

Latitude 38

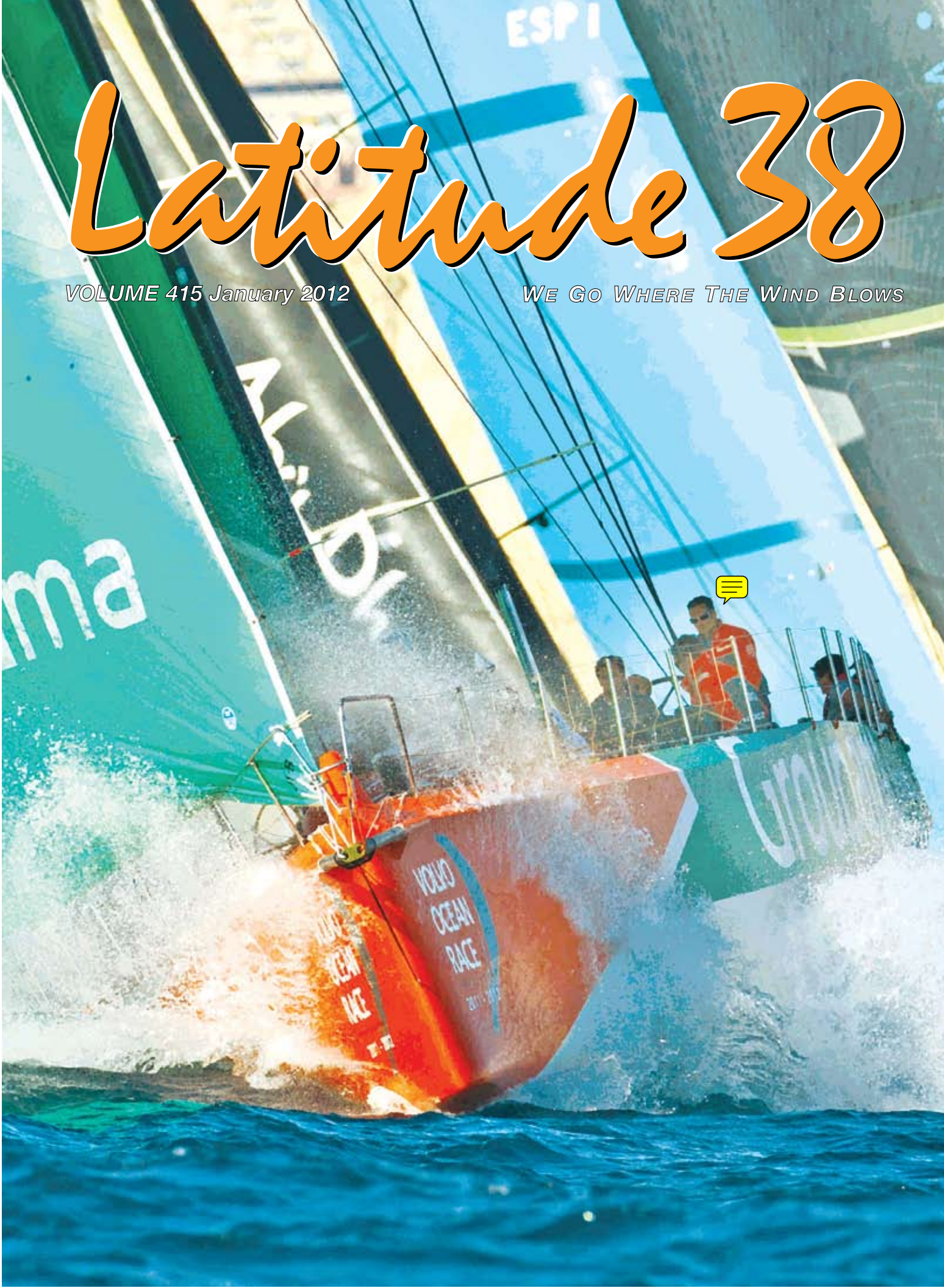
VOLUME 415 January 2012

WE GO WHERE THE WIND BLOWS

Latitude 38

JANUARY 2012

VOLUME 415





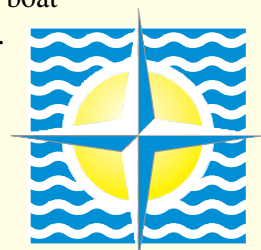
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Cover: The colorful six-boat fleet of the Volvo Ocean Race left Cape Town last month bound for a highly confidential port of call.

