to more next month, along with winners from the Wooden Boat Racing Association, and some winners of the Bay's more popular dinghy classes.

Rather than go into the customary details about fleet health and trends here, we're incorporating them into the narratives below. Enjoy!

Express 27 El Raton Ray Lotto

Last year, Ray Lotto won his first Express 27 season championship since the '80s. Rather than rest on his laurels, Lotto and his loyal crew went out and did it again, winning both the inshore and offshore segments of the class's championship.

"We sailed every race," Lotto said. "When you sail 39 races, you get a few throw-outs, and that makes a difference. It's a

tough fleet, very competitive."

With him for all 39 of those races was Steve Carroll, a fellow Express 27 owner, with whom Lotto has been sailing for 20 years. Patrick Lewis, Noe Goodman and Jordan Paxhia — all of whom have been sailing on *El Raton* for at least four years — were aboard for almost all the races.

"Other than sailing every race, I have to put our success down to the crew," Lotto said. "It's a very pleasant boat to sail on because there's never any

Ray Lotto repeated as the Express 27 season champion.



'Origami' lit up during the NOOD regatta; inset, from left — Ross Stein and Bill Pace.

yelling. It's always very civilized, and we all socialize together after sailing; we always go out to dinner after racing and everyone enjoys each other's company."

El Raton — Spanish for "the mouse" — has a meaning that dates much farther back than the Express. Lotto was posted to a diesel submarine named *Raton* in the Navy in the late-'50s. The sub's logo was a dangerous-looking mouse riding a torpedo: the Radin' Raton. So 30 years later, he appropriated *El Raton* for his Express and it stuck.

The San Francisco-based developer who served as the St. Francis YC commodore in '07, has owned *El Raton* since the '80s.

"My son went to Berkeley, and we thought, 'what can we do to spend some time together?' Lotto said. "So we went out and bought the boat."

Twenty-five years later and he's still out there charging it, and said that if his crew keeps sticking with him, he'll keep sailing the boat.

"As long as everyone wants to keep racing, I'm there," he said.



LATTITUDE/ROB



ERIK SIMONSON/WWW.H2OSHOTS.COM

— BAMA, ONE DESIGN PART I



Corsair 24. The duo took the Bay Area Multihull Association (BAMA) season championship in Stein's final year of a two-year stint as the BAMA race chair. The title was their second; their first came in '08. Like most of the season winners you'll meet here, Stein said that sailing the bulk of the schedule and consistent crew are the keys to their success.

"We did most of the races, and that's always a crucial element," he said. "Bill and I have owned the boat for nine years now, and it's a great partnership. Then we have Van denBedem and Andrew Gold who did a lot of the races. If you have a good group of people who stay together, it's a wonderful thing."

The Sausalito-based *Origami* is perfect for the Bay according to Stein.

"We like high winds," he said. "The grungier it gets, the happier we are. We don't have extra canvas we can't use. We tuck in our first reef at about 25 knots of wind when some of the cats are doing it in 12 or 15 knots. The boat is very strongly built and yet still relatively light at 2,400 lbs."

With two consecutive years now of one design racing at the St. Francis YC NOOD regatta, plus all the regular BAMA events, Stein said that the multihull scene on the Bay is ramping up, especially with the America's Cup being sailed on the Bay in '13

in cats. That doesn't mean it's easy for the organizers.

"BAMA is a unique fleet in that we have the fastest fleet on the Bay, and in the same fleet we have some of the boats who are in the least hurry — cruising cats," he said. "We don't have an extra piece of cling wrap on the boat, and they have blenders! It makes it challenging when trying to rate boats that range from minus-100 to plus-280, yet everyone seems to be competitive."

Stein said that next year is looking pretty good for the high-performance end of the fleet. A local owner will be taking delivery of one of the brand new

SL 33 catamarans designed by Morelli and Melvin and built by Hakes Marine in New Zealand.

"I also have my fingers crossed we'll see a SeaCart 26 (trimaran)," he said. "On the other end of the spectrum, having the Wetas as an entry-level multi is really helpful."

2) **Rocket 88**, Ian Klitza & Brendan Busch; 3) **Wahoo!**, Dolphin 460, Wayne and Gary Thompson. (27 boats)

J/120 *Chance* Barry Lewis

Barry Lewis and his crew aboard *Chance* are nothing if not consistent, and the Peninsula-based sailor from St. Francis YC knows it puts him in good stead in the competitive J/120 class.

"We have an abundance of experienced crew who love to sail together," Lewis said.

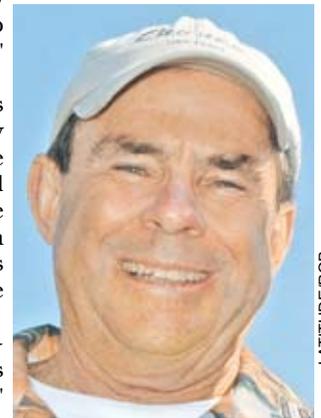
Lewis has consistently been in the hunt for, and taken, the J/120 season title during his 10 years in the class.

That consistency starts with Lewis' crew, many of whom have sailed with him for the better part of a decade, including all three people who filled the tactician role during the season — Seamus Wilmot, Doug Nugent and Jon Stewart.

Holding down the rest of the spots are his main trimmer Scott Kozinчек (8 years on the boat), trimmer Matt Jingo (10), Michael Redmond (8), Amy Guarneri (4), mast Aaron Elder (6), bowman David Krausz (9), mid bow Brian Murdock (3) mid bow Sean Ross (5) and Christian DiCarlo (7).

"The part we always love is the super tight racing," Lewis said of the fleet, which has settled the winner of the season-ending Rolex Big Boat Series on the final run of the final race three of the last five years.

"One good thing is that the winners have moved around a bit," he said. "Were it not for that [if the same boat was winning all the time], it would be tough to keep people engaged in the fleet. We're starting to attract more boats, and we've gotten people's at-



LATTITUDE/ROB

The fleet has seen very steady participation, something he chalks up to the work of fleet president Peggy Lidster.

"She's done a good job of getting boats out," Lotto said. "She calls everyone individually before every race, and we're getting 14 to 15 boats out at every event. It's really fun when you get that participation; they're good boats, it's a good fleet, and there are good people in it. It's nice when you have a group of people who can share that."

2) **Xena**, Mark Lowry; 3) **Get Happy!!**, Brendan Busch. (13 boats qualified for the season scoring)

BAMA Corsair 24 *Origami*

Ross Stein & Bill Pace

Another repeat winner this year was *Origami*, Ross Stein and Bill Pace's



SEASON CHAMPIONS, PART II

tention because we have had such close races repeatedly over the years. Even this year, there were three boats within 10 points of each other after 40 races."

2) **Desdemona**, John Wimer; 3) **Mr. Magoo**, Steve Madeira. (8 boats)

J/105 *Blackhawk* Scooter Simmons

Scooter Simmons won his first J/105 season championship two years ago, so it was no surprise to us when he notched another this year. According to the Marin-based restaurateur who sails under the burgee of the San Francisco YC, he and his team on *Blackhawk* didn't do anything special.

"It's just a matter of getting accustomed to the boat, getting the crew work solidified, and learning the fleet," he said, "all of the standard stuff."

But what he managed to do this year that he didn't do the first time around was do it while winning the season-ending Rolex Big Boat Series on his sixth try in the J/105 class. But he said it didn't happen the way he would have preferred it.

"In the first race on Saturday [a really big-breeze day] we were T-boned by another boat," he said. "We couldn't sail both those races, but we patched up the boat that night."

Thanks to his scores from Thursday and Friday, Simmons and his team got second-place finishes for redress and

then went out and finished it off the next day.

"If I had my druthers, I



ERIK SIMONSON/WWW.H2OSHOTS.COM

would have preferred to win it on the water, but we just didn't have the option," he said.

Simmons said that the team aboard *Blackhawk* has really gelled and made a major contribution to their success.

"We have really good boatspeed, and we take advantage of it," he said. "That's how we've been successful. The more you sail the boat together, the more you get accustomed to, and dialed in to, different rig tensions and how they affect your boatspeed. Some days you can't get out of your own way and some days you feel like a magician. But when you sail together a long time you tend to find those grooves more consistently."

Rounding out the crew were his son Ryan, tactician Tim Russell, John Claude and Matt Clark, plus a rotating cast in the sixth position. All of them, with the exception of Ryan who has been sailing with his dad his whole life,

The Moore 24 fleet is one of Northern California's most competitive.

have sailed together for at least the last two seasons.

Before the J/105, Simmons had a Sydney 41 that he successfully campaigned on the West Coast and in Hawaii at the Kenwood Cup.

"I thought I could step into the J/105 fleet and do well right away, but I got my ass handed to me," Simmons said. "There are a lot of good sailors, and it took consistency, discipline and learning the boat to get to this point."

He said that since then, the fleet has developed more parity.

"Anyone can take it," he said. "There's no one dominant sailor as there has been in the past. There are five or six boats that can win any race, so it's all a matter of consistency."

Simmons said *Blackhawk* will be back next year to defend, but not before finishing a lengthy boat yard job this winter.

Scooter Simmons notched his second J/105 season championship.



LATTITUDE/ROB



ERIK SIMONSON/WWW.H2OSHOTS.COM

— BAMA, ONE DESIGN PART I

"As it turned out, we probably shouldn't have raced that Sunday of the Rolex Big Boat Series," he said. "We were cranked down hard on the rig because of the breeze, and the collision damaged the keel box because of the rig tension. The keel was all out of whack; we had to take it off and rebuild the keel box. It's been a major repair, but we'll be ready for next season."

Runners-up unavailable as of press time.

**Moore 24
Eclipse
Bill Erkelens**

With four regatta wins out of the nine events that constitute the Moore 24 Roadmaster series, Bill Erkelens won the Moore 24 season championship going away. The Piedmont-based project manager finished 12 points clear of the runner-up with *Eclipse*, his new-to-him Moore that was formerly known as *Eight Ball*.

Erkelens has a lot of time in the class, and this isn't his first Moore.



LATITUDE/ROB

Bill Erkelens sailed his first full roadmaster.

His previous one, *Tortuga*, was his as recently as two years ago. But he said this is the first time he's ever been able to sail the entire season.

"The only reason I sold the other boat was that I was busy with work, and I had lent it out in exchange for a set of sails," Erkelens said. "When my job got busy again I sold it to the borrower since I wasn't using it."

Erkelens ended up back in a Moore after trading *Eclipse's* previous owner, Scott Easom, for a Farr 30 he had been looking to unload, and said that *Eclipse* suits him just fine.

"Scott did a nice job rigging the boat and it has new sails," he said.

So what got Erkelens — also a devotee of the Wylie Wabbit — back into the classic Santa Cruz ULDB?

"We still have the Wabbit," he said. "The Moore fleet size is larger which is nice, and the boat is just that much bigger, which makes it easier to take the kids on. Yet it's light enough that you can still tow it with a six-cylinder truck."

2) **Banditos**, John Kernot; 3) **Mooretician**, Roe Patterson/Peter Schoen. (44 boats)

— **latitude/rg**

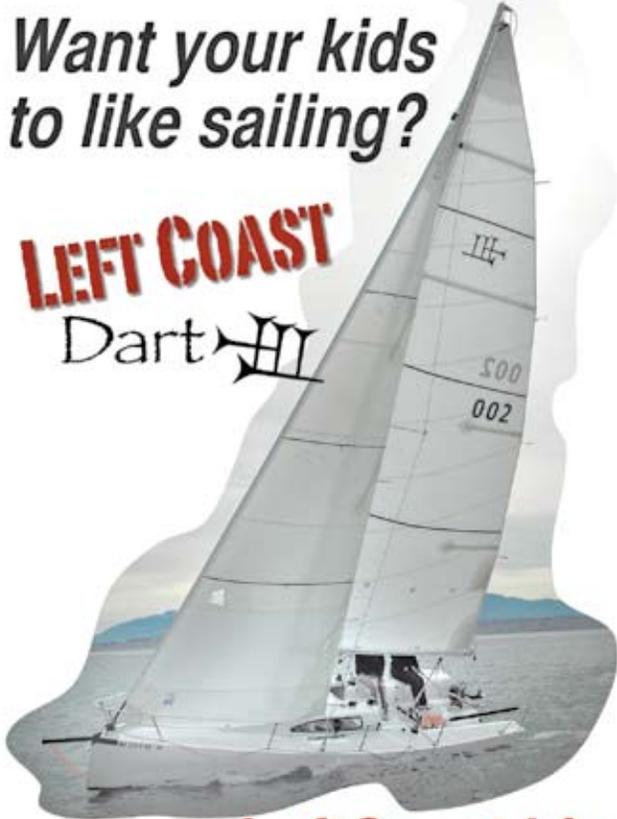
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It's the same problem every year: What to buy sailors for holiday gifts. This really should be easy, considering all the gear and accessories we use and lust after. But no, everyone on my list already owns every imaginable gadget, or else they have such eclectic taste that it's just about impossible to hit it right.

Lee Helm is a particularly tough case. As a starving grad student I know she would appreciate something useful, but she's crew, not family, so etiquette dic-

tates a gift that is thoughtful but not too expensive. But how on earth do you buy a present for someone like Lee?

Then I had a brilliant idea — her online wish list. These lists are readable by anyone and, if it's up to date, it shows exactly what she actually wants. A few keystrokes and clicks, and I was there.

Number one, top priority: Stabilized binoculars at \$580. Nice try, Lee. Next

item down: A night vision scope for \$3,000.

"Who does she think is going to shop from this list?" I mumbled as I looked at her next wish, a textbook about wave theory priced at \$125. Maybe it's available used at a fraction of the price? No luck.

Surely Lee's friends would have some suggestions — she often brings some

Max and Lee's Holiday Gift Guide

Big Fish Safety Knife

www.safetyknife.net/fish_range.htm

\$30 for the 9mm model, \$5.25 for 10 additional blades. The website is in England, order from the U.S. importer in St. Louis: sales@safetyknife.us.com.



This is the best knife to leave kicking around the cockpit or chart table. No folding parts, but you have to try hard to cut anything except rope. And no more struggling to open a blade with cold fingers. Replaceable blades keep it sharp. See it in action in the Dyneema brummel splice video ("of course we used the Big Fish Safety Knife") at www.youtube.com/watch?v=HIOzEELTWp4. (And this kind of splice is so easy you'll be ashamed you don't already know how to do it.)

Splicing kit

www.knotandrope.com

For the sailing geek who's into it, *Knotandrope.com* has a good selection of hard-to-find fids, pushers, and other specialized tools, as well as the more common \$25 Samson splicing kit. (Go to



'rope tools' and then 'splicing tools'.) Also get the 'Small Swedish fid' for another \$8 — useful for the brummel splice and similar tasks. Don't miss the very easy single-braid

brummel splice video (see the link in the Big Fish item).

Peter Isler's Little Blue Book of Sailing Secrets

For the novice racer, this is the perfect companion to *Sailing for Dummies* (co-authored by Peter's ex-wife JJ, and surprisingly good). *Secrets* is sort of an informal cross between Peter Isler's personal sailing memoir and a how-to-race book, organized into small bite-size anecdotes, quotes and random lists of rules and principles from a variety of sources, famous and obscure. It's likely to become an instant classic, although that status is only partially deserved because so little of the content is really new.

Tiller extension lock box

Forespar makes these little box-like inserts for the inner face of the cockpit coaming. If you know someone who sails a boat steered with one of those telescoping hiking sticks with a ball grip handle, this is a must-have. The ball grip snaps into



a sort of keyhole, for quick locking of the helm. The tiller setting is infinitely adjustable by telescoping the hiking stick in or out. The best feature is that once you have the setting adjusted for self-steering, you can unsnap the hiking stick to steer around an obstruction, then lock it in again with the setting preserved. Can't do that with a lashed tiller or even a wheel brake. \$27 each, and even though you might get by with just one, for short-handed sailing it's better to have one for each side.

Miniature sextant

www.redskytrader.com

Useless but fun, this is halfway between

a real navigational instrument and a Christmas tree ornament. Made in India, it often arrives with some of the smaller parts broken.