Photo: Ian Roman/Volvo Ocean Race

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

SELECT BROKERAGE



44' Spencer S-1330, 1976 \$111,000



39' Beneteau 393, 2006 \$145,000



38' Island Packet, 1993 \$135,000

SAIL

54'	Moody	2001	\$633,000
47'	Beneteau 473	2005	279,000
47'	Vagabond	1983	185,000
45'	Island Packet	1998	235,000
44'	Norseman 447	1984	225,000
44'	Spencer S-1330	1976	111,000
41'	Dehler DS	1998	169,900
41'	Tartan 4100	1996	215,000
40'	Beneteau	2009	209,000
40'	Beneteau	2008	185,000
39'	Cal Mk II	1980	57,000
39'	Beneteau 393	2006	145,000
38'	Ericson	1988	69,000
38'	Island Packet 380	1999	227,000
38'	Island Packet 38	1993	135,000
37'	Pacific Seacraft	1984	129,000
37'	Island Packet 370	2004	298,000
36'	Beneteau First 36s7	1998	93,600
36'	Beneteau 361	2000	99,500
36'	Hunter	2004	110,000
36'	Pearson II	1985	57,900
36'	Islander	1977	49,500
36'	CS sloop	1988	62,000
34'	Catalina	1986	44,900
34'	Tiffany Jayne	1982	29,000
33'	Hunter 33.5	1992	40,000
33'	Hunter 33	2005	89,000
33'	Yamaha	1978	25,000
32'	Westsail	1976	64,400
32'	J/32	1997	87,500
30'	Beneteau 305	1988	35,000
28'	Alerion Express	2008	115,000
28'	Alerion Express	2002	87,500
24'	Corsair 750, trlr, AirDock	2008	55,000

POWER

61'	Mikelson SFPH	2001	990,000
53'	Navigator CPMY	1998	259,000
42'	California	1987	99,500
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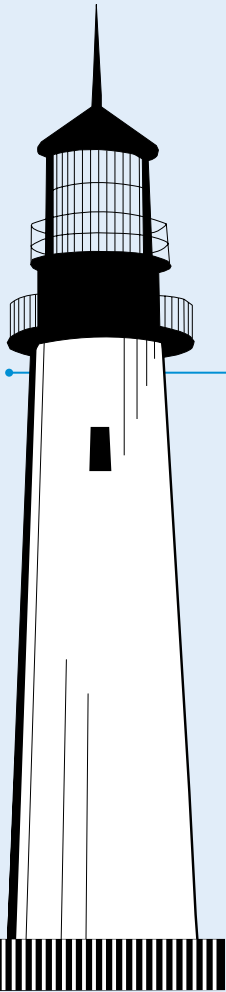
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Latitude 38

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

Directions to our office..... press 4
Subscriptions..... press 1,4
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Editorial editorial@latitude38.com press 1,6
Calendar calendar@latitude38.com
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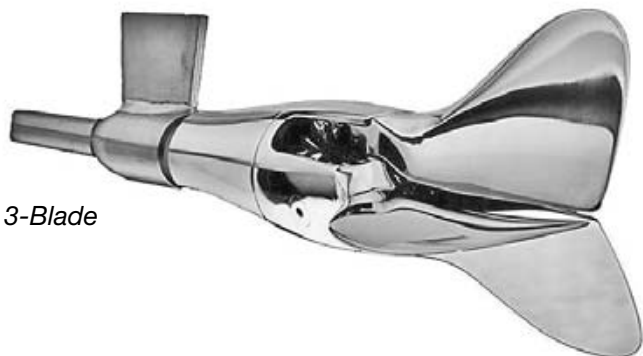
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CALENDAR

Non-Race

Jan. 1 — Make it your New Year's resolution to sail every week in 2012.

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

Jan. 1-29 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Jan. 4 — Advanced Racing Tactics Seminar by two-time AC winner Peter Isler at California YC in Marina del Rey, 6:30 p.m. \$10 donation requested. Sponsored by South Bay Yacht Racing Club. Info, grrutter@gmail.com.

Jan. 4-25 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$20. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Jan. 5 — Club Nautique's Winter Seminar Series continues with 'Pirates & the Cruising Sailor' by Nancy Erley in Alameda, 6-8 p.m. Seminars run at the same time at alternating locations (A=Alameda, S=Sausalito). \$10 members/\$15 non-members. **1/19**: 'Charter Cruising in Croatia' by Rod Witel (S); **2/2**: 'Racing Tactics, Tips & Tricks' by Kame Richards (A); **2/11**: 'An Evening with Jim DeWitt' (S); **3/1**: 'Overboard Recovery' by Joe Brandt (A); **3/15**: TBA. Info, (510) 865-4700 or www.clubnautique.net.

Jan. 6 — Kame Richards will speak on 'Sails, Sail Handling & General Techniques for Cruising Sailors' at Berkeley YC, 8 p.m. Free, dinner & drinks available earlier. Info, www.berkeleyyc.org.

Jan. 8 — Sail under a full moon on Sunday night.

Jan. 11-14 — US Sailing National Sailing Programs Symposium in Long Beach, \$200. Perfect for sailing programs that want to upgrade their quality. Info, <http://training.ussailing.org/ProgramMgmt/NSPS.htm> or (401) 683-0800.

Jan. 11-15 — 52nd Annual Portland Boat Show at the Expo Center. Info, www.otshows.com.

Jan. 12 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Jan. 18 — Singlehanded TransPac race seminar #4: Sail Selection & Repair by Pineapple Sail's Kame Richards at Oakland YC, 7 p.m. All seminars are free and open to the public. For more about the race or future seminars, go to www.sfbaysss.org.

Jan. 21 — Free rigging seminar at Hansen Rigging in Alameda, 12-2 p.m. RSVP to hansenrig@sbcglobal.net or (510) 521-7027.

Jan. 21 — Whalefest Monterey celebrates whales, on Monterey's waterfront, 9 a.m.-10 p.m. Free. Info, www.montereywharf.com.

Jan. 26-29 — San Diego Sunroad Boat Show at Sunroad Resort Marina, on the east end of Harbor Island, Info, www.bigbayboatshow.com.

Jan. 27-Feb. 5 — Seattle Boat Show Indoors + Afloat at Centurylink Field Event Center and South Lake Union. The largest boat show on the West Coast. Visit www.seattleboatshow.com for more info.

Jan. 28 — El Salvador Rally seminar at Shelter Island West Marine in San Diego, 2 p.m. Free. Info, (619) 225-8844.

Jan. 29 — Pacific Cup Race Offshore Academy #3, part of a series of seminars leading up to next summer's race, at Berkeley YC, 12-5 p.m. Learn about nav systems, spares & repairs, provisioning, and personal care. Open to all. \$20 (\$18 for PCYC members). Info, www.pacificcup.org/seminars.

Feb. 4 — 23rd Annual Women's Sailing Convention at

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Catalina 30, 1984 **NEW LISTING!** 29,000

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 Hunter 37 Legend 55,500
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CALENDAR

Bahia Corinthian YC in Corona del Mar, \$175. Info, www.scya.org.

Feb. 4 & 5 — Baja Ha-Ha Assistant Poobah 'Banjo Andy' Turpin will present Ha-Ha and Pacific Puddle Jump seminars back-to-back on both days at the Seattle Boat Show. See www.seattleboatshow.com for times.

Feb. 11 — North U. Trim Seminar in Marina del Rey at Del Rey YC, 9 a.m.-4:30 p.m. \$85-115. Info, www.northu.com.

Feb. 13-20 — Lake Havasu Pocket Cruiser Rendezvous. A great excuse to get your trailer sailer on the water, plus you'll sail under the London Bridge! Info, www.sailhavasu.com.

Mar. 7 — In-the-water liferaft training class by Sal's Inflatables, 3:30-5 p.m. at Golden Gate YC, just before the Crew List Party. \$39. Reservations and info, (510) 522-1824.

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

Racing

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

Jan. 1 — Frostbite Regatta on Lake Yosemite. LYSA, www.lakeyosemitesailing.org.

Jan. 7 — Brrrrr Rabbit. CPYC, regatta@cpyc.com.

Jan. 14 — Richmond YC Little Daddy Regatta. Big Daddy will follow in March. Info, www.richmondyc.org.

Jan. 15-20 — 25th Annual Key West Race Week by Quantum, the best regatta in the country. Info, www.premiere-racing.com.

Jan. 21 — Jack Frost Bite Series #3. Benicia YC, www.benicaiyachtclub.com.

Jan. 22 — Frostbite Series. Elkhorn YC, www.elkhornyc.com.

Jan. 28 — Small Boat Winter Series #1. Info, www.encinal.org.

Jan. 28 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, and the first SSS event of the season. Info, www.sfbaysss.org.

Feb. 4 — Double Up & Back. CPYC, www.cpyc.com.

Feb 11-12 — Londerville Cup, HMBYC, www.hmbyc.org.

Midwinter Regattas

BERKELEY YC — Midwinters: 1/14-15, 2/11-12. Chowder Races: Sundays through March except when it conflicts with above. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

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

CORINTHIAN YC — Midwinters: 1/21-22, 2/18-19. Michael, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 1/21, 2/25, 3/24. Info, rearcommodore@encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 1/7, 2/4, 3/3. Gary, (916) 363-4566 or grsalvo@pacificbell.net

HALF MOON BAY YC — Midwinters: 1/22, 2/26, 3/18. Info, www.hmbyc.org.

ISLAND YC — Estuary Midwinters: 1/8, 2/12, 3/11. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE MERRITT SC — Robinson Memorial Midwinters: 1/8, 2/11, 3/11. Vickie, (510) 236-8098.

OAKLAND YC — Sunday Brunch Series: 1/15, 1/29, 2/5, 2/19, 3/4. John, (510) 366-1476 or j_tuma@comcast.net

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Sea Ray 390, 1985
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30' Albin Ballad, 1978
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45' Spaulding Sloop, 1961
\$79,000



36' Catalina MkII, 2002
\$112,000

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REGATTAPRO — Midwinters: 1/14, 2/11. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 1/8, 2/5, 3/4. Opti Midwinters: 1/7, 2/4, 3/3. Bob, bbranstad@gmail.com.

SANTA CRUZ YC — Midwinters: 1/21, 2/18, 3/17. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 1/8, 2/5, 3/4. Dave Borton, (415) 302-7084 or race@sausalityachtclub.org.