But where else can you get a (sort of) functioning sextant, complete with a fancy wood box, for \$32? It would look great on top of any sailor's tree, or sitting on a desk

where it could confuse the uninitiated and fascinate the cognoscenti. They make good trophies too. You can also buy Red Sky Trader stuff through Amazon. There's lots more amazing nautical kitsch on that site — it's the go-to source if you're decorating a seafood restaurant.

Psychology of Sailing: The Sea's Effects on Mind and Body

by Michael Stadler

\$30 new, available used for 1¢ plus \$3.99 shipping from Amazon affiliated dealers. Written by a sailing psychology prof in Germany, this little book is a very comprehensive treatment of navigation and piloting errors, perception errors, crew management dynamics, motion sickness and other human factors relating to sailing. The translation from German is a little clunky in spots but the diagrams are good. Perfect for your watch captain or navigator, and all other sailing geeks, and you can't beat the price thanks to the virtual dusty shelves of the online used bookstore.

Framed photo of their boat

This takes some planning ahead, but if you've been taking a lot of pictures over the last year or two, and if your friends' boats are featured in them, a framed boat portrait is cheap, thoughtful, and really appreciated. (Check out IKEA for frames.) But the photo has to show the boat sailing well

THE DECEMBER DILEMMA

windsurfers out on my boat to show them what "sit-down sailing" is all about. Unfortunately my boat's guest log is down on the boat, and it doesn't have a space for email addresses anyway.

Then I had my second brilliant idea of the evening: I'll just ask Lee, but pretend it's for a fictional relative. A minute later I had fired off an email asking what I should buy my college-age nephew back

east who is into sailing, racing and windsurfing.

"Is he a left-hemisphere type?" Lee asked in her return mail. "Techno-geek who is into the science, or a touchy-feely intuitive type?"

"Definitely on the geek side," I answered.

"Got just the thing," said her reply. "There's a great little book called *Psy-*

chology of Sailing by a psych prof in Germany. It's the definitive work on human factors that contribute to accidents on the water, especially navigation and piloting errors. He does get a couple of little things wrong, like the reason for moon sights' being less accurate than sun sights, but overall it's a rigorous scholarly work. And, like, the best part is that you can find it used online for one cent, plus the usual four dineros for shipping."

with everything trimmed just right — even a spinnaker pole set a little too low can ruin it. Don't bother if all you have is a shot of the boat under power, or becalmed, or luffing up to the starting line. Follow the usual rules for good composition, and make sure the horizon is level! But you already knew that, right?

Stabilized binoculars

Stabilized binos are magic, and priced accordingly. If you think someone you know



is interested in spending a lot of money on you, leave this page lying around with this item circled.

Night vision scope

More magic, also priced accordingly. Same strategy for acquisition.

The Lawson History of the America's Cup

by Thomas W. Lawson

For anyone who has drunk the America's Cup Kool-Aid. First published in 1901, this is the ultimate collectable A-Cup book.



Big and full of pictures and drawings, it's the authoritative history of the first 50 years. Available as a paperback reprint for as little as \$25 if all you want is the content. To get the full effect, collectors can spend \$1,500 or more for the 8" x 12" x 7-lb first edition. It's chock full of obscure factoids. For example, in 1871 Lord Ashbury tried to

challenge on behalf of 12 different clubs, and demanded 12 separate match races, any one of which could have brought the cup back to England. And you thought the NYYC ran a rigged game.

A big roll of insignia tape

www.sailrite.com

Industrial strength sticky-back sail repair tape. This is the same stuff they use for sail numbers, so it really does stick. If you know anyone about to go cruising, this will be the most valuable part of their sail repair kit. 4" wide 5 oz. tape is \$0.55/ft from SailRite. Suggest a 150-ft roll for cruisers.

An America's Cup Treasury: The Lost Levick Photographs, 1893-1937

A collection of the once-lost work of marine photographer Edwin Levick. More fuel to feed the A-Cup obsession. Coffee

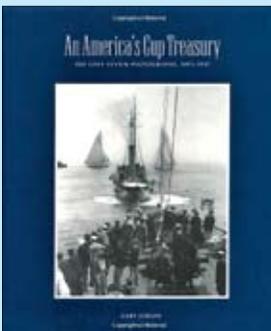


table format, available for cheap, probably because it didn't sell as well as it should have in '99 when the Mariner's Museum published this rediscovered photo archive.

Mercifully, none of the photos run across the gutter. (And note that Edwin's horizons are always level.) About \$11 from various online vendors, including shipping.

Winch handle

An old standby, always appropriate for skipper and crew. You can find them as cheap as \$17 (Sea Dog 9" aluminum). The fancy new carbon or lock-release grip models can reach \$200, but \$70-\$100 is more typical for the top end. Avoid those red plastic floating handles unless you know they'll only see light duty; any self-respecting deck ape can break them at will. A word about winch handle etiquette:

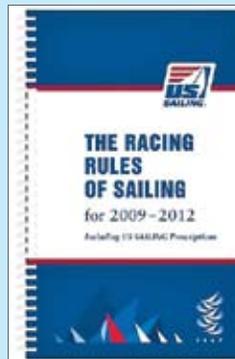
If your crew drops one overboard, you have to insist that it's all part of the game and they absolutely are not expected to replace it at their own expense. But if you



are crew and you drop one overboard, then you should replace it anyway, even though the skipper insists you don't have to. Quietly slip it into the gear box before the next race. But you don't get any etiquette points unless it's noticed, so buy one of a slightly different style. Even that \$17 Sea Dog handle meets your obligation, if you're a starving student.

Rule Book

store.ussailing.org/browse.cfm/racing-rules-2009-2012/4,7.html
ISAF Racing Rules of Sailing, as adopted by US Sailing. This is especially appropriate for the skipper of another boat



with which you might have had an 'interaction' over the course of the previous season. Also available as a smartphone app, but sometimes the hard copy is more useful. Consider adding a protest flag too, depending on the message you're trying to convey. \$30 from US Sailing, \$15 if you're a member.

US Sailing sells a protest flag too, but at 8" square it's too small to be legal for YRA. Nice big ones are easy to find; search your favorite online retailer for 'code flag B'.

MAX EBB

This was exactly the sort of tip I was looking for. Except that it was very likely that Lee already owned a copy.

"I think he mentioned that he already has that book," I typed. "Any other ideas?"

It took about 15 minutes for her response to come back over the wire, but she had a pretty good suggestion: "Max, get him a splicing kit. You know, one of those sets of fids and other splicing tools for double-braid and single-braid and all the modern rope constructions. If he's really into the applied technology, he won't be able to resist teaching himself to splice."

"Is there any particular kit you recommend?" I asked.

"The set from Samson looks like a good deal," she wrote. "Lots of different size fids, and the pusher tool, but I think you still need an open-style fid for the single-braid splice. But I've only used those tools from other people's kits, don't have any of my own."

That clinched it. Lee's name was as

good as checked off on my shopping list. And it was an item I could pick up at the local chandlery without waiting for an online order to arrive. I emailed back a simple "Thanks, Lee, that solves my problem," and was about to log off when another message appeared.

"Don't miss this video on how to put a brummel splice in single-braid Dyneema," she wrote. "Check out www.youtube.com/watch?v=HiOzEELTWp4. It's so easy, even you could learn to splice your own halyards."

Without comment on her assessment of my marlinspike skills, I followed the link to the video. She was right — the splice looked so simple that I had to wonder why I'd ever paid a rigging shop to do the same thing. But there was something else very interesting in that video. To trim off the loose end, they used something called the Big Fish Safety Knife. It's a fish-shaped knife handle with the blade inside a groove.

"What a great idea," I thought, re-

membering that every single pocket knife I've owned since early childhood was too hard to open without bending my fingernail backwards. No blade to open or close, no moving parts to freeze up, blades that are easy to change, and safe enough to leave in the chart table or on deck ready for instant use.

Immediately I brought up the search engine and typed in 'Big Fish Safety Knife'. First it took me to a YouTube video from Australia, at www.youtube.com/watch?v=BLnblbWppcw.

Then it found the manufacturer's site in England, safetyknife.net/bigfish.htm. Eventually, by clicking on the American flag icon, I zeroed in on the U.S. importer in St. Louis, but had to call them the next day to get price info (\$30) and the right email address for placing an order.

One of my other crew will get the splicing kit, since Lee probably figured out that I was probing for gift ideas for her all along. The fish knife will be the real surprise.

— max ebb

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THE RACING

The nights are getting longer and the air is getting colder, but that doesn't mean there isn't still plenty of racing going on, and a quick tour of last month's racing action bears that out. Enjoy our seasonal offerings for some early winter reading. Happy Holidays!

Emma Delivers

After 4,200 miles of sailing alone in a 21-ft Mini 6.50, Emma Creighton became the first American woman to finish the Charente-Maritime/Bahia Transat

6.50 in 10 years. On November 3, Creighton's Simon Rogers-designed *Pocket Rocket*, was the 23rd proto to arrive in Salvador de Bahia, Brazil. In doing so, she became only the third American woman to finish the race in its 34-year history. In a race where a

Emma Creighton

total of 15 of the 72 boats dropped out, finishing the trip is an amazing accomplishment.

Along the way, Creighton sacrificed places to render assistance to a stricken competitor and earned plaudits from both organizers and the rest of the fleet.

Creighton — a native of Maine who has called the Bay home for the last few years — had just arrived home from Brazil as we went to press. We hope to have a full debrief for you in next month's issue of *Latitude 38*.

Creighton received the traditional Brazilian samba welcome after 4,200 miles alone on a 21-ft boat.



PIERRICK GARENNE/GFO

PIERRICK GARENNE/GFO

The winner, David Raison, was sailing what is certain to be a game changer for the proto mini fleet — a Scow! When close reaching, Raison's *Teamwork Evolution* was untouchable, often sailing a knot or more faster than his closest competitors. You can find more on the race at: <http://www.charentemaritime-bahia.transat650.net/en/>

Great Pumpkin

If you missed the Richmond YC's Great Pumpkin Regatta, you missed out on one of the most awesome weekends of racing this year. With full sunshine and temps in the 70s, breeze that ranged from 8 to 14 knots — aside from a two-hour hiatus on Saturday when a westerly kicked the morning northerly to the curb — the conditions were the perfect complement to an event that represents the perfect end to the Bay's summer sailing season.

The Great Pumpkin is always fun, but this year's was definitely a vintage one. With a phenomenal party and some great costumes milling about what seemed like a capacity crowd, the good vibes were palpable.

Of course getting to that capacity required entries, and this year's event had them in spades — 258 to be exact. They were split into 11 one design and nine handicap divisions with some solid division breakdowns amongst similar boats. Unfortunately, the boats on the Southampton course were shut out of one of their three scheduled buoy races on Saturday, but those on the other courses managed to get their races in. With four course areas there was surprisingly little traffic overlap, and we didn't



PAUL TODD/VOLVO OCEAN RACE

hear any gripes about the race management. In fact, it received an unsolicited plaudit.

"I had my Dad, Len Delmas, on board with Billy Barton on Saturday and Don Jesberg on Sunday," said Cinde Delmas of the gorgeous Alerion Express 38 *Another Girl*, "and all of us were so impressed with the professionalism of the Race Committee, especially in light of the amount of boats, races and courses. I thought the way Eric Arens and all the volunteers organized was impressive both days!"

You almost had to feel sorry for the crews of the two TP 52s, Jim Swartz' *Vesper*, and Peter Cunningham's *Power Play*. Due to their draft, the duo was based out of St. Francis YC, and raced in the Central Bay on both days, unable to take part in Sunday's pursuit race. They also missed the party on Saturday night due to being on the opposite side of the Bay. Swartz' reigning Rolex Boat Series winner took the title by a point after scoring bullets in the first and third races.



'Puma' in better times. Ken Read's *American* entry dropped her rig in the middle of the South Atlantic. Read all about the calamitous first leg of the Volvo Ocean Race on page 116.

The nine-boat PHRF A went to Brad Copper's Tripp 43 *TNT*, which won on a countback after tying with the Don Teakell-skippered Farr 40 *Twisted*. The third race turned out to be a doozy for Doug Holm and Kirk Denebeim's Archambault 35 *Mirthmaker*, which was T-boned by Wayne Koide's Sydney 36 *Encore* while the latter was on port. The collision tore through the hull, deck, and cabin house and took out their port side stanchions. After getting redress, *Mirthmaker* prevailed in PHRF B, beating 13 other boats thanks to the 3-1 they scored in the first two races.

Gordie Nash just wins no matter what the venue, so it should come as no surprise that he took PHRF C by three points with his modernized Santana 27 *Arcadia*. Gordie's brother Chris scored a pair of bullets with his Hawkfarm *El*

Gavilan to take PHRF D. Byron Jonk's Cal 20 *Invader* did the same to win PHRF E.

The Sportboat divisions were well attended, with some of the Bay's best boats in their size ranges out there. Sportboat A was all about Dee Smith and the Farr 400 *Team Premier*, which ran the table on the rest of the "Fast 40s" carrying three straight bullets. Scott Easom's Farr 30 *Eight Ball* did the same in Sportboat B.

The Express 27s drew 15 boats and season winner Ray Lotto and his well-honed crew aboard *El Raton* scored a 1-2 to take the division. Eight Express 37s showed up, and Michael Maloney's *Bullet* proved to be

the leader of the class in that group, scoring a 1-2-1 for the win. Tom Kennelly's *Wonder* took the honors in the eight-boat J/105 division, and Michael Whitfield's *TMC Racing* bested the six-boat J/24 division. Douglas Wilhelm's *Wilco* was the top boat in the five-boat Melges 24 division, and Bart Hackworth's *Gruntled* beat the fifteen other Moore 24s with a 2-1. The ever more popular Open 5.70s went to Tom Baffico's *The Maker* with a pair of bullets. The Santana 22s drew five boats and Derek Meyer's *Aquila* took the honors with a pair of bullets. Six Ultimate 20s made it out and Tom Burden's *Layla* scored two firsts to take the class. Aaron Sturm's *Wild Bunch 2* took the honors in the five-boat Wabbit class with Sarah Deeds on the helm. The SF Bay 30 class turned out five boats, with Tony Castruccio's J/30 *Vent Vitesse* taking the honors. The Olson 25s drew six boats with Mark Simpson's *Shadowfax* victorious.

Saturday night's party was every bit the jam we've come to expect from the Great Pumpkin and Richmond YC. With live music, dancing and the normal flow of generous adult beverages, not to mention a roast beef dinner with all the fixings, there was no reason not to be there. The costumes were great, with quite a few creative takes on the Dead Head theme, including some killer "day of the dead"-head examples.

Sunday's pursuit race got off without a hitch in a light northerly that enticed many of the first starters toward Raccoon Strait. But as the starting sequence wore on, the westerly filled, making Alcatraz the obvious choice for the faster boats when the transition zone camped right on top of the Strait, which was pumping

David Raison and his crazy scow-shaped mini 'Teamwork Evolution' roll into Salvador de Bahia, Brazil, after a convincing win in the Mini Transat.



THE RACING

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Clockwise from spread — 'Team Premier' slips downwind en route to straight bullets; 'Ocelot' all loaded up in Champagne sailing conditions; the docks were crowded both afternoons; 'Mirthmaker's' Dave Wilhite with a sense of humor about the crash; thankfully, this one didn't end up like that; judge, jury and executioner wasn't just a party costume — this US Sailing judge heard protests dressed like this; yeah, man; a "dead head" family; the pursuit race was about as gorgeous a day as you can ask for on the Bay; the 'day-of-the-grateful dead' had some great examples; the reach from Alcatraz to Angel was picture perfect.

a serious flood to boot. Those who headed to Alcatraz first ended up sailing a skewed beat to the Rock, before lighting off on a close reach to the Strait, where a massive clot of boats formed, and the difference between gaining five boats or losing fifteen came down to a matter of boatlengths here or there. Ultimately it was the catamarans that had a field day, taking the top three spots. Alan O'Driscoll's D-class *Beowulf V* smoked everyone else, with Bill

Erkelens Sr.'s *Adrenaline* in second and Roger Barnett's ProSail 40 *Tuki* third. Dee Smith and the crew aboard *Team Premier* managed to sail through the lee of Ian Klitza's D-Class cat *Rocket 88* right before the finish to take the honors as the top monohull and fourth overall.