SEQUOIA YC — Winter Series: 1/21, 2/11, 3/17. Redwood Cup: 1/15, 2/5, 3/11. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 1/21, 2/18, 3/17. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 1/21, 2/11, 3/10. Rob, race@tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 1/6, 2/4. Info, www.vyc.org or (707) 643-1254.

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

January Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
12/31Sat	0434/5.4	1100/2.0	1637/3.8	2214/1.7
1/01Sun	0517/5.5	1208/1.6	1810/3.6	2311/2.1
	LOW	HIGH	LOW	HIGH
1/07Sat	0329/3.0	0931/6.3	1631/-0.5	2345/4.7
1/08Sun	0409/2.9	1011/6.4	1704/-0.7	
	HIGH	LOW	HIGH	LOW
1/14Sat	0314/5.8	0905/1.7	1503/4.6	2053/0.9
1/15Sun	0358/5.9	1015/1.3	1622/4.1	2146/1.5
	LOW	HIGH	LOW	HIGH
1/21Sat	0311/2.7	0924/6.8	1614/-1.0	2323/5.2
1/22Sun	0404/2.5	1013/6.7	1655/-1.0	
	HIGH	LOW	HIGH	LOW
1/28Sat	0252/5.5	0900/1.8	1455/4.3	2039/1.5
1/29Sun	0327/5.5	1000/1.7	1603/3.8	2122/2.1

January Weekend Currents

date/day	slack	max	slack	max
12/31Sat	0003	0306/2.7F	0619	0901/2.8E
	1309	1546/1.9F	1837	2109/2.3E
1/01Sun	0055	0357/2.5F	0705	0956/3.0E
	1412	1701/2.0F	1950	2208/1.9E
1/07Sat	0028	0232/1.9E	0544	0835/2.5F
	1125	1443/4.7E	1849	2151/3.5F
1/08Sun	0109	0314/2.1E	0624	0916/2.6F
	1205	1524/4.9E	1925	2225/3.6F
1/14Sat		0142/3.4F	0500	0746/3.5E
	1126	1410/2.5F	1709	2001/3.3E
	2322			
1/15Sun		0231/3.2F	0544	0840/3.8E
	1235	1517/2.5F	1825	2059/2.7E
1/21Sat		0218/2.3E	0525	0819/3.1F
	1109	1428/5.3E	1827	2135/4.2F
1/22Sun	0046	0307/2.5E	0616	0909/3.2F
	1200	1516/5.3E	1912	2217/4.2F
1/28Sat		0129/2.8F	0442	0723/3.1E
	1121	1359/2.1F	1702	1937/2.6E
	2314			
1/29Sun		0212/2.4F	0523	0812/3.0E
	1223	1500/1.9F	1806	2029/2.1E

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53' J/160, '01, <i>Mandalay</i>	\$579,000	40' Olson, <i>Elka</i>	SOLD	33' J/100, Hull #9, '05, <i>Brilliant</i>	\$84,900
52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	38' Sabre 386, '08, <i>Kuai</i>	SOLD	33' Back Cove, '08.....	Reduced \$269,000
52' Santa Cruz, '98, <i>Hula</i>	SOLD	38' Sabre 38 Mkl, '84.....	SOLD	32' J/32, '02, <i>Tango</i>	SOLD
52' TransPac with IRC mods, '03, <i>Braveheart*</i>	\$499,000	36' J/109, '03*.....	\$189,000	32' Catalina 320*.....	\$59,000
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	36' J/36, '82.....	New Listing \$59,000	30' Olson 911S, '89, <i>Halcyon</i>	SOLD
48' J/145, Hull #9, '03*.....	\$675,000	36' Islander 36, '72, <i>Absolute</i>	\$40,000	30' Olson 30, '79.....	SOLD
48' 1D48, '96, <i>Chaya</i>	Reduced \$99,000	35' J/105, '02, Hull #581, <i>Business Time</i>	\$99,000	30' Peterson Half Ton*.....	\$27,500
47' Valiant, '81, <i>Sunchase</i>	\$90,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	28' Alerion Express, '06*.....	\$99,000
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD	28' Alerion Express, '02*.....	\$72,500
43' J/130, '96*.....	\$184,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	28' Islander, '79*.....	\$16,900
43' Custom C&C, '73.....	\$299,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$99,000	26' J/80, '01, <i>Whiplash</i>	\$32,000
41' J/125, '99, <i>Double Trouble</i>	\$319,000	35' J/105, '00, Hull #343, <i>Nirvana</i>	\$94,900	26' J/80, '01*.....	\$32,900
41' J/124, '05.....	New Listing \$239,000	35' J/105, '99, <i>Life Is Good*</i>	\$74,900	26' J/80, '04, <i>Heart Attack</i>	SOLD
40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	20' Melges, '09*.....	\$45,000
40' J/120, '02, <i>Alchera</i>	\$219,000	35' J/35C, '93*.....	\$89,000		
40' J/120, '00, <i>Dayenu</i>	\$174,900	34' J/34, '85, <i>The Zoo*</i>	\$29,900		

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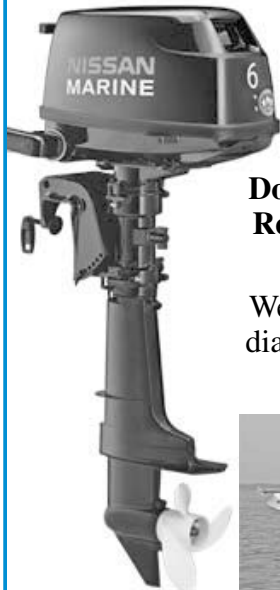
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LETTERS

↑↓ SOMALI PIRATES AND VOLVO RACERS

I wonder what, if anything, is (was) being done to make sure the Volvo racers will be safe as they sail through 'pirate alley' in the Arabian Sea on their way from Cape Town to Abu Dhabi. The Volvo guys would probably be hell to catch at the speeds they sail, and there's safety in numbers, but can you imagine the ransom the pirates could demand?

Byron Jacobs
'Ale Kai, Beneteau 393
Sequoia YC

Byron — *The thing we can't imagine is what kind of 'safety in numbers' there would be when the bad guys have AK-47s and you and the other members of your fleet only have flare guns. But no worries, as the safety issues for the second leg of the Volvo were carefully considered in advance by the race*



IAN ROMAN / VOLVO OCEAN RACE

Race management for the Volvo Ocean Race believe they have a workable plan to keep racers safe from Somali pirates.

management, and they believe they've come up with the best way to keep the racers from being added to the more than 1,000 hostages seized by the Somalis this year — and abandoned by the international community. The plan is for the six entries to sail to an undisclosed destination short of 'Pirate Alley', where they will be loaded onto a ship, taken almost all the way to Abu Dhabi, and then dropped off for a final sprint to the finish.

The solution begs the question, of course, of what happens if Somali pirates hijack the ship carrying all Volvo boats.

For those not familiar with the Volvo Ocean Race, it began life in '73-'74 as the Whitbread Round the World Race, a very daring event for that time in the history of sailing. The first running was won by Sayula II, a Swan 65 owned by Ramon Carlin of Mexico, who had relied heavily on Irving Loubé of the St. Francis YC for advice on preparation. The last two races under the Whitbread name — the '97-'98 and '01-'02 races — were won by San Francisco sailing greats Paul Cayard and John Kostecki, on EF Language and Illbruck Challenge respectively. Whitbread 60s were used for both of those events.

The Whitbread became the Volvo in '05-'06 and remains thus. The apex of the event's history was in the '80s, when they had 29, 15, and 23 entries respectively in the three races during that decade. The last four Volvos haven't seen double digit entries, as interest has been siphoned off for such things as the America's Cup, the Vendée Globe, and the multihull assaults on circumnavigation records.

↑↓ THAT'S A LOT OF HOT AIR

After reading LaDonna Bubak's *Leading Lady* article, I read further into the November issue of *Latitude 38* and discovered her *Diesel Engines for Dummies* article. In reading it, I noted the importance she placed on cleaning or changing the air



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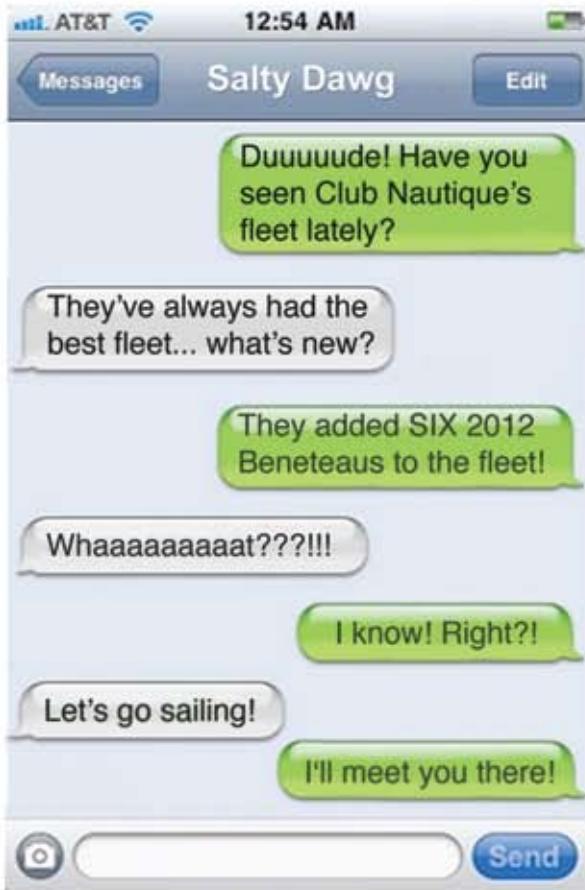
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LETTERS

intake filter. I always understood that a clean air filter was important for both gas and diesel engines, so imagine my surprise when I went to change the air filter on my 51-hp Yanmar 4JH2-E diesel engine and couldn't find one. I went to the Yanmar dealer where I bought it and they told me this engine is not designed to have an air filter. The air intake cowling looks as if it should have a filter for it, but I'm told that Yanmar does not make an air filter for this engine. I know that Yanmar is a good brand of diesel, but can this be right? No air filter at all? Seems weird to me.