This editor was able to insinuate himself aboard *Team Premier* for the weekend, and was suitably impressed by his introduction to this brand new

design. Adjusted for inflation, the boat costs roughly the same as what it took to get a new Farr 40 in the water back in the late 90s. But you get so much more, like precision construction — the hulls of the first three boats measured within one mil. of each other and three kilos of each other.

The boat has a bevy of grand prix ac-



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coutrements like an internal mast jack, carbon standing rigging, a very refined carbon mast and boom, all-carbon construction, and a pedestal with overdrive for hoists, jibes and the string-drop douses. The pedestal is one of the best features of the boat and really is appropriate for a boat with a sailplan of this size. It's fast, it sails well, is very responsive, and the carbon hull and deck can put up four tons of fight against the headstay. If you've never sailed on a boat that can carry that much headstay tension relative

to its size, you don't know what you're missing.

Most impressively, the boat is capable of being shipped anywhere in the world on a 40-ft flat rack shipping container — the shipping cost from the factory in Dubai to the Bay was only \$11,500 — about what you'd have to pay to have a decent delivery captain get your boat back from Hawaii.

Our upwind speeds were in the 8-knot range in 10-plus knots of breeze, and on the reach from Alcatraz to Angel Island, we never saw the speed go below 10 knots. Downwind speeds were in the 10- to 12-knot range when the breeze got

over ten, and the ample sail plan meant that the boat was pretty untouchable in light air. The first hull to be homeported on the West Coast has already gone to the Santa Barbara-based former J/105 class president Bernie Girod.

Pan Am Games Take Over PV

With the Pan American Games being held in land-locked Guadalajara — Mexico's "second city" — the sailing events were based out of Nuevo Vallarta October 15-22. The Vallarta YC and the Banderas Bay sailing community put in a huge effort and the sailors were treated

THE RACING

to a great regatta.

Team USA's sailors grabbed six medals in nine classes on their way home: silvers in the J/24, Lightning, Snipe and Sunfish, and bronzes in the Laser Radial and women's Windsurfing classes.

Among the U.S. silver medalists was the Lightning team of skipper Jody Lutz with crew Jay Lutz and Derek Gauger. The team was fifth in Sunday's medal race, which put them six points back of gold medalist Chile. While he was disappointed to not bring home the gold, Jody Lutz said he enjoyed his Pan Am Games experience.

"It was such an opportunity to represent the U.S.," he said. "It was something that us 'old guys' don't get a chance to do very often. The class that we sail, the Lightning, is not in the Olympics, so this is our Olympics.

In addition to the Lightning team, the following American sailors also earned silver medals: J/24 — John Mollicone, Geoff Becker, Daniel Rabin, and Paul Abdullah; Snipe — Augie Diaz and Kathleen Tocke; Sunfish — Paul Foerster. Bronze medals went to: Laser Radial — Paige Railey; RS:X Women — Farrah Hall. In the other three events, Hobie 16s, Lasers and RS:X Men, American sailors took sixth, sixth, and seventh respectively.

"A lot of these athletes don't get to necessarily compete at the Olympic level,

The Berkeley YC mids R/C got their series kicked off this month with an impressive turnout.

but the overall level of world-class sailing was definitely shown here by the Americans," said US Sailing team leader Dave Johnson. "Our sailors were able to perform, and it's pretty exciting to see that."

Volvo Ocean Race Update

After a great start on November 5, conditions ravaged the fleet in the Volvo Ocean Race, reducing the number of boats still sailing by a third, within the first 115 miles of the 6,500-mile first leg. As they proceeded toward the Strait of Gibraltar, beating into big breeze and big seas, the six boats in the fleet showed that the cutting edge of modern race boat technology cuts both ways.

The first victim was the winner of the first in-port race, Ian Walker's Abu Dhabi Ocean Racing *Azzam*, which broke its rig in three places just 85 miles after the start while flying its number four headsail and a double-reefed main in 35 knots of breeze and 12-ft seas. The dismasting didn't cause any injuries and the crew was able to recover all their gear except all the stanchions on the port side of the boat. Although there was no explanation for the cause of the dismasting as of this writing, *Azzam* had already returned to

Alicante, where its shore team stepped the team's spare mast and installed new stanchions. But the quick turnaround time meant that *Azzam* didn't have sufficient time to tune the new rig — a process which under ideal conditions is executed over a period of a few weeks — and Walker wisely decided to hang a right and head for Lisbon, Portugal, upon exit-



ALL PHOTOS THIS PAGE LATITUDE/ROB EXCEPT WHERE NOTED



NICK MULLFORD

What I did on my fall vacation — a trip to the beach.





Berg followed in that order. But just as soon as it looked like it was going to be a boring four-boat upwind drag race west to the pressure, *Camper* tried to head south. It didn't work and they were soon back on the wood-chopping-marathon track. *Groupama* followed suit, taking an early flier. Skipper Franck Cammas and navigator Jean-Luc Nelias elected to take the coastal option, which most other teams later copped to giving serious consideration up until a day before it was time to make the call.

The split created some suspense to be sure, especially when *Groupama* legged out to a 250-mile-plus lead with nearly 600 miles of lateral separation between them and the other three boats. But by the time *Groupama* had to make a painful jog away from the coast above



Early Midwinters action, clockwise from top-left: It's all focus aboard 'Mr. Magoo'; 'Balein' and the Olson 25s have a division at the Berkeley YC mids; 'E.T.' leads the Antrim 27s at the RegattaPro/Sausalito YC mids; 'Harry' sittin' pretty; 'Pocket Rocket' looking way ahead of its time.

able to get the boat back to port otherwise intact. She has since been loaded on a freighter bound for Cape Town, while boatbuilders have already begun work on a replacement bow section.

King Neptune willing, both boats will make the start of Leg Two, if not the in-port race beforehand.

Exiting the Strait of Gibraltar, the weather outlook for the North Atlantic was less than promising, with a massive ridge stretching across its breadth at about the latitude of the Canary Islands. The remaining boats were led by *Camper* with *Emirates Team New Zealand* out of the Mediterranean. *Telefónica*, *Groupama* and *Puma Ocean Racing* powered by

the Cape Verdes, the other three boats were romping along directly toward the leg's only turning mark – the Brazilian Archipelago of Fernando de Noronha. With the leading three getting through the Doldrums and across the equator in relatively quick time, *Groupama* found itself nearly 450 miles behind the leader as of this writing — Iker Martinez' *Telefónica*. The latter's Spanish entry has been battling back and forth with American Ken Read's *Puma*, and the two will most likely be battling all the way to Cape Town. The leading peloton has already crossed the 3,000-miles-to-go threshold, but the reality is that they'll be sailing significantly more distance to get to the finish. The St. Helena High is split, and in full effect, and getting to a Southern Ocean depression will be no easy feat and require heading south for a long, long time. As of this writing, the projected ETA for the

boats is somewhere in the neighborhood of November 28.

Late-breaking — Just when we thought things in the Volvo Ocean race had settled down, news came as we went to press that *Puma* had dropped its rig in the middle of the South Atlantic. The lone American entry in this edition of the Volvo Ocean Race, skippered by Ken Read, was sitting in second place and sailing in moderate conditions when the tragedy struck and their mast ended up in three pieces, much the same way that Abu Dhabi Racing *Azzam's* did at the beginning of the leg. The rigs came from two different manufacturers though — *Azzam's* was one of the first rigs to be produced by the grand prix rigging company Future Fibres and had the company's trick new carbon standing rigging. *Puma* was sailing with a Hall spar strung with Southern Spars' well-proven carbon rigging. Read and the crew were evaluating their options as of this writing, while heading for the nearest land mass — the remote island of Tristan da Cunha, some 700 miles away.

Blackaller Buoy Comes Home

YRA buoys are known for going on walkabout, so it wasn't surprising when the Blackaller buoy disappeared last month. What was surprising was that one of the Bay's best-used buoys was recovered! Matt Jones sent us the story. "The latest trip ended at Ocean Beach where it was spotted by local waterman Nick Mulford," Jones said. "Knowing it belonged to the YRA, he rolled it across the beach and muscled it into his pickup, before dropping it off at St. Francis YC. Hopefully it'll be on station soon."

Mulford may not have known how important his recovery was. Buoys are a big expenditure for YRA every year, and we're told that the budget for 2011 took some big hits and has already been spent. On behalf of all Bay Area sailors, we say, "Thanks, Nick!"

Founder Jeff Zarwell may have been off playing in the AC playground, but that doesn't mean his RegattaPro/Sausalito YC Mids went on hiatus.



WORLD

With the Eastern Caribbean's peak charter season now in full swing, we suggest a way to **Join the Racing Action in the Sunny Caribe**, plus a **Profile of Down-Island Life**, and **Charter Notes**.

Combining Racing and Relaxing During a Caribbean Regatta Charter

We know from years of experience that it's not always easy to assemble a compatible, fun-loving group to join you on a bareboat charter. Sometimes the problem is that your potential boatmates have different approaches to the sport of sailing. Some like to push a boat to its greatest potential whether racing or day-sailing, while others are happy to lazily poke along under shortened sail, letting the autopilot do most of the work.

If you've got friends in both camps that you'd love to bring along on a charter getaway during the coming months, we have a creative solution for you: Consider recruiting them for a bareboat charter timed with one of the Eastern Caribbean's top peak-season regattas.

For well over a decade now the region's three biggest annual regattas — St. Maarten's Heineken Regatta (3/2-4 in 2012), the British Virgin Islands' Spring Regatta and Festival (3/26-4/1), and Antigua Sailing Week (4/29-5/4) — have actively encouraged bareboaters to participate. They've even set up special handicapped bareboat-only divisions to make the boat-for-boat competition as even-handed as possible. Other smaller regattas welcome bareboats too, such as the Grenada Sailing Festival (1/27-31) and the Bequia Heineken Easter Regatta (4/5-9).

So how do non-racers fit into this plan? We think a great sailing vacation

There are also action-packed regattas during the summer season such as The Moorings Interline Regatta in the BVI (below), held every October. As you can see (right), the Interline's parties are hot, hot, hot.

option is to charter a boat five to seven days prior to the start of a regatta so you'll fully understand how it handles in various wind conditions, and how its systems work. That way you'll not only feel as confident as possible when that first starting gun fires, but you'll also have plenty of time for leisurely exploring the venue, swimming and snorkeling, browsing boutiques, and chillin' out beneath a coco palm with a cool beverage in hand, savoring the tranquility of the tropics.

The regatta can then serve as the crescendo to a fun-filled trip, offering several days of heart-pounding exhilaration within a highly international field of competitors, in addition to nightly post-race parties with live bands and dancing. Bareboat challengers often come to these events from various parts of the U.S. and Canada, as well as from Britain, France, Holland, and other European sailing nations.

If you're racing expertise is less than stellar, no worries. Needless to say, at least one person in your crew needs to have a clear understanding of the basic racing rules. But Remember, we're talking about



ST. MAARTEN HEINEKEN REGATTA



NICKLAUS ROBERTS / THE MOORINGS

the strength of an Olympic gymnast. With most running rigging led back to the cockpit, plus roller-furling headsails and self-tailing winches, it usually only takes two crew to handle the sails and one to drive. If the others in your crew choose to simply dole out drinks and sandwiches

while snapping actions shots of the competition, no problem.

In our experience, many sailors who claim not to like racing say so because they've only been exposed to ultra-serious competition where massive egos clash. Here, although everyone usually gives their best effort, the emphasis — at least in the bareboat divisions — is obviously on barefoot fun in the sun. Within your division you'll likely race against several identical boats, and if you're the least bit gregarious, you'll probably end up making friends with your rivals at

bareboats here, that come with only one suit of sails; no spinnakers, no poles, and thus no need for a wiry crewperson on the foredeck who has the speed of a gazelle and



YACHT SHOTS BVI

OF CHARTERING



With sunny skies overhead and steady trade winds blowing, combining participation in a Caribbean Regatta with extra days of relaxing is a winning idea. Seen here is bareboat action during the St. Maarten Heineken Regatta.

the post-race parties, regardless if they come from Stockholm, London, Toronto or Seattle.

You could apply the same chartering game plan to a number of summertime regattas also, the biggest of which takes place in the BVI: The Moorings' Interline Regatta which celebrated its 30th anniversary in October. To enter, at least one of your crew has to be an airline employee, and believe us, when several hundred captains, flight attendants and ground personnel get together to race and party, it's a guaranteed good time. (October 9-18 next year.)

If you want the best chance of excelling, we'll give you an inside tip. While most bareboat fleets offer boats that are well maintained, it stands to reason that the newest, and/or those with the newest sails, will probably be the most competitive. Booking agents don't know about that sorta stuff, but if you can get a call through to the head of maintenance at the charter base, who knows, they might give you the names of a couple of boats that are potentially outstanding

performers.

Whatever boat type you're after, we suggest making a race charter booking as far in advance as possible, so you'll have the greatest choice of boats. If you've never raced and partied at a big Eastern Caribbean regatta, trust us, you'll come home with precious memories whether you take home a 'pickle dish' or come in dead last.

— andy

A Hard Life, Big Hearts and Great Barbecue: A Down-Island Vignette

Former Bay Area sailor Mark Denebeim runs charters aboard his cat Sanctuary throughout the Eastern Caribbean. But one of his favorite regions is the Grenadines. Through his many West Indian friends there he's gained deep insights into the 'down island' culture.

This month he shares a vignette of his good friend Debbie Hayward and her popular beach bar on

Salt Whistle Bay.

The story of Debbie Hayward doesn't have a pretty beginning. In fact, it's tragic, and thus difficult to tell. But her fortitude and strong spirit offer hope and inspiration.

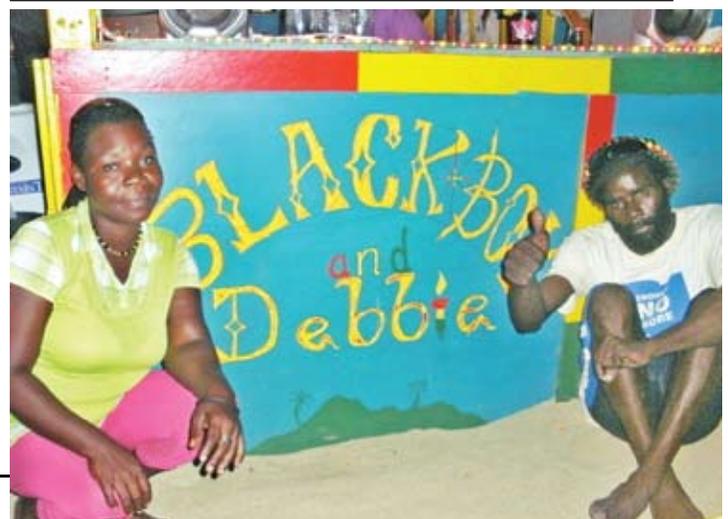
She was the fifth child of a mother who died in child birth in 1973 on St. Vincent, capital of the Caribbean nation called St. Vincent and the Grenadines (SVD). Sadly, her father quickly abandoned her.

While in school, Debbie was teased and taunted constantly for not having a mother, adding more pain to the empty place in her heart where memories of her mother should have been. Debbie's older sister told her, "Mother was nice." But that's all Debbie knows of the woman who passed away while giving her life.

Debbie was abused throughout her formative years, forcing her to abandon any educational path before she could read or write, which she still cannot do today. She endured various caretakers, who did not have the wherewithal to look after her properly. Before she turned 17, she had two children of her own, from two different men, who both threw her and her kids out on the street with nowhere to go, and no one to turn too.

As was common at the time, and is still quite prevalent today, a Miss Brown arranged a relationship between an older man from one of the out-islands and this young girl from St. Vincent. As Debbie recalls, "Papa was told I was only 16 and a half, and that I already had two children, but he take me anyway. I bless Miss Brown every day."