Bruce Munro
Princess, Sabre 402
St. Francis YC

Bruce — No need to worry about your engine or the quality of Yanmar engines. Sausalito engine guru Tom List tells us that not all diesel engines have air filters: "Diesels used in agriculture or in cars and trucks often are used on dusty roads, which can damage the inside of an engine. Dust is very abrasive and will score the metal, but boats don't normally have a lot of dust. Virtually nothing in the marine environment will damage a diesel engine, except water — even cat hair will go through just fine." In fact, List says that the less restricted the air intake is the better because diesels need a tremendous amount of air to function.

List notes that some Yanmars and Perkinses don't have air filters, but use "rodent screens" instead. "The holes in the Perkins' screen are the size of a pencil lead, which is huge for a filter, but they get clogged up pretty easily with lint. Just remember that the denser the filter on the air intake, the more cleaning it will need."

↑↓ HOW PRACTICAL ARE BATHTUBS ON SAILBOATS?

I'm shopping for that larger sailing vessel that will be our liveboard home when I retire. My co-pilot prefers baths over showers. So I'm wondering whether a bathtub is practical when cruising around the world. We plan to spend more time on the hook than in marinas. While I would love to provide my co-pilot with all comforts possible, adding a bathtub to the list of amenities greatly reduces the number of boats available on the market. I would be interested in hearing feedback from fellow sailors!

Randy Dinger
Compass Rose, Hunter 34
Seattle, WA

Randy — Terrific question. Latitude's Ocean 71 Big O had a bathtub, but in the 12 years we owned her, we can only remember using it twice. Once was while sailing across the Atlantic with the chute up after we found out that we'd hardly used any water during the first half of the passage. The second time was during an Antigua Sailing Week, and yes, there was a woman and a bottle of champagne involved. But most of the time we used the tub for storage.

But we're very interested in hearing from those of you out there with boats with a bathtub. How often do you use it, and what are the issues, if any?

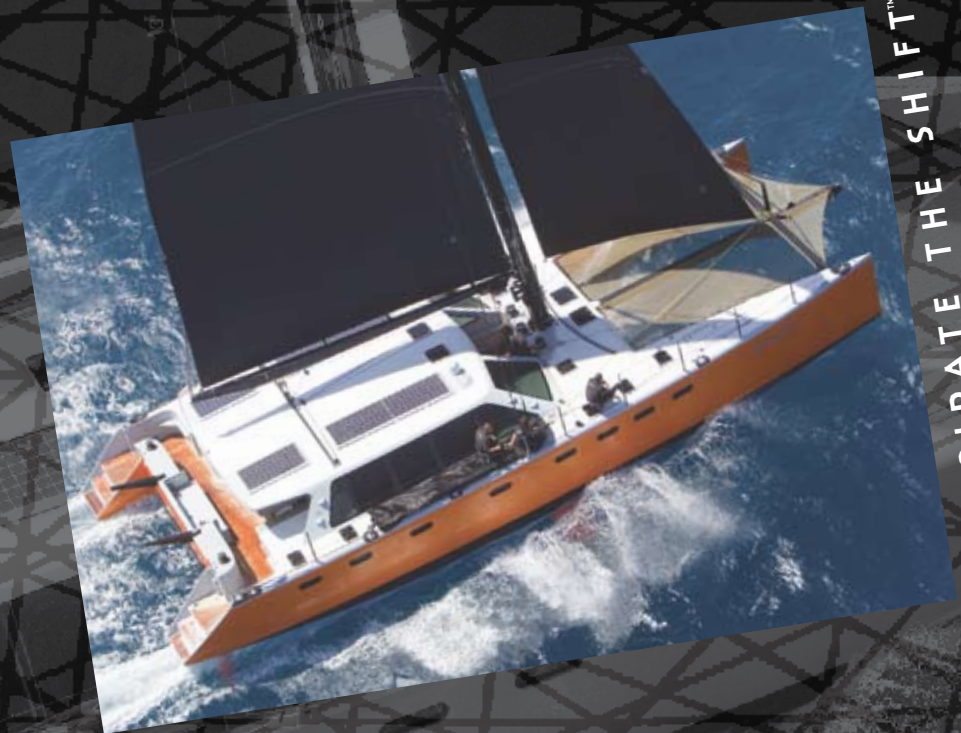
For the record, Randy, the proper term is 'Admiral', not 'co-pilot'.

↑↓ I WOULD GO HOBO FIRST

On our way to Mexico we stayed in San Diego a bit longer than intended because of the warm welcome of the marine community and to catch some of the America's Cup racing. It was a terrific stay — except for one thing.

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LETTERS

Although Jim and I cruise modestly on a Dana 24, we both love sailboat racing, and I have always enjoyed the America's Cup. The beauty of the old traditional J-boats awes me, and the sheer speed and drama of these new AC45s is breathtaking. I love seeing all the country flags emblazoned on sails, and we enjoyed talking with a friendly rigger for Team Korea on the downtown Broadway Pier.

I sailed to Newport, Rhode Island, for the Cup races in '74, '77, '80, and '83. Although I didn't attend races in San Diego, Perth or Europe, I always found the race crews in Newport friendly and easy to approach — especially if you were on the water. Good views of the boats with their famously curtained keels, and of the racing, were also easy to find. The title America's Cup, though named for a magnificent yacht, implies that it's a people's race in spite of some of the fancy trappings.

One November day during the match races in San Diego we chose to see the aircraft carrier *Midway*, because access by water had been all but prohibited. We figured the bow of this extraordinary museum ship would be a great vantage point to view the racing, after a tour of the whole ship, of course. Surely there would be plenty of room for anyone who wanted to see the races.

Well, the entire bow was filled with large white tents marked 'Louis Vuitton VIP' that blocked the view. Ribbioned VIP walkways leading to the tents also blocked the starboard side deck, which was the only other place aboard where there was a decent view — although not of the finish line. I hope Louis Vuitton paid enough for this privilege to support the *Midway's* maintenance for a long, long time.

After a fabulous morning touring the carrier, I walked up to two tall uniformed guards standing near the tent at the bow, smiled and asked, "What's the deal here, is it possible to come in to see the race?"

One of the guards — all of whom wore red uniform shirts with the word ELITE emblazoned in large white capital letters — raised his chin, looked down at me and said, "No. You

have to *know* someone. You can't get in. You have to be *invited*." The italics do not exaggerate the words or the way they were spoken.

"I heard it costs \$500 to get in, is that true?" I asked, ignoring his rudeness.

"No comment," he said, and then looked away.

"Really, no comment? I just asked what it costs, that's all," I replied, but he ignored me. Perhaps I should have said, "Have you people not heard about Occupy Wall Street? A little sensitivity training might be in order here." But there was no point in

pursuing it, so without further comment I walked away.

However, when I went to join Jim on the port side deck, which was open to the public, the Elite guardsman actually left his post and followed, staying behind his ribbioned space in front of the tent, but keeping his eyes on me. It felt creepy, so I left the port side deck. But then, because I resented the intimidation, I decided to cross the ribbioned VIP walkway to the starboard side deck, where a few people who'd also braved the crossing were gathering. 'Go ahead and stop me', I thought. 'You evidently don't own the side deck.' He didn't stop us, and from there we watched the races without seeing the finish line.



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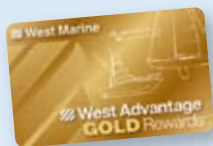


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LETTERS

I know there were other public access spots we could have tried, and I know Elite is a security contractor, but my beef is with the attitude and Louis Vuitton's apparent corporate endorsement of same.

The entire America's Cup Village was peppered with these unsmiling, intimidating-looking Elite guards at every gate and entrance. They were so numerous at the outdoor bar, where the public was supposedly welcome to enjoy a party, that the tone was chilly in spite of live bands onstage trying to liven things up. To their credit, most of the other guards were friendly, but only if you approached them first to ask a question like, "Are we allowed in there?" The overwhelming visual was an army of big, unsmiling, red-shirted Elite guards everywhere — even in front of the souvenir shops. We didn't go into the shops because, with all the guards, it became tiresome figuring where we were and were not allowed. Who needs that?

So much overt exclusivity finally overcame my sense of humor, which was restored only on the ride home when our taxi driver claimed that Benjamin Franklin was an extraterrestrial alien. I know the America's Cup needs sponsors with deep pockets, but the Louis Vuitton Company could not have made its "Elite" point more succinctly. So I will now make mine:

Dear Louis Vuitton,

There could come a time when you have the last piece of luggage on the planet offered for free, but I would go hobo before I'd use it.

Sincerely,
Karen Sullivan

I hope the America's Cup folks can improve on their relations with the general public.

Karen Sullivan & Jim Heumann
Sockdolager, Dana 24
Port Townsend, WA

Karen and Jim — It seems to us that you've identified one of the main challenges of the America's Cup, which is how to cater to the elite without pissing off the masses. It's a fine line to sail.

⇕ DORITOS, THE MID-OCEAN SNACK

We've always been suspicious of the claim that 10,000 containers are lost off ships and into the ocean each year. We've made 12 open-ocean passages in excess of 1,000 miles each, and have never seen anything bigger than a small log, let alone a container.

We searched the internet, and it appears to us that the 10,000 container statistic is just a repeated claim with no factual statistics to confirm it. We went to the World Shipping Council site, whose members represent 90 percent of global shipping capacity, and they state that the 10,000 number is grossly excessive, and that there are no comprehensive statistics kept for lost containers.

We once met a guy who was a mate aboard a container ship, and we asked him about lost containers. He told us that he's only seen it happen a couple of times, and that "those suckers sink real fast — unless they're full of kapok!"

When Jean and I are at sea, the only containers we worry about are beer-related.