If you can't beat 'em, join 'em. Debbie and Black Boy followed that philosophy, and now share both romance and business success.



WORLD

Papa Hanson, originally from Bequia, came to Mayreau when he was just seven, and became a deep-line offshore fisherman as a youth. Mayreau, barely one square mile in size, is the smallest of the inhabited SVD islands, where 70% of the just over 300 inhabitants are related, making fixed relationships almost necessary. It was 1990. There was no electricity on the island (it became available in 2002), only three cars, a dirt road, and work was scarce. Debbie and her infant kids went to live with Papa, hoping to escape the abuse and hardships of rugged St. Vincent.

They settled into Papa's modest four room home on less than 1/10 of an acre in The Village, which had been established ten years prior when the Eustace family donated 21 acres for those who lived on Mayreau. Debbie and Papa claimed a spot on Salt Whistle Bay and worked hard cutting and clearing the mangroves and roots. For five years, Debbie sold vegetables on the beach, next to the shore, making sure to stay on Government land. She was often forced to move to higher ground whenever



COURTESY SANCTUARY

After a rough childhood, Debbie got love and protection from Papa Hanson. He's got a big heart and obviously believes in 'safe sex'.

storms struck her small table and tent. Word of her culinary talents soon spread, and instead of just selling vegetables, she began cooking for locals and tourists who knew how to find her.

In addition to offering great food, Debbie radiates so much warmth and

kindness that people seem to gravitate towards her. She eventually built a small ramshackle shed on the beach and her West Indian barbecue, plus Papa's fishing, supported their growing family. Debbie bore Papa — who is 30 years her senior — three daughters, now 17, 12 and 8, during their time together.

Things we take for granted like clothes, shelter and medicine were hard to find, much less easily affordable, throughout the years. Debbie never travelled to anywhere further than St. Vincent, about 30 miles north, until she was offered work in '07 by Sunsail Yacht Charters as the flotilla cook for ten yachts during a two-week trip to Grenada.

Meanwhile, nearly a decade earlier, another St. Vincentian known as Black Boy, who was looking to improve his standing, became her nearby competition. He lived in a makeshift hovel and struggled to sell his barbecued fare to charter boats that visited the lovely and idyllic Salt Whistle Bay. Black Boy was a clever, charismatic yet frustrated Rasta chef trying to make a living away from



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OF CHARTERING

home.

When Papa reached his sixties, and his naps took precedence over Debbie's needs, she decided that "me and Papa was finished" and a romance with Black Boy began in 2004. It was agreed by all that while Black Boy would become her man, Papa would always be her family, so they began living together. While Debbie and Black Boy share a warm, loving relationship, she assures me that there are no more kids forthcoming!

Their new merger and eventual success together was timely with a full house to feed: Debbie, Black Boy, Papa, the three daughters, a solid guy named Ice who is dating the eldest at-home daughter, and an adopted energetic seven-year-old cousin named Leon — eight in all! A 25-year-old handy man, Glenmore, is also part of their care package, while her 19-year-old son, Phillip, and eldest daughter try to make it on their own.

Black Boy and Debbie's Beach Bar and Restaurant debuted seven years ago, cooled by the trade winds on the site of Debbie's original rickety shed. They

quickly established a solid relationship with Sunsail and The Moorings, who promote exclusively Black Boy's incredible lobster and fish barbecue to their clients.

Debbie cooks for the family and for individual lunch and dinner selections, Papa catches some of the lobster and fish, Ice bartends, and Black Boy prepares the gastronomic feast popular in the southern Grenadines as "the barbecue."

In early 2011, after winning their battle to remain on government land, they built a festive structure with a large roof, bar, generator and several picnic tables. Sunsail donated an above-ground water tank and some building materials, as well as a bar cabinet and fridge — complete with a foot pump and double sink



COURTESY SANCTUARY

At Salt Whistle Bay, the barbecue beach bar is a favorite hangout for Mark and his clients, as well as Sunsail and Moorings customers.

that was salvaged from a bareboat that wrecked on the reef in front of the restaurant.

Life is still a struggle, but with a new season approaching, and with the only solid, rain-proof structure offering quality barbecue on Salt Whistle Bay,



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WORLD OF CHARTERING

times should get better. They have one of two taxis on the island, chaise lounges and hammocks on the beach, and they now offer Mayreau's only ring toss game — a favorite British pastime.

Make sure you visit Black Boy and Debbie the next time you're sailing in the area! And if you do, tell them Captain Mark sent you — you might get a free rum punch!

— mark denebeim

Mark — Many thanks for that heartfelt profile. It reminds us all to be respectful of our island hosts. Aboard a charter yacht, life in those latitudes can seem like paradise, but it's important to note that limited opportunities and infrastructure in places like the Grenadines can make daily life there a struggle for native islanders.

Readers — We invite you to follow Mark's lead and send us your own short vignettes of people you met, or places you particularly enjoyed, while chartering.

— Ed.



Accessed from La Paz, the clean, clear waters of Mexico's Sea of Cortez are a chartering paradise.

Charter Notes

We've dedicated a lot of ink to the Eastern Caribbean in recent months. But there are, of course, other wintertime sailing venues well worth considering.

One is **Mexico's amazing Sea of Cortez**, accessed from La Paz, near the end of the Baja Peninsula. **The Moorings** operates the only bareboat fleet there, offering monohulls from 35 to 43 feet, including Moorings 4300 catamarans.

With minimal development outside of La Paz, dozens of well-protected anchorages, warm water, and an **abundance of sealife**, chartering in the Sea is a great way to get away from the mid-winter blues. As you can see by our Baja Ha-Ha recap, a few degrees of latitude make an amazing difference.

Another close-to-home semi-tropical sailing destination to consider this winter is **Belize**. Renowned for **excellent snorkeling and diving**, with a wealth of safe anchorages used only by a few cruisers and two small charter fleets (**TMM and The Moorings**), it's a destination that should be on every chartering enthusiast's wish list. The prime sailing season there is mid-February through mid-June.

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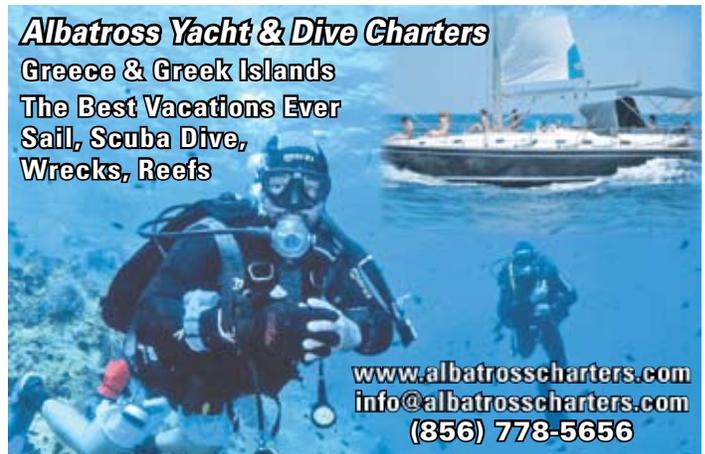
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CHANGES

*With reports this month from **X** on a full year in Palau; from **Swell** on hauling at a new yard in the remote Tuamotus; from **Thumbs Up** on the inaugural Sabang International Regatta in Malaysia; from **Viva!** on a wild catamaran passage from Guanaja to Cayo Largo, Cuba; from **Cadence** on a futile 'beer stop' in the Admiralty Islands during a passage from Palau to New Guinea; and **Cruise Notes**.*

X — Santa Cruz 50 **David Addleman** **Being Pulled East and West** **(Monterey)**

I've been following the 'most excellent adventure' of this year's Ha-Ha fleet. I wish I had been there for the fun. Mexico calls to me.



David Addleman, as seen in full Carnival mode.

As for myself, I've been messing around with boats and women. Drinking beer, too. I just celebrated my one-year anniversary of arriving in the Republic of Palau, which is 500 miles east of the Philippines.

For awhile I was suffering from a very nasty bacterial infection in my knee. A small bug bite got infected, probably because I was swimming in salt water. My knee swelled up and things just kept getting worse. I was given IV antibiotics during five doctor visits, was on pills for two weeks, and had bandages to control all the oozing. It was the whole deal, but fortunately I'm better now, and no longer limping.

The most remarkable part of my medical problem is how well I was treated. Despite just walking in without an appointment, I didn't have to wait to see a doctor, and mine was trained at the University of Hawaii, no less. There were **As beautiful as parts of Palau are, David is now thinking about heading east to Hawaii. Or west to the Philippines. At no particular time.**

no forms to fill out before I got care, and not knowing any more than my name and the fact that I wasn't allergic to antibiotics, they got right to work. The bill was \$185. Sheesh! It wasn't even worth reporting to my insurance carrier. On the other hand, the five friggin' taxi rides to the doctor cost \$40. But at least the driver stopped at the mini-mart for me, so it worked out okay.

As for X, she's getting a big new present — a new diesel. It should be arriving soon by ship from Oakland. Removing the 30-year-old VW diesel is going to be a big mess, but once I get the new engine installed, it's going to be sweet. I won't miss the oily bilge water or the host of other engine-related problems.

So everything is swell. What's more, I now have firm plans. At some unknown time in the future, I will either sail east toward Hawaii and North America, or sail west to play in the Philippines. I'm being pulled in both directions.

My regards to the gang in Mexico.

— david 11/11/11

Swell — Cal 40 **Liz Clark** **Hauling in the Tuamotus** **(Santa Barbara)**

Swell and I escaped back up to the Tuamotus for nearly four months earlier this year. In April I got the unexpected news that Barry Schuyler of Santa Barbara, a major patron of mine, had passed away. I needing to get back to California right away for the memorial service, *Swell* and I received great care from the local Lau family, who own and operate the new Apataki Carenage boatyard. This allowed me to get the boat hauled and squared away ASAP so I could hop onto a plane to Tahiti and another to California.

I was so sad, but so glad, to be with Barry's family and friends to celebrate his life. It's still hard for me to fully grasp what he did for me. He empowered me to fulfill my dream by giving me the tools I needed, then letting me go free to test my strengths and learn by myself. I only hope to



be able to do the same for someone else someday.

While at the memorial, I learned that I was far from the only person Barry helped to find their way. What a great legacy. I miss him dearly, but I know that he is sailing with me any time he wishes, and pain-free.

Once back in Tahiti, I gathered necessary supplies in Papeete and hopped onto a cargo ship back out to the Tuamotus. *Swell* was waiting patiently in the lovely Apataki boatyard. The yard is quite remote, but Pauline Lau is fluent in English, and the yard is a great new cruising resource for French Polynesia. This is especially true for Americans who want to do French Polynesia in two seasons rather than the usual three months officials try to give you. The deal





Spread above; In one of the more beautiful photos we've run, Liz BBQs lobster in the Tuamotus. To fully appreciate the spectacular South Pacific colors, view the photo on the electronic version of 'Latitude'. Lower right; Liz, on the right, free dives with her friend Crystal from the North Shore.

is that you can spend three months in the Marquesas and Tuamotus, haul out in Apataki, fly home, and then come back after cyclone season to finish out the Societies in less of a hurry before continuing west. You can find photos and info for Apataki Carenage on the net.

Although provisioning and internet access are hard to come by here in the Tuamotus in general and Apataki in particular, *Swell* and I have been more than happy spreading our wings again after the seemingly interminable boatyard session in Raiatea. And now that I have obtained my long-stay visa for French Polynesia, I don't have to dodge Immigration for a while. My plan is to keep

heading southeast against the Trades to some of the lesser-visited atolls, and then once I have enough of an angle, or a good south or west wind, shoot up to the Marquesas for most of cyclone season.

On a personal level, I'm trying to stay in the present, and am doing lots of yoga. Because there are sometimes long gaps between swells, I've also gotten into free diving. And as always, I'm hoping the world will wake up to

our environmental crisis, stop draining what's left of our natural world, and start loving one another! By the way, you should see how much plastic there is out here, even on the most remote atolls.



BOTH PHOTOS COURTESY SWELL

CHANGES

I also had a rough bout of ciguatera, but I now know which fish are always safe to eat. The locals say another good test is to leave the fish for about



Grouper are among the reef fish to carry ciguatera in the tropics.

an hour before filleting it. If it stiffens up like normal, it's ok. If it stays supple and floppy, feed it to the sharks. As for *Swell*, she's in great shape. And now that her mystery leak has been

taken care of, I have time to maintain the rest of her.

— liz 10/20/11

Thumbs Up — Catalina 42 Ivan and Cheryl Orgee Sabang International Regatta (Oakland YC)

We were kicking up our heels in Penang, Malaysia, wondering where to go next. We'd left San Francisco in October of '08 and done the Ha-Ha. We did the Pacific Puddle Jump to French Polynesia in '09. In '10, we'd done the Sail Indonesia from Darwin to Batam and the Sail Malaysia Johor Bahru to Penang. Backpacking in Nepal was something we thought about doing, but then we learned about the inaugural Sabang International Regatta.

The format for the regatta was to be simple: all contestants converge on the Royal Langkawi YC in Malaysia by September 16, have a big feast, then race 300 miles across the top of the Malacca Straits to Sabang on the Indonesian island of Weh. This would be followed by three races around the cans at Weh and a big celebration. The benefits of entering? No entry fee, a free Indonesian cruising permit (CAIT), free grub — and 250 liters

The jungle-covered hills of Sabang created a lush backdrop for participants in the inaugural Sabang International Regatta.

of diesel. Free diesel? Who could resist an offer like that?

Twenty-one boats, ranging from a TP52, to various other monohulls, to some catamarans, to a Corsair 37 tri, and a handful of motoryachts, converged on Langkawi for the event. The start was in light air, which dropped to 0 knots after about five miles. In the absence of any wind, motoring was permitted, but the time of engine use was to be multiplied by 1.5. After just a few miles we had to leap over the side to clear our prop of an abandoned fishing line.

We have the feeling — because they disappeared so quickly — that most of the fleet motored from the start. We and several others motored through the night until midday, when the wind started to fill in from the west. This wasn't good, as it was a header that was destined to build to 35 knots. It was really nice to sail at 7.5 knots, but we were 40 degrees off the wind. The jib sheets got hung up on the dinghy we had strapped to the foredeck, so that hampered tacking.

In the dark of the second night, while surrounded by monster freighters, our Autohelm decided to pack it up. We didn't like that. With so much shipping in the area, we started up the iron genny to be safe. When we arrived in Sabang 20 hours later, in pitch black, we were knackered and making simple mistakes such as saying, "I'm sure this rock is where the moorings are."

However the next morning brought bright sunshine and blue sky, and revealed a beautiful jungle-covered island surrounded by clear water. After the grubby Straits of Malacca, this was a pleasant change. It turns out that Weh is a sunken volcano, and all that is left is the caldera. The waters of the bay were mostly deep, but there was coral and great diving, too.

Weh is in the Indonesian province of Aceh on the northernmost tip of Sumatra. It's just a stone's throw from Banda Aceh, where 230,000 people lost their lives in the horrible tsunami of December of '04. Until the tsunami disaster brought a reconciliation between the mostly Muslim population of Aceh, who were fighting for independence, and the government of Indonesia, Aceh was an isolated and a not very desirable tourist destination. The regatta we were participating in is one of several brave attempts



by Aceh Province to re-open the region to tourism, building on its unique culture, its outstanding marine environment, and sympathy for tsunami victims.

The hospitality shown to us was outstanding. New moorings had been installed at the little resort of Gapang for the regatta, a satellite Customs/Immigration office was set up at the dock, and the local village was galvanized into action to hook up electrical and plumbing systems and to staff the kitchen.

The next day was a bright and breezy race around the cans, with IRC, multi-hull, and cruising divisions. Our steering gear was in bits, so we hitched a ride on the New Zealand-based Farr 40 *Island Time*. We managed to take an easy first place in the cruising division. At one point we wondered if we could catch the TP52 being raced by the B Team of the Malaysian Navy. They didn't seem to have a handle on the course, and amusingly most of the other contestants fol-

THUMBS UP



IN LATITUDES



BOTH PHOTOS COURTESY THUMBS UP

Oakland YC members Ivan and Cheryl Orgee have come a long way since doing the '08 Ha-Ha with their Catalina 42 'Thumbs Up'. After a Puddle Jump in '09, they've done three rallies in Southeast Asia and have become enchanted by the various cruising and cultural attractions there.

lowed their wayward path like sheep.

Of course the Navy cleaned up in the awards, as they should with a TP52. Nonetheless, their occasional broaches were entertaining for all. The Corsair 37 was as fast as expected, and took the multihull division. We couldn't fathom how a Hunter 49 ended up in the same class as the TP52, but it didn't matter, as it was all just good fun. By the way, the Malaysian Navy has two TP52s, and we understand that the Indonesian Navy is getting into the act, too.

The next day three bus loads of us participants, decked out in new shirts provided by the organizers, were treated to a tour of Banda Aceh, which was a ferry ride away. The Tsunami Museum was graphic, particularly the eerie 45-foot-tall water tunnel representing the tidal wave. Everyone we met had lost members of

their family, but all were grateful to the international community for their help. There were no beggars on the streets, and life seemed back to normal.

There were more trophies handed out at the awards ceremony than there was room for on boats. And on the last night, we were guests at a concert and fireworks display that was a big celebration for everyone on the island. So ended a very brave — and expensive — week of sailing for the organizers. Their intent is to establish this regatta as an event to rival the famous ones in Hong Kong, Malaysia and Thailand. All of these events welcome cruisers to participate in what might be seen as a large floating party. Sound familiar?

We stayed in Weh for another week, hoping to get some diving in. We did, but the weather wasn't brilliant. With our Autohelm repaired — the electric motor had failed — we set off back to Penang under a reefed main. It's not that we're chicken, but the squalls around here can be severe. The puffs stopped after 14 hours, so we had to motor the rest of the way through a spectacular thunder and lightning storm. We also had to go over the side two more times to clear the prop.

We have an AIS receiver integrated into our chartplotter, which we feel is essential here because of the number of ships charging around. Just because we can see ships doesn't mean, however, that they can see us. So we had to call several of them. In daytime it's not so worrisome, but at night, it's surprising how many near misses the AIS will plot. Our next purchase will be an AIS transponder, not that it will be a guarantee against getting rammed, but it's something.

We've managed to spend quite a bit of time in Indonesia. The checking in/out is laborious, but patience and a case of Tiger beer and Coca Cola can be helpful. The people are friendly, and we've never felt anything but welcome. If you get into a jam, there is always somebody around who speaks English. Our only problem on the island was the lack of an international ATM and a money changer who wanted euros, which resulted in our not having any cash. Fortunately, things were inexpensive.

When checking into or out of Indonesia, a case of Tiger beer often helps officials see the way. Tiger girls, such as these, can find the beer.



The Malaysian locals couldn't have been more friendly.

THUMBS UP



TIGER BEER

CHANGES

Thus ended the First Annual Sabang International Regatta. A great many people tried very hard to make the event a success, and we hope it lasts.

— ivan & cheryl 10/17/11

Viva! — Casamance 44/47 Bob Willmann Easy Caribbean Passage (Golden, Colorado)

[We first received this Changes in March of '10, shortly after the events described happened. We've been trying to get Bob to send us photos to illustrate the story ever since, but with little luck. So we're running it anyway, believing that it doesn't need good photos for support.]



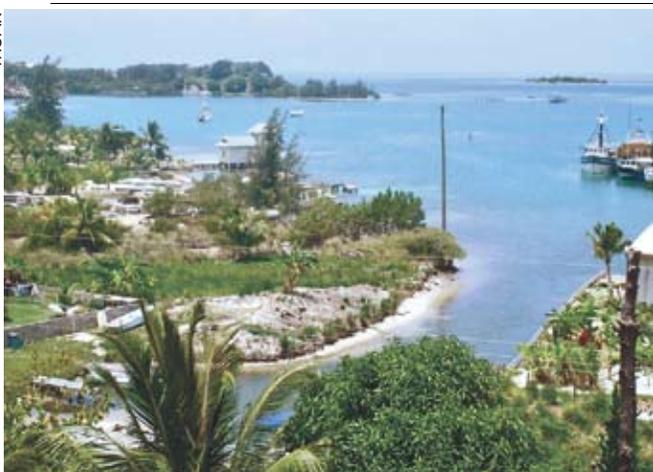
Bob and Elaine.

Good morning from the 'Forbidden Island' of Cuba in the Caribbean. Today's report is especially for those who think they might enjoy a tropical ocean passage on a sailing catamaran.

It's 400 miles from Guanaja, in the Bay of Islands of Honduras, to Cayo Largo, the nearest place mariners are allowed to clear into Cuba. It's also due northeast, which is exactly where the Trades normally come from. A sailboat can only point 45 degrees into the wind, and few cats can come anywhere close to that. So in order for my friend Elaine and me to sail a direct course from Guanaja to Cuba, we needed to choose a time when the wind was forecast to clock around to the east and southeast, in which case we would have a nice three-to four-day passage on a close reach.

We finally got the weather forecast we were looking for. On Tuesday the winds

Guanaja, still reeling from hurricane 'Mitch' in '98, which hit as a Category 5 hurricane and caused tremendous damage.



would be the standard NE at 10-15 knots with 3-5-foot seas. We'd have a perfect day sailing due north. On Wednesday, when the wind clocked to the east and then southeast, we could slowly alter course until we could lay Cuba. Perfect.

Sure.

Departing at 7 a.m., we had a good first 24 hours, as we actually made a little east of north. And because the wind was blowing five to 10 knots more than forecast, we covered more distance than we'd anticipated. There was a penalty, of course, as stronger winds meant bigger seas. So we got bounced around more than we'd expected.

Wednesday morning the winds started clocking to the east as predicted, but at 25 knots and with eight-foot seas, which was more than predicted. The good news was that we were able to lay a NNE course. The bad news was that despite furling half the jib, we were bashing and bouncing along at 8-9 knots, when *Viva!* is most comfortable at six knots. Most monohull sailors probably don't understand this, but we just weren't able to slow my cat down to six knots.

Before dark on Wednesday we realized that the weather guys had either lied or didn't know what they were talking about, for the wind had built to 30 knots and the seas were eight-foot with lots of breaking 10-footers thrown in for good measure. Yikes and double yikes! We were then bashing and slamming at 9 to 12 knots, which was way too fast and uncomfortable.

But things were about to get worse.

About midnight the waves tore most of the trampoline off the boat, leaving it hanging by just one edge.

But things were about to get worse still. About 3 am, I discovered that the floorboards in the port hull were floating in salt water. Triple yikes! We were taking on water at an amazing rate, certainly faster than the bilge pump could get rid of it. In short order I ripped out the head and found that a thru-hull had failed. I wasn't able to close the valve because the rusty handle broke off in my hand, but I was able to route the attached hose up above the waterline so no more ocean came into the boat.

By the time I'd done this, Elaine, who had



pumped the manual head pump with one hand and pressed the button for the shower bilge pump with the other, was standing knee-deep in water. I got some wire and bypassed the 'press' switch so the pump would run continuously. I then ran new wires to the main bilge pump — the one on the old one had broken off with all the bashing and bouncing and water sloshing around — and got it working. We finally started to get the water level to come down.

I can't tell you how great Elaine was in the tough situation! Having spent 20 years in life-or-death operating room situations, she calmly sailed the boat while I messed with the wiring. She'd leave the cockpit to come down into the hull, and splash back and forth bringing me tools. She even tried to catch all the flotsam — floorboards and soaked books — and secure them someplace.

But we hadn't seen the end of our tribulations, as I was soon to take a swim inside my own boat — while doing

VIVA!

TROPIX

IN LATITUDES



PHOTOS COURTESY SWELL

We didn't get enough photos to illustrate 'Viva's' wild ride in the Carib, so here are three more shots of Liz Clark's adventures in Apataki. The spread shows 'Swell' hauled in the open spaces of Apataki Carenage. The insets are of Liz on laundry day, and of a shark feeding near a rudder. What fun!

electrical work.

Viva's bilge is sloped so that the lowest part is in the stern, which, of course, is where the bilge pump is located. By 4 a.m., it was dry at the stern — but we still had a foot of water at the bow. Hmmmmm, something wasn't right. Something was obviously keeping the bow down, so we dropped the mainsail completely. I then put on a harness, rigged a safety line, and crawled forward on deck to check the bow storage locker. I discovered that the hatch to the compartment had been broken open by the waves, no doubt due to Viva's many attempts to imitate a submarine. The 10-foot long forward storage locker was seven feet deep in water! I had a bilge pump up in the supposedly watertight compartment, but it had failed. More yikes.

So there we were, in the pitch dark,

lying ahull under bare poles in 30+ knots of wind and 10+ -foot seas — and I was swimming inside a locker with my multi-meter and wiring tools. Elaine was trying to keep the boat into the waves just so, in an attempt to keep them from breaking over me and flooding the compartment even more.

I determined that the pump worked, but the electronic float switch had failed. So I dove down enough times to get all the parts above water. I then rewired them and bypassed the switch. Some day I'll tell you how much fun it is to twist hot bare wires together while standing chest deep in cold water. But I got it working. The length of wire between the pump and the bare connections was only a couple of feet, so I had to stand in there and hold the wires above the water as the water

level went down.

By dawn I was back in the cockpit, somewhat dryer and warmer. For some reason I decided to have my first cigarettes in a year. But we had raised the reefed main and were sailing in the right direction at 10 knots. We calculated that we could reach Cayo Largo a few hours before dark, even at a reasonable seven knots, so we swung the boom farther out in an effort to slow down.

Alas, we hadn't seen the end of our troubles.

After we swung the boom farther out, the winds built to 35 knots — and just blew the main right off the mast! At least five yikes! It took a long half hour for Elaine and me to get the sail back on the boat. I had to tie myself to the boom while Elaine wrestled with the head of the sail, which was trailing astern.

We decided to just drift under bare poles and get some sleep. No way were we going to get anywhere before dawn. Besides, we were not in any danger of sinking or hitting land, so all we had to do was take turns waking up every 20 minutes to look for shipping and check around the boat for the next surprise.

When dawn came, we unfurled a little handkerchief of jib and sailed at 5 knots all day and most of the night. At some point we furled the jib again and drifted ahull for another six hours because we didn't want to get too close to Cuba in the dark.

At 2 a.m. on Friday we did the jib

A couple of Communist dolphin patrol the rundown docks at Cuba's Cayo Largo, 'Viva's' ultimate destination.



Tramp troubles.



FIDEL PHOTO

CHANGES

trick again and got to the Cayo Largo at dawn. We'd done it! We'd survived an exciting passage more or less intact. We motored across the reef without incident, found the red and green buoys marking the channel entrance, and finally started to relax.

But we were premature.

Just as we passed between the buoys, we ran aground! Right in the middle of the channel, right between the markers. I made a note to talk to Fidel or Raul about the channels not being deep enough to accommodate even shallow-draft cats. The

excuse was that the wind, which was still at around 25 knots, had moved enough ocean floor to fill the recently-dredged channel. Running aground in soft sand in a catamaran is no big deal, and we were able to wriggle ourselves free in a half-hour or so. We then peacefully motored into the marina — even though it wasn't where the Cuban/Russian charts said it was. After about 10 attempts, we were able to back into a crosswind slip and start the process of living all over again. After a few breakfast beers, we were boarded by nine uniformed Cuban officials and a drug dog.

— bob 03/10/10

Cadence — Apache 40 Cat Frank Ohlinger Delivery With New Owner (Monterey / Koror Palau)

Jim, the Aussie gentleman to whom I

Jim, the new owner of 'Cadence', and Frank, who has owned the Apache 40 cat twice, as seen on their way to New Guinea.

recently sold my catamaran and I, were six days into a 10-day passage from Palau to Kavieng, Papua New Guinea, when, during the midnight watch, he informed me that we were diverting to Lorengau in the Admiralty Islands. "We're out of beer," he said by way of explanation. It seemed sensible enough to me at the time. We had caught the Equatorial Counter Current on the second day out of Palau and had been riding it east, getting a glorious boost of 2-3 knots. Now at 2°N, we were being headed by the west-setting Equatorial Current, and our speed over the ground was a miserable 2 knots at best. The mind can't really comprehend the kind of progress where the last noon fix starts to touch the next noon fix on the chart. One grasps for alternatives.

There are historic precedents for course changes due to a shortage of beer. In 1620, the *Mayflower* dropped anchor off a forbidding stretch of coast in Massachusetts "because our stores are greatly diminished, especially our beer." Who knows, with a couple more six packs the Pilgrims might have found Boston Harbor and spared themselves some serious deprivation.

No complaints. We have had unseasonably fair weather so far. The winds were easterly at 5-10 knots with the occasional northerly or southerly shift. We were amazed at the amount of plastic trash in the water in the Counter Current, presumably carried east from the Philippines, along with many trees and logs from the recent typhoons. Now in the Equatorial Current, we have seen no trash or trees. Here the flotsam from Panama had sunk or was otherwise dispersed, to be replaced by abundant marine life. We've had pods of dolphin and whale check us out every day, and our fishing has much improved.

Long distance sailing is as much a mental challenge as a physical one. If Freud had been a sailor, I'm sure he would have understood offshore cruising in sexual terms. The vessel, an obvious phallus, moves toward a place of solace and safety with all the frustrations and rewards that entails. It's certainly not coincidence that the old Palauan language uses the same word for both 'harbor' and a woman's private parts. For the isolated island communities,



the need to sail was directly related to the need to widen the gene pool. If Man evolved in the tropics, it was probably on a beach somewhere. So I figure the lure of sailing must be genetically imprinted, like the migration of the lemmings or monarch butterflies. Why else would we submit ourselves to such deprivation?

The southwest corner of the Pacific is one of the loneliest stretches of water in the world. Very little marine traffic comes this way. Even fishing boats are rare. One day out of Lorengau we sighted a coal barge coming up from Australia on its way to Vietnam, with a zero CPA (closest point of approach) for us. We hailed them on VHF. After some initial hesitation, the watchstander turned chatty and was as curious about us as we were them. And obviously as bored.

It wasn't always so. During the early campaigns of World War II in the Pacific, there were thousands of ships anchored off Lorengau in wide Seeadler Harbor. General Douglas MacArthur had his picture taken here as Allied troops

VIVA!



ER nurses like Elaine made good crew.

CADENCE



IN LATITUDES



ALL PHOTOS COURTESY ZELLEPLIN

ruined the agriculture forever, he has fond memories of the time. Apparently he befriended and continued to correspond with one of the servicemen until just recently.

Two uniformed agents from Customs and Immigration came out to the boat and formally cleared us into PNG. They were friendly, professional and, at \$35 U.S., reasonable. We bought fuel at \$8/U.S. gallon and a few provisions at the local market. That night we attended an open-air disco and danced barefoot with just about everybody. It was fun.



Feet are big in the South Pacific. And getting bigger.

Most people go barefoot here, and it is amazing how casually it is done. While there is very little litter or broken glass, there are still sharp stones and roots around. In a lifetime without shoes, the soles of the feet become amazingly thick and calloused. The toes splay and the foot becomes nearly as wide as it is long. Observing their confident stride, I was reminded of the soft, somewhat flatfooted tread of a camel. The footpad is placed firmly and evenly on the ground, and the sum of the movement takes place in the region of the ankle. Stubbed toes are always a problem, so there's a tendency to keep them lifted throughout the step, a trait I'd seen in firewalkers in Fiji years ago. Jim saw some schoolchildren walking home carrying their shoes. Apparently shoes are required in school, but are unnecessary for everyday walk-about.

In the morning we dinghied a half mile or so up a nearby creek and took showers in a waterfall spilling off the

Rafa Salli sitting with Frank Ohlinger, showing him his scrapbook from when the Americans came to PNG in the Forties.



Dress-up is huge in PNG. From lower right. Men wear more makeup than women, but some of the gals still look sultry. The mudmen of the Highlands. This guy looks like Heath Ledger as *The Joker*. So that's where my CDs have been going! And you thought Gene Simmons came up with *Kiss*.

fought skirmishes with the Japanese, and the Seabees built the infrastructure to support the estimated one million men who were to pass through here to engagements farther north. Some of the infrastructure is still here in the bushes — Quonset huts, concrete foundations, seawalls, and whole islands bulldozed into landing fields. A lone Japanese AA gun stands sentinel on the waterfront, its 6-inch-diameter steel barrel still pointing skyward. The barrel, however, has been nearly sliced in half by a 50-cal. round, mute but vivid testimony to the intensity of that long, costly conflict.

We anchored off the market in Lorengau and dinghied ashore. This section in the *Davies and Morgan Cruising Guide* is long overdue for revision. And the cruisers' blogs don't describe the area well either. The threat of violence or robbery is no greater here than in any other small town in the world — and much

less than in urban areas such as Port Moresby or Lae. That said, Lorengau has its problems. It is noticeably poorer than other areas of PNG, the streets are broken, there is no public water system, and the electric service is fitful. Underemployment is rife and most industry is subsistence-oriented.

Nonetheless, the people are far from miserable. They are a remarkably healthy people, and seemingly happy and generous. We saw no one hungry or homeless, and there is an obvious sense of community. We struck up many casual conversations in the shady grove above the boat beach.

An older gentleman, Rafa Salli, walked home to bring back photos of the town in '43. He was 8 years old when the Americans came, and although the airfield they built on his island



CADENCE

CHANGES

banks. There's something about jungle freshwater that cleans like nothing else. Huge butterflies and flowering bushes concealed the crocodiles watching from the shallows.

Ironically, the one thing we came to Lorengau to get was the one thing we couldn't get. The beer barge was three weeks overdue, and there was no beer

to be had. None! However Warrior, a brand of local rum, left a lasting impression on all of us.

We resumed our sail the next day east across the Bismark Sea for Kavieng. The coastal islands in the Admiralty group, like many areas of Papua New Guinea, are essentially uncharted. No

concerted survey work has been done since the Germans took possession of the region in the late 1880s. "Reported to lie 1.6 nm east" and "Unsurveyed" are common notes on all the charts. To add to the navigator's worry, we passed two large unlit FADs (Fish Aggregating Devices) moored in about 2000 meters of water in the open stretch between Manus Island and New Hanover.

Charts are not just charts, they are also history books of sorts. The fringing islands around Seeadler Harbor are named Hawaii, New York and Chicago, no doubt each the legacy of a homesick soldier. There's an offshore island group comprising Bat, Rat, Mouse and Mole Islands. I imagine there's a German fairytale in there somewhere. And then there's Weh Weh Island and Watem Is-

Papua New Guinea can be a violent place — particularly when the Highlands Hells Angels roar into Port Moresby and Lae.

land, which mean 'where' and 'what' in the local pidgin.

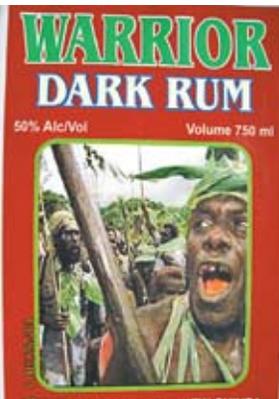
Having lived and worked in PNG, Jim is fluent in Tok Pisin, the *lingua franca* of the island. It is the most common language heard, followed by English and whichever of the 700 mutually unintelligible PNG dialects is used locally. According to experts, Tok Pisin is an authentic if gritty pidgin language created when the 19th century whalers and traders met the many different tribes and had to do business.

The example most often used to describe the language is the word for 'piano', which translates as "em i bokis bilong whitepela, i gat 36 blakpela ki na 52 waitpela ki o i gat 88 ki olgeta". Or more literally, "box belong white fella, it got 36 black keys and 52 white keys or 88 keys altogether". And anything broken is "all bugged up".

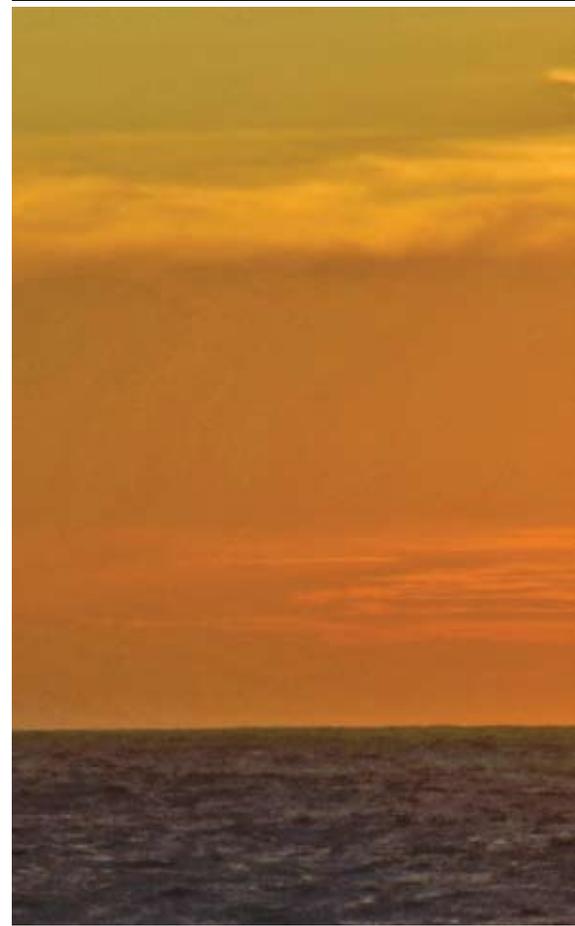
All languages evolve, however. Seeing a helicopter over the Kavieng airport, I asked a young man how to say helicopter in Pisin. He looked at me, smiled wanly, and said "helicopter." And in perhaps a sign of the times, 'condom' used to be 'gumi blong kok', but is now just 'kondom'. And they are given away free in PNG. Speaking of languages, the word 'papua', as in Papua New Guinea, is Old Dutch for "fuzzy headed ones", a veritable if politically insensitive observation. Don King could have close family ties anywhere in PNG.

In contrast to Lorengau, Kavieng on New Ireland is a tidy, prosperous town. Most of the locals wear shoes, there are lots of new Japanese cars, and the roads are all paved. Without too much of a stretch, the town could be mistaken for a rural town on the Gulf Coast of Florida. We anchored across the harbor near Nusalik Island, and went ashore to the resort. Shannon is the manager of this very laid back, very eco-sensitive, very 'thatched huts out over the water' kind of place. Under her care, the resort also doubles as a bird sanctuary. Eagles, parrots, and cockatiels will join you for breakfast. They are playful and personable companions to any meal. After a few sips out of your coffee mug, some of them will even dominate the conversation.

Largest of the flock, the hornbill, is the most ungainly bird I have ever had the pleasure of shaking hands — or rather beak — with. Actually, it turned



Warrior Rum made everyone forget the island was out of beer.



into a bit of a tug of war. This bird tends to wrestle like a dog, biting fingers and hands just hard enough to hang on, all the while staring eyeball to eyeball — and a heavily mascara-eyelashed eyeball at that. With its black and white plumage and hopping gait, it is the Toulouse Lautrec of the bird world. It was midmorning before I could get away.

There is a fisheries college in Kavieng, and yachts are welcome alongside the pier when there is room. They have potable water, ice, and fresh frozen fish on the dock. We even bought sashimi-quality tuna for about \$4 U.S. a pound. The fuel station will deliver gasoline (\$7/gal) and diesel, and a couple of well-stocked grocery stores are just down the road. If a yacht needs provisioning in PNG this is the place to do it.

—frank 10/15/11

Readers — More from Cadence in the Southwest Pacific next month.

Cruise Notes:

Lock your dinghy! **Lock your dinghy!** Lock your dinghy! If we've given this warning once, we've given it a million times. Nonetheless, at least two unlocked





Photos of sailboats sailing in the sunset are a dime a dozen. Nonetheless, we couldn't resist this one we took of a cat during the Ha-Ha.

Ha-Ha dinghies with outboards went missing in Cabo following the arrival of the Ha-Ha fleet. Bill Burr and Brenda McNair of the Vancouver-based Spencer 1330 **Tahnoo** tell us their RIB with a 15-hp Yamaha outboard was gone when they returned to their boat following the Ha-Ha awards ceremony. Bill admits it's possible he tied a bad knot and the dinghy drifted away, but suspects it was more likely that it had been pinched.

The next night, 20-year-old Keene Bartlett of the San Francisco-based Columbia 38 **ShantiAna**, which was berthed in the Cabo San Lucas Marina, was given permission to use the 'family car' (i.e. the dinghy) at 8 p.m. to meet friends. He returned at midnight to report he'd pulled the dinghy about eight feet up past the surf line on the main beach, and then gone off to find his friends. When he returned 20 minutes later, the dinghy was nowhere to be found. Once again, it's unclear if the dinghy was stolen, as pulling a dinghy up eight feet from the surf line often wouldn't be enough. Furthermore, small

dinghies with small outboards are of little value in Cabo, where locals need a *panga* and a big outboard to go into business. But we'll probably never know what happened for sure.

Losing a boat's dinghy in Mexico is not just monumentally inconvenient, it's expensive, too. The duty on inflatables and outboards is high, and the selection is limited. It breaks our hearts to hear about the loss of these dinghies, so please be careful. But do you still need to lock your dinghy in *tres chere* and *tres chic* islands such as St. Barths? Oh yeah. Everybody locks up there, too. So lock your dinghy! Lock your dinghy! Lock your dinghy!

By the way, the story of what happened to the *ShantiAna* crew after they reported the loss of their dinghy to the police and navy in Cabo is so long and colorful, that it will have to wait until next month.

Caribbean friend and legend D. Randy West drove John Winter's Florida-based vintage Morelli 80 **Fat Cat** to line honors in the 22nd annual Virginia to British Virgins **Caribbean 1500**. In the process, they bested 62 other entries, including the very fast Tripp 78 monohull

Blackbird. *Fat Cat* is a highly modified and stretched version of David Crowe's Ha-Ha vet and Paradise Marina-based Morrelli & Choy 70 **Humu-Humu**.

Has anyone noticed how many cruising women are or have been **nurses**? And in many cases emergency room nurses. They are everywhere in cruising fleets. And given the fact that they are smart, don't freak in emergencies, and have an altruistic streak, we say the more, the better!



Randy West skips the 80-ft Fat Cat.

Loving language. We can't recall from whom we learned it, but while in Cabo we picked up a bit of interesting and new-to-us Spanish. If you're a male who has finished your meal in a restaurant, it's common for you to say "**terminado**" to the waiter, which means "I'm finished with my meal." However, if you're a woman, you want to stay away from saying "**terminada**". Yes, it would seem to be the proper feminine response, but it's not. That's because *terminada* doesn't mean you're "finished" with your meal, but rather than you're "finished" sexually, and if you have just one more orgasm you're doing to lose your mind. So watch your language.

From the cruising life to facing life in prison. That's the story for accused Spanish drug smugglers Ivan Valea and Julia Fernandez of the 55-ft ketch **Friday Freedom**, who were high-profile participants in the recent 85-boat **Port2Port Yacht Rally** from Port Vila, Vanuatu, to Bundaberg, Australia. Indeed, the two had recently won first prize in the pirate costume contest. But after they'd been in port in Bundaberg for three weeks, all hell broke loose. Sydney-based Spaniard Jose Herrero-Calvo, 38, an alleged drug kingpin, and fellow Spaniard Miguel Angel Sanchez Barrocal, 39, of Australia's Gold Coast, were stopped by authorities when they

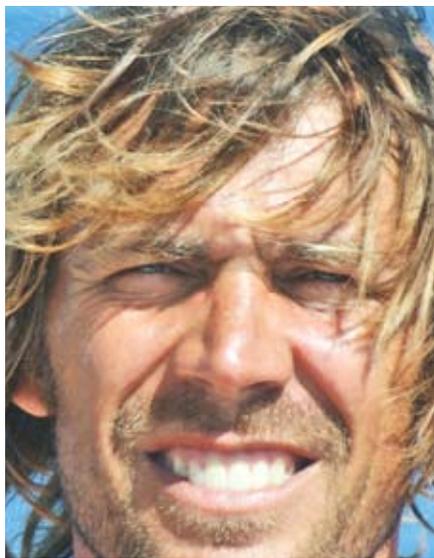
Who is laughing now? Probably not Julia and Ivan, who apparently went for the easy money, but are now facing life behind bars.



CHANGES

attempted to drive away from the marina with two suitcases taken from *Friday Freedom*. Suitcases that contained more than 200 pounds of coke. Another 400 pounds were found on the boat, bringing the total street value of the haul to \$78 million. The smugglers are believed to be part of a global drug ring, and the coke is thought to have come from South America. The investigation began with a money-laundering probe, and the ketch had been under close surveillance since she was in Vanuatu.

Here's the latest on the horrible October 9 murder of athletic German cruiser Stefan Ramin, 41, of the 40-ft aluminum catamaran **Baju**. As of November 4, Marquesan murder suspect Henri Haiti, 31, still had not been found, despite a manhunt by his family, all the local *gendarmes*, and an army contingent from Papeete. Heike Dorsch, 37, Ramin's girlfriend of 17 years, told the German magazine *Bunte* that Haiti, a hunting guide, had invited Ramin on an expedition to kill a wild goat. Haiti returned that evening to tell Dorsch that Ramin needed help. Dorsch says she



FAMILY OF STEFAN RAMIN

Stefan Ramin, the German cruiser murdered on Nuku Hiva. Henri Haiti, his alleged killer, still hadn't been found by early November.

grabbed a flashlight and followed him into the forest. But then Haiti suddenly turned on her, held a gun to her face, and said, "*Va à mourir!*" ("You're going to die!"). She grabbed the barrel of the

gun, pushed it into the air, and shouted that she was not going to die. Dorsch was eventually bound to a tree with a chain, and assumed she was going to be raped. Struggling with all her might, she says she managed to get free, and took off through the pitch-black jungle, losing her shoes in the process. Hearing the ocean, she ran for it and jumped in. She was able to swim to a Dutch boat, the only one besides *Baju* anchored in the bay, and call for help.

Following a week-long search, the remains of Ramin's body — confirmed by dental records — including his teeth and cut-up bones, were found at a remote campsite along with animal bones. It's been reported that the plants as much as 30 feet from the fire's center had been scorched. There was immediate speculation, particularly in Germany, that Ramin might have been the victim of cannibalism. The practice was rife in the islands in the 19th century, and there is photographic proof that Haiti had a tattoo on his shoulder of one of the most notorious cannibal tribes. The people of the Marquesas and Tahiti reject the can-

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nibalism claim, saying that the Marquesans have come to prefer the taste of hot dogs and hamburgers to that of human flesh, and that the Germans who make the claim are racists. Others say the residents of Nuku Hiva just don't want to lose all the tourist money expected from a big festival in mid-December.

Every cruiser we've talked to who has been to the **Marquesas**, and Nuku Hiva in particular, has told us that the murder — to say nothing of the idea of cannibalism — is absolutely out of character with the people they have met. They've told us Nuku Hiva is one of the most friendly and safest places they can imagine.

The one exception is Pedro Fernandez, one of the owners of the Marina Riviera Nayarit, who sailed to Nuku Hiva earlier this year on his uncle's Jeanneau 54 **San Souci II**. "The five crew and I were walking down a trail in Nuku Hiva, when we came across a big Marquesan man on a horse who was accompanied by three dogs. He had bones in his nose and ears, and gave off such bad vibes that none of us even wanted to make eye contact with him. Everyone else at Nuku Hiva was

very friendly, but we were later told that the guy on the horse was the 'renegade' nephew of a big landowner. Not that it means he has committed any crime."

Would we sail to the Marquesas and Nuku Hiva, population 2,000, this spring? Yes we would. But as Haiti hasn't been caught yet, we'd be more than normally careful.

Looking for truly exotic cruising? Try **New Guinea**, the second largest island in the world, which is located just north of Australia's Cape York. Home to nearly 800 tribes and nearly as many distinct languages, New Guinea is about as 'out there' as you can get. Steve and Manjeula May of the Gualala-based Farrier 41 catamaran **Endless Summer**, vets of the '08 Ha-Ha, made a movie of the time



Mexico price update: The Marina at Cabo San Lucas was giving 12.30 pesos to the dollar and charging \$3.30 U.S. per gallon for diesel.

they spent there during the 3,500 miles of cruising they did this year. Check it out at <http://www.youtube.com/watch?v=rGZZBzT8rml>. There is even footage of Steve surfing a place believed to have never been surfed before.

Our only caution is that the Mays' video suggests that New Guinea is all

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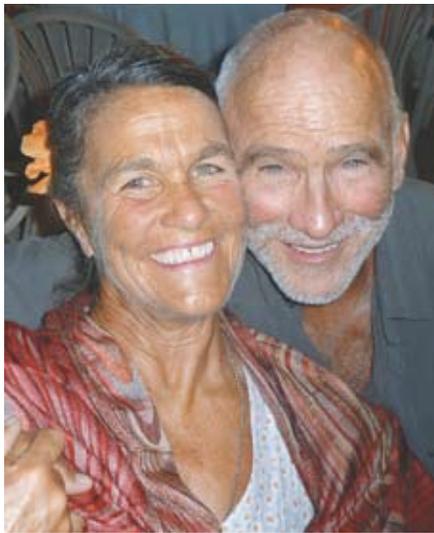
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sweetness and light, but that's not necessarily so. According to *Lonely Planet*, there is so little travel infrastructure in New Guinea that it can be "like stepping into the great unknown." And it's dangerous. "Papua New Guinea is troubled by a high level of serious crime, particularly in the urban centres of Port Moresby, Lae and Mt Hagen. Travel to the Highlands region should be reconsidered because of high levels of crime and violence."

Caren Edwards of Redwood City, who spent months cruising PNG with her family about seven years ago aboard their Marquesas 53 **Rhapsody**, agrees that Papua New Guinea can be dangerous. There are lots of situations, for example, where one tribe would sabotage another tribe's truck full of rice, and that the first tribe's houses would be knocked down in retaliation. There is a high level of domestic violence, too. Edwards says when her family anchored, they would immediately ask the village chief for permission to stay in 'his' waters, and ask what they could do for his village. This would usually entail helping with some community project or contributing \$20 a week. Then they would be under



LATTITUDE/RICHARD

Kent and Jim Milski, the hippie and the Viet Nam vet. They have cruised the South Pacific together and are headed for Southeast Asia.

the chief's protection. When it came time to move on, the chief would give them careful instructions on where to visit next, and where to avoid. Somehow the news of *Rhapsody's* arrival would make it along the coconut telegraph to their

next stop before they got there.

Jim and Kent Milski of the Lake City, Colorado-based Schionning 49 **Sea Level** did the Ha-Ha and later a lot of buddyboating in the South Pacific with Steve and Manjula. Indeed, if you check out the *Endless Summer* video of New Guinea, you'll also be able to find video of *Sea Level* screaming along in the high teens off Moorea. Beautiful! Anyway, Jim and Kent were back in Colorado and the Bay Area to touch base with family and friends for a few months, but have just headed back to their cat which — it wasn't clear to us — is in either Singapore, Jakarta or Bali.

Since we seem to be on a cat craze, we should report that Greg and Debbie Dorland of the Squaw Valley-based Catana 52 **Escapade** have made it back down to St. Barth from the Northeast. Not that it wasn't without thrills and challenges.

"As was the case when we sailed north from St. Barth 18 months ago, we found ourselves trying to skirt an "unnamed sub-tropical depression". When we came north 18 months ago, we saw 35 to 45 knots for most of the four days it took us

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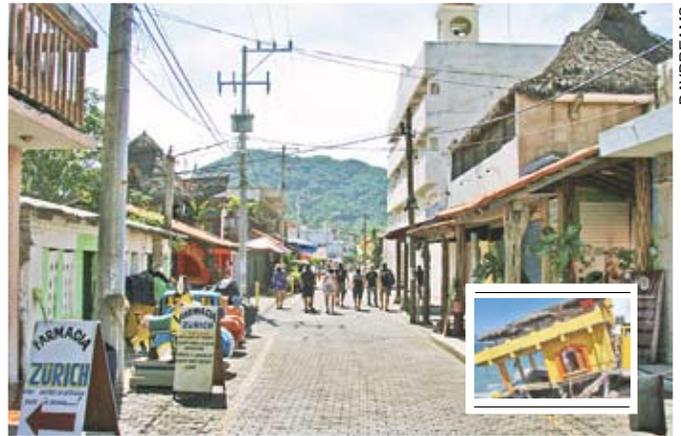
to make the 870 miles from St. Barth to Bermuda. On our way down this time, we had to sail our way out of solid 40-50-knot winds with 20-foot seas.

"Given the conditions we've been in," Greg continues, "Debbie and I are really glad that our Catana 52 *Escapade* is a big and heavy cat. We can't understand how our friends Jim and Kent Milski on *Sea Level*, and especially Steve and Manjuela May of the Gualala-based Farrier 41 *Endless Summer*, can cruise across the Pacific on such light cats. By the way, the really great thing about having done the Ha-Ha was getting the opportunity to make friends with people like Jim and Kent, and Steve and Manjuela. The Ha-Ha crowd is certainly more friendly than the one back here on the East Coast, so we really appreciate the Ha-Ha vibe established by the Grand Poobah."

Escapade managed to avoid tropical storm **Sean**, which delayed the start of the Caribbean 1500 for five days, and actually had good sailing. Despite sailing much more conservatively than when they'd come north — sometimes double reefing the main and always furling the

Solent in squalls — they still managed a bunch of 220+ -mile days. And yes, they made it to St. Barth for Debbie's birthday.

"I just returned from **Barra de Navidad**," reports Joe Day of the Pearson 385 **Daydreams**. Since Barra is one of my favorite places on Mexico's Gold Coast, I'm glad to be able to report that she's recovering well from hurricane **Jova**. The waterfront got pounded pretty hard, and a couple of restaurants with poor foundations were destroyed. But the main street now looks like it always did, and people are working 12 hours a day cleaning up and getting ready for the season. Once you leave the waterfront, you wouldn't even know that a hurricane had hit several weeks before. The Grand Bay Marina was unscathed, and only one boat went ashore in the lagoon. My recommendation is Barra



Although some Barra waterfront restaurants (inset) were damaged beyond repair, the main street and rest of the town have recovered.

for Christmas. After all, it is Barra De Navidad. And they are expecting you."

Bill Yeagan and Jean Strain of the Honolulu-based Irwin 37 **Mita Kuuluu** report that "slightly irreverent but always fun" **Picante SSB Net** is up and running again and being managed by Radio Rob Ladner and Bob O'Hara, a couple of cruisers who have swallowed the anchor and now live in Vallarta. "If you are new to SSB or just a little shy,"



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the couple say, "then this is your kind of net, and you can talk all you want." Bill and Jean are big supporters of the net, because it becomes the official net of their popular **Cruiser's Rally to El Salvador** that starts on February 1. The Picante Net runs from 1300 UTC to 1400 UTC on 6212 USB.

"We arrived at **Los Muertos**, halfway up the eastern tip of Baja from Cabo to La Paz, on a beautiful day and were anxious to get ashore for some refreshment," writes Darrell Erickson of the San Francisco-based Tayana 47 **El Tiburon**. "When we came ashore, we noticed that the restaurant that once used to be named Giggling Marlin seemed to be vacant. The folks on the boat next to us advised us that the restaurant had been shut down the night before — in the middle of the Monday Night Football game! That's because the staff had to leave because the access road was being closed. So we decided to go to the Grand Sueños Hotel for dinner instead. After beaching our dinghy, we walked up to the hotel. There was no one — and I mean no one — to be found on the premises until we came across a soli-



LATITUDE / RICHARD

You meet the nicest people at sailing events in Mexico, such as Jody Ward of 'Eros', who takes local kids racing in the BBR with him.

tary *gringo* lying on a restaurant couch watching television. He advised us that there was a land dispute, and the original owners — something like 'jitos' — closed the road to the whole area. Everyone

had left that morning, including all the guests, so the place was a ghost town. A very weird experience indeed."

What Erickson is talking about is 'ejido' or communally-owned land, which accounts for nearly half of the land in Mexico. It only affects cruisers who are foolish enough to buy *ejido* land. Speaking of buying land in the tropics, did you hear that **Cubans** are now allowed to buy and sell land? "What the hell kind of communism is that, Fidel?" Karl Marx is asking from the grave.

The cruising season is now in full swing in Mexico, and the weather has been fabulous. If you're lucky enough to be cruising south of the border, here are some events you might want to include in your itinerary. **Zihua Sail Fest**, February 7-12. **Pacific Puddle Jump Party**, Paradise Marina, first week of March. **Cruisers Rally from Mexico to El Salvador**, March 10. **Banderas Bay Regatta**, March 20-24. **Club Cruceros La Paz Bay Fest**, early April. **Loreto Fest**, May 4-6. **Sea of Cortez Sailing Week**, right after Loreto Fest. You can find more information on these events on the internet or in *Lectronic* as the event dates approach.

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29 TO 31 FEET



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32 TO 35 FEET

33-FT TARTAN 10, 1979. San Francisco. \$13,500. Recored. Yanmar with packless shaft seal, new Tacktick knotmeter, new Harken headfoil, new spinnaker. Racing and cruising sails. Other new equipment. Geared up and ready to go! Email eattorney@yahoo.com For pictures: <http://s11119.photobucket.com/albums/k632/eattorney91/>.

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35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$62,800. Ready to sail the world. Designed by Robert Perry, like a Tayana 37, but at a bargain price. More information on our website: <http://youngsun.squarespace.com/specs>. Contact mohrmonte@gmail.com or (970) 259-5102.

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ERICSON 35 MK II, 1977. Richmond YC. \$59,000. Bruce King design. Well maintained, excellent condition, equipped for cruising, 7-ft. headroom, sleeps 5. Detailed info and photos on website. www.ericson351977.blogspot.com. (925) 935-4413 or qsailors@hotmail.com.



34-FT ELLIOTT 1050 BASIC INSTINCT. Tiburon. \$110,000. Great for Pacific Cup. Placed 2nd in class and 3rd overall in 2006 PacCup. New Zealand-built fast cruiser/racer (PHRF 69) with white oak interior and leather seats. North 3DL sails. Contact jtborjeson@comcast.net or (415) 380-0855.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$40,000. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 staysail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. Contact (650) 303-3901 or pgclausen@gmail.com.

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35-FT J/35C, 1993. Seattle, WA. \$99,000. Very clean, well maintained performance cruiser, North sails, Harken roller furler, Yanmar engine, Raymarine ST60 instruments, Garmin chartplotter, VHF, autopilot, heater, dodger, new AGM batteries and charger, new stereo, speakers, equipped for cruising. (206) 605-5330 or kstephen32@comcast.net.



33-FT CS33, 1981. Richmond Yacht Club. \$33,900. Awesome CS33. Ray Wall design, many upgrades. New full batten main with Dutchman, Vectran/Dacron jib on Harken furler, fuel tank/system, Force 10 stove, chart plotter, VHF/wham, dodger, more. Contact (530) 448-6167 or truckeesailor@hotmail.com.

35-FT J/105, 2001. San Francisco. \$88,500. Hull #374. Located in SF. Well cared-for, race ready for SF Bay, Svendsen's faired bottom, wheel equipped, deep keel, 3 sets sails, B&G instruments, autopilot, all accessories. Photos here: <http://goo.gl/UTYAQ>. Contact (415) 205-0026 or jtobertbauer@sbcglobal.net.



35-FT CHEOY LEE LION, 1962. Brickyard Cove Marina. \$49,000. Professional restoration during two-year refit. Teak hull, copper riveted. New frames and planking. Rebuilt Westerbeke. Brightwork in very good condition. New spruce mast and boom. Previous owner invested much time and resources toward bristol restoration. Master Mariner Classic. In S.F. Bay since commissioned. (510) 778-0094 or taylortoga@yahoo.com.

35-FT GRAND BANKS. (Magellan) sailing yacht, 1964. \$11,500. Strip-planked mahogany with teak cabin sides, aft cabin, 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveaboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom (sailing houseboat). Call (562) 899-0774 (eve).

34-FT CUSTOM/ONE-OFF. Racing/Cruising sloop, 1981. \$29,000. Designed by Gary Mull, renowned for SORC-winning Ranger 37 to 12-meter USA. Fast and cruising comfortable. Finished below teak and mahogany, sleeps 6. Includes built-in TV/VCR/stereo sound. Sails: new jib, main, spinnaker, more. (760) 323-3025.

36 TO 39 FEET

39-FT CUSTOM. 3rd-World Cruiser, 1998. Santa Cruz, CA. \$32,000. Don't let the price fool you. 30,000 singlehanded offshore miles. Built to cruise. Steers herself for hours on end. Excellent construction. Positive flotation. http://yachtsoffered.com/yachtsoffered.cfm?Yachts_Listingid=1291760. Contact (831) 239-8078 or steveruss@me.com.

37-FT RAFIKI, 1975. Brickyard Cove Marina. \$15,000. Project boat. Equipped with radar, depth sounder, refrigerator, Volvo diesel. New aluminum mast, standing rigging and Sta-Loc fittings in 2000. Financial situation forces sale. (415) 328-4273 or baysailor@sbcglobal.net.

CATALINA 36 MK II, 2001. Santa Cruz. \$109,000. Very clean. Autopilot, GPS chartplotter, windlass, dodger, roller furling jib, asymmetrical spinnaker. Universal 35hp under 1450 hours. Inverter. 12v refrigerator, microwave, TV with DVD player, stereo with cockpit/cabin speakers. Many extras. Magma grill, dock box, Zarcor companionway doors. Excellent transferable slip location in Pacific Yachting charter fleet in Santa Cruz Harbor. Forget the 20+ year waiting list. Enjoy it now! Email rfrankian@sbcglobal.net.



38-FT HUGHES, 1970. Monterey, CA. \$19,000. S&S design, built in Canada. 74 hours on near-new diesel engine, pressure hot/cold water, sound hull, no blisters. Great Bay sailer with slip available in Monterey or Moss Landing. Call (831) 915-4984.

36-FT BENETEAU 361, 2002. SF Marina West Basin. \$118,000. Bristol, loaded, custom, all electronics, recent upgrades and coveted SF Marina Berth. (415) 771-0741 or simchasailing@gmail.com.



37-FT COOPER LIMITED ED. pilot-house sloop, 1985. Alameda, California. \$80,000. Recently back from a cruise in the Caribbean and ready for her next passage. View our web page for specifications, equipment, and pictures: <http://web.mac.com/pecahill>. Contact (530) 305-7977 or pecahill@gmail.com.



38-FT HALSEY HERRESHOFF. cat ketch, 1983. San Rafael. \$49,000. Fast, beautiful, easily handled liveaboard cruiser. Unstayed carbon-fiber masts. Diesel. Impressive wood interior. Two sleeping cabins. Two heads one w/composting toilet. Brand new sails and Awl-Grip. Extremely well equipped. Canister liferaft. (707) 254-0220.



39-FT YORKTOWN, 2006. Moss Landing, Ca. \$79,000. Cruise-ready 5-year-old custom, center cockpit, sloop, classic beauty a must-see. Barely used, everything overdesigned, too many extras to list. Some are: 2 auto steering, 2 refrigeration, 2 kerosene room heaters, 1 diesel room heater, 2 heads, 3 anchors, 5 sails, spinnaker never hoisted, 3 props (one variable), 200 hours on 70hp diesel, spare diesel parts, 4 solar panels, wind generator, 2 alternators, amazing woodwork, upholstery, electric/plumbing, 150 gal water, 50 gal diesel, 4 parallel fuel filters. Hard dodger, sails like a dream. Detail pictures and 2007 survey. (408) 268-4573 or paul5z@comcast.net.

38-FT HANS CHRISTIAN 38T, 1981. Sea of Cortez. \$95,000. Equipped for comfort. Windlass, Genset, 25gph watermaker, A/C, microwave, Sat phone, like-new tanbark sails, new standing rigging, 12v, 110v, engine driven refrigeration, custom hard dodger/bimini, davits, radar, chartplotter, autopilot, 400w solar. Original owner. Email wahkuna@succeed.net.



36-FT CATALINA, 1993. Berkeley. \$63,000. Excellently maintained, equipped cruiser. Radar, GPS, Autohelm. New roller furling, anchor, safety lines, stainless steel bow pulpit and stern rails. Bottom paint 2011. Three racing headsails, two spinnakers. Low engine hours. Contact (408) 476-8080 or (925) 417-7321 or kelvinaphillips@yahoo.com.

HANS CHRISTIAN 38 MK II, 1983. San Diego. \$50,000. Priced to sell. Email for full info. slowwind@mail.com.



39-FT CAVALIER, 1985. Alamitos Bay. \$79,000. New Zealand built, Robert Salt-house design. Nicest Cavalier on the west coast (see the boat, you'll agree). Perkins 4-108, heavy ground tackle (Rocna). New interior, new canvas, dodger and bimini in 2009. Furuno electronics, below deck com-nav pilot. Call for details/photos. (310) 529-7509.



39-FT CONCORDIA YAWL, 1953. Port Townsend, Washington. \$105,000. Constructed by Abeking and Rasmussen in Germany. Well maintained, well equipped. Extensive sail inventory. Yanmar, full electronics. Ready for cruising or classic racing. Beautiful and capable. (360) 302-0547 or chrisgrace@olympus.net.



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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 PEARSON, 1985. Sausalito. \$56,800. I've owned her for 15 yrs and am the second owner. Have original purchase receipt, owner's manual, sail plans, etc. Hauled and painted Oct '10 along with new cutlass bearing and new feathering prop (great upgrade should have done it sooner). Roller furling on jib and Dutchman system on main for easy sail handling. Original Yanmar diesel has only 386 hrs. A truly beautiful interior in near-new condition. Love this boat. Only reason I'm selling is I bought a classic woodie. Insurance survey in Feb '11 valued at \$70,000 and is insured for that. Great boat at a very fair price. Located at Schoonmaker Point Marina in Sausalito, she can be viewed there during daytime hours. Contact (925) 286-8738 or Bobgthomas@earthlink.net.



HANS CHRISTIAN 38 MK II, 1979. Emeryville. \$97,500. Beautiful world cruiser! New 65hp diesel 2003, standing rigging 2007, barrier coat 2009, electric windlass 2010. GPS, AIS, radar, windvane, autopilot, cabin heater, HF/HAM radio, hard dodger, and much, much more. <http://sailsugata.com/forsale>. Email hc38@gabrito.com.

37-FT PACIFIC SEACRAFT. Creakock design, 1980. Moss Landing, CA. \$95,000. 6'4" headroom. Cruise-ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, SSB, wind instruments, more. Very well maintained. Recent haulout. Many new upgrades. Sailboat Hall of Fame inductee. (831) 588-8502 or kspirit90@yahoo.com.



38-FT C&C, 1976. San Leandro Marina. \$45,000. New rigging, Monitor wind vane, head and fuel tank. Has a 3-cylinder Yanmar diesel, radar, sonar, VHF, autopilot, new ignition panel, switch and tach. 4 new batteries. New awesome stereo system. Was planning on sailing the world, but circumstances have changed. It's sad, my loss your gain. She's worth \$60,000 easy. Contact tajs3456@yahoo.com or (408) 250-2623.



38-FT BREWER STEEL PILOTHOUSE. cutter, 1988. Blaine, Washington. \$130,000/obo. Brewer Design #191. Great liveaboard, go anywhere boat. 70hp Westbreke diesel, Capacities: 250 gal diesel and 190 gal water, Robertson autopilot and Sailomat windvane, Furuno radar, Garmin chartplotter and sonar, EPIRB, solar power, freezer and refrigerator, Espar heater, pressure water, shower, electric windlass. (509) 846-4595 paulwstrat@yahoo.com.

40 TO 50 FEET



43-FT NAUTOR'S SWAN, 1986. \$184,000 Firm. *Infinity*. Ron Holland "Grand Touring" design, called the "The Ideal Two Couple Cruiser", Centerline queen berth. Volvo w/885 hrs, Max Prop, good cruising inventory, liferaft, MOM Module, heart inverter, new cushions. (415) 720-7016 or wolffjames76@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. Use link for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstrebic@gmail.com.



40-FT O'DAY, 1986. Redwood City, CA. \$50,000. Price reduced! Great condition/great price. Very clean. New Yanmar and Webasto heater. Live aboard possibility for qualified owner. Contact steve@spinnakersailing.com, (650) 743-3422 or (650) 363-1390.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$299,000. 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.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$399,000, or trade?. Reduced price! Dark green hull, low hours, bow thruster, electric winches, vacuflush heads, spinnaker, new batteries, recent bottom paint, numerous other options/upgrades. See test sail at www.YouTube.com, search Tartan 4400, our actual boat! Contact amgjohn@sbcglobal.net or (530) 318-0730.



45-FT GARDEN YAWL. One off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. Contact (916) 847-9064 or stevebarber046@mac.com.



46-FT MORGAN 462, 1981. Vallejo Marina. \$153,000/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>. Contact (707) 334-3670 or baryb@aol.com.



47-FT WAUQUIEZ CENTURION. 1989. Berkeley, San Francisco Bay, CA. \$149,950. Sloop, steel rod rig, the French pride Swan, performance world cruiser, shoal keel, new (furling) genoa 50%, spinnaker and storm sail, 2010, 10'3" Zodiac, 15hp Nissan 4-stroke OB/SS adjustable lifting pulley. Perkins 60hp, low hours. Sleeps 8, full navigation and racing electronics, totally equipped, and more, ready to go. Illness forces sale. Berkeley Marina. A bargain at \$149,950. Call (510) 524-2609 for viewing. (916) 220-7027 owner or drmsamaan@gmail.com.



41-FT TARTAN 4100, 1996. Alameda, California. \$215,000. Beautiful blue hulled, professionally maintained performance cruiser. Micron 66 bottom, teak interior, two staterooms, large salon, nav-station and galley. Westerbeke diesel, dodger, bimini, awning, Doyle StackPack main/jib 2008, 135% North genoa, new paint mast/boom, standing rigging/lifelines 2008, Harken furler, ST winches, hydraulic backstay, LPG stove/oven, microwave, heat/air, autopilot, knot/log/depth/wind, GPS chartplotter, windlass, dinghy/OB. Liveaboard or cruise. Will consider smaller trade sail/power. (510) 501-6414 or seatter77@aol.com.

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41-FT NEWPORT, 1984. Bruno's Island Marina. \$55,000. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. Contact (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.



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. For complete info and many photos visit: <http://yachtamicus.com>.



48-FT TAYANA. center cockpit cutter rigged, 1998. Mazatlan, Mexico. \$330,000/asking. Brand new 88hp Yanmar, rebuilt 5kw generator, two staterooms. All sails are controlled from cockpit, fully equipped electronics, fresh watermaker, refrig and freezer boxes, beautiful woodwork, fully equipped galley, two full heads and showers. Dodger and bimini. (415) 332-1790 or (415) 846-8103 or fhplusdw@aol.com.

46-FT KELLY PETERSON, 1982. Morro Bay. \$174,000. 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.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$89,000 USD. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. Contact leluya123@gmail.com or (650) 241-1440.

CLASSIC BOATS



63-FT STAYSAIL SCHOONER, 1976. Coronado, CA. \$125,000, asking. Schooner4sale; Classic naval architect designed/professionally built 63' LOD. Samson "C-Witch" ferrocement staysail schooner. Magnificent interior, teak deck. Great blue water cruiser/charter yacht. Recently hauled, good surveys. Must see to appreciate the extensive quality design detail work. One owner since launched in 1976, Licensed capt/professional yacht builder. Must sell due to age/health. More than \$450,000 in construction costs. Please see website for details/pictures. www.schooner4sale.com. Email captjmich@gmail.com.



23-FT BEAR, 1947. SF Marina. \$10,000. Own a piece of SF Bay history! Beautiful wooden sloop #32, *Little Dipper*. Built Sausalito by Nunes Brothers. Outstanding condition, repainted topsides, bottom, mast 2010. Race ready 2 mains, 2 jibs, 2 spinnakers. Call Joe. (415) 922-5937.

45-FT SPARKMAN & STEPHENS, 1960. Ballena Isle Marina. \$40,000. S&S design #708. Argentina-built of local hardwood, copper riveted. 45' LOA; 31' LWL; 10' 8" beam; 6'4" draft. Recent decks and rigging. Aluminum spars. Tiller steering. Autohelm. Master Mariners and Jessica Cup competitor. New full boat covers. New spinnaker. New LPU topsides. 35hp BMW diesel; runs, needs work. <http://picasaweb.google.com/109279823363611668825/Valiant45SparkmanStephensSloop>. (510) 846-4178 or jmcnish@earthlink.net.

MULTIHULLS



44-FT CATANA 44S, 1993. Alameda. \$285,000. Fast, comfortable catamaran just finished 7-year circumnavigation. Well equipped, maintained, offshore ready. 3 cabins, 3 heads, 5 solar panels, wind generator, Volvo 40hp engines, watermaker, etc. www.mysticrhythmsadventure.com. Email richard.mysticrhythms@gmail.com.



34-FT GEMINI 105 M, 2000. Ventura Harbor. \$98,000. Very clean and ready to go near or far. The world's most successful cruising catamaran. Fast, fun and great for entertaining family and friends. Hey, the world is waiting. See more at www.gemini105mforale.com. Contact dick.mahoney@gmail.com or (805) 217-3939.

34-FT GEMINI 105MC, 2005. Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details. <http://loonasea.gibbons.web.stanford.edu>. Contact (650) 380-3343 or brian.j.gibbons@gmail.com.

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39-FT MAINSHIP TRAWLER, 1997. Santa Rosalia, BCS. \$110,000. Set up for cruising, Northern Lights Gen, Sea-recovery watermaker, 17gph, U-Line icemaker, freezer, 10ft Avon, 6hp Nissan, twin diesel Volvos, 360 gal fuel, 80 gal water. (615) 100-0261 or (615) 155-9460 or casatenbaja@gmail.com.



27-FT PROGRESSION. Cigarette boat, 1993. Petaluma. \$34,900/obo. Mercruiser 502, 70 MPH plus. Red, small cabin. Competition captain's chairs, Kiekhaefer adjustable planes plate system, trim tabs, dual exhaust, Latham Marine hydraulic steering, Silent Choice exhaust, double-axle matching trailer, absolutely IM-MACULATE, 75.8 hours, regular service, all records. Vessel is currently registered with the US Coast Guard, legal for usage in international waters. This boat is a blast and is a great buy-own a luxury Cigarette boat for a fraction of a new price. Email is the best contact method. Serious buyers only please and please provide your contact information in your email. Phone calls accepted M-F, 8:30-5. Additional photos available via email. No solicitors please. Contact (707) 935-3999 or info@theracersgroup.com.

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ONLINE MARINE GARAGE SALE. (private party). Used, and some new, marine items for sale. 2004 Zodiac Mark I Classic, Switlik MD-3 with cradle, Centek Gen Sep, Wallas stove and oven, Garmin GPSMap76, bronze pipe and hose fittings. Lots more. www.eolais.com. Email sales@eolais.com.

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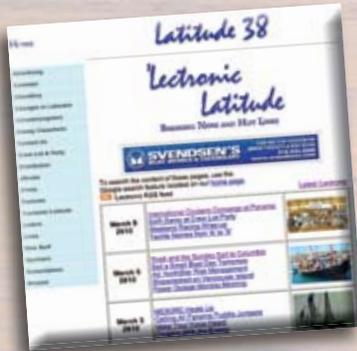
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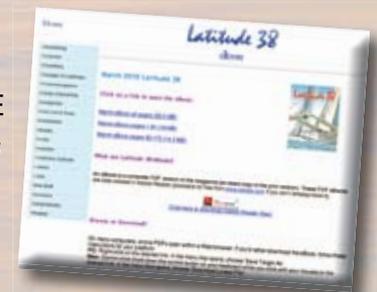
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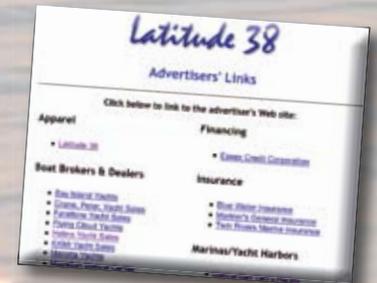


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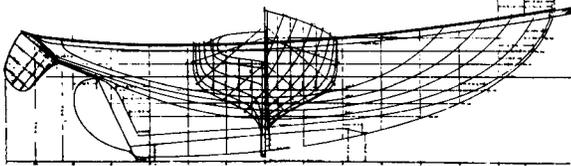
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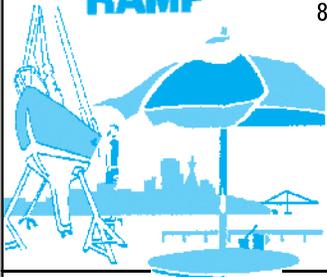


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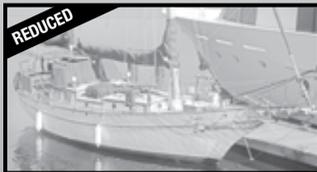
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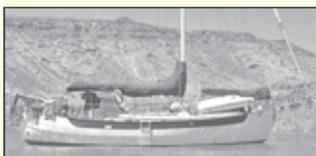
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41' SCEPTRE CUTTER, 1985 Updated throughout, professionally maintained, transferable Sausalito YH slip. **\$185,000**

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48' ISLANDER SLOOP, 1985 Pacem has had two long-term owners since new; shows beautifully today. New sails. **\$179,000**

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53' ISLANDER, 1979 Over \$100k spent over past several years on this vessel. Owner is motivated to sell IMMEDIATELY. **\$89,000**

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43' BENETEAU 430, 1992 Three stateroom, very clean, never cruised or chartered. Transferable slip. Turn key package. **\$89,000**

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35' BENETEAU OCEANIS 352, 1999 SUPER clean, less than 300 hrs on Yanmar dsl. Never chartered, cruised or raced. **\$85,000**

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38' CABO RICO CUTTER, 1977 Extensively updated, clipper-bowed, Crealock-designed beauty. New teak decks. **\$82,000**

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34' SABRE, 1984 Fixed keel. Never cruised, freshwater boat with \$40,000+ in improvements, Sausalito YH slip. **\$67,000**

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37' BENETEAU 370, 1991 Very popular model, never cruised or chartered, just detailed, shows very nicely, competitive price. **\$63,500**

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30' BABA, 1982 Maintains crew for extended passages without sacrificing qualities of a great singlehander or weekender. **\$59,000**

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45' STARRATT & JENKS, 1977 Nice aft cockpit sloop w/new Yanmar dsl (\$30k project). Great value cruiser or liveaboard. **\$59,000**

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41' TARTAN, 1975 S&S designed US-built performance classic in fine shape, sails like a witch, very competitive price. **\$55,000**

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31' HUNTER, 1999 Clean, well priced and lying in a transferable Sausalito Yacht Harbor slip. Motivated owner. **\$42,500**

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32' ERICSON, 1989 Never cruised, and with \$18k spent on her in last 18 mos., Heyoka shows much newer than her age. **\$44,000**

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32' SABRE SLOOP, 1985 Rare on West Coast. A very nice Sabre example. Major refit '09 and shows nicely today. **\$41,000**

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36' CATALINA, 1986 One of the most popular 36-ft sailboats ever built. Has had only two owners, shows nicely. Motivated owner. **\$39,000**

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36' PEARSON 365, 1978 William Shaw-designed, US-built aft cockpit ketch with modified fin keel & semi-skeg hung rudder. **\$36,000**

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