Bill Yeargan & Jean Strain
Mita Kuuluu, Irwin 37
Honolulu

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Bill and Jean — You certainly can't always believe everything you hear or read. Just before the Super Bowl in '93, a coalition of women's groups held a press conference in Pasadena where various statements were made that got the ball rolling for the urban myth that Super Bowl Sunday is "the biggest day of the year for violence against women." While it has been proven to be untrue, that myth, like many others, endures.

We did some quick search on the web and found a wide disparity in the number of containers supposedly lost each year. The Through Transport Club, which is said to insure 15 of the top 20 container lines for container losses, put the number at fewer than 2,000 a year. They do say, however, that it may take 57 days for a 20-ft container to sink, and 183 days for a 40-ft container to sink — although the variables are tremendous.

On the other hand, an article in the esteemed National Geographic put the number at 10,000 a year, as did something called Singularity Hub. The latter reported that the Monterey Bay Aquarium Research Institute (MBARI) has been investigating containers that fell from the Med Taipei offshore of Monterey in February of '04. Because one of the shipping containers was found inside the Monterey Bay Marine Sanctuary, the shipping company was fined \$3.25 million — to fund MBARI's current research on containers. The irony is that MBARI, according to Singularity Hub, discovered that the single container found inside the Sanctuary is now covered with ocean organisms. "It looks like a miniature reef." So maybe the environment could benefit from lots of outdated containers being dropped into the ocean for use as artificial reefs. It's something we've always believed.

The best-known recent loss of containers occurred on October 5, when the 774-ft *Rena*, carrying 1,400 containers,



Sharks are hampering container recovery from the grounded 'Rena'.

ran aground at Astrolabe Reef off New Zealand's Bay of Plenty. At present the ship is listing badly and appears to be broken in half, yet only 38 containers have fallen into the ocean. But given the ship's precarious position, many

more may follow. At this point the leaking of the ship's oil has been a bigger environmental problem.

A more humorous loss of containers occurred back in '06, when some containers full of Doritos fell off a ship and broke open off the Eastern Seaboard. It wasn't long before thousands of bags of still crunchy "seasoned tortillas" Doritos washed up on North Carolina's Outer Banks, attracting countless treasure hunters.

↑↓AND NOW, FROM THE SARAH SILVERMAN SCHOOL OF COMEDY . . .

Latitude's coverage of the re-opening of the investigation of the drowning of Natalie Wood at Catalina reminds me of an oft repeated sick joke of the time: What kind of wood doesn't float? Natalie Wood.

I was living in L.A. at the time, and recall just feeling a hollow emptiness upon hearing of her death, and how sad the whole affair was.

Larry Radcliffe
Ladies Choice, Catalina 27
Pt. Richmond

THE BOAT YARD AT GRAND MARINA

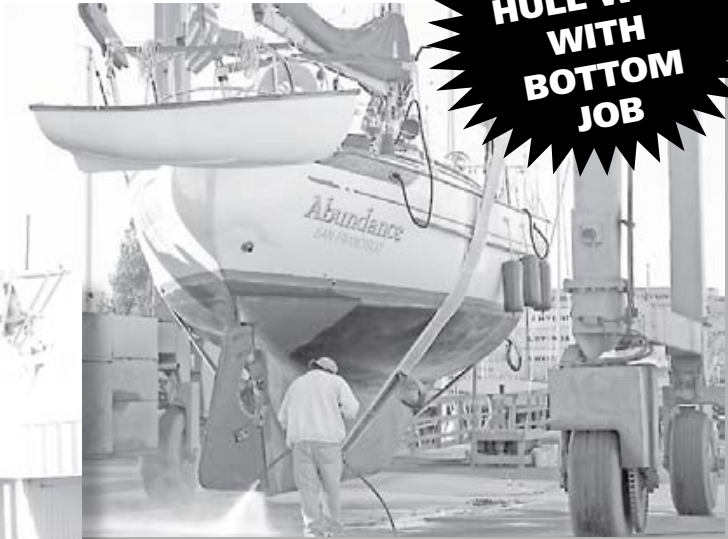
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LETTERS

Larry — You're right, that joke's pretty nasty. It's right up there with the one where Natalie asks Robert if she can have a drink, and he responds, "Yeah, just don't go overboard." By the way, the investigation that was re-opened with great fanfare seems to have quickly gone quiet.

↑↓ A SALOON BY ANY OTHER NAME . . .

Latitude's 'Lectronic ditty on Natalie Wood prompted this memory of mine: Years ago in the saloon of the 100-year-old Elbe river pilot schooner *Wander Bird*, several of us were gathered when a non-sailor among us called the room we were in the 'salon.' Author/actor/sailor Sterling Hayden turned to the guy and boomed, "It's a saloon, mister. The main public room aboard a vessel, whether booze is served there or not, is called a saloon. A salon is where women get their hair done."

The better vintage nautical lexicons agree.

Brooks Townes
Port Townsend, WA

Brooks — Consider for a minute what Wikipedia says about the etymology of the words 'saloon' and 'salon'.

"A saloon is a kind of bar particular to the American Old West. Saloons served customers such as fur trappers, cowboys, soldiers, gold prospectors, miners, and gamblers. The popularity of saloons in the 19th Century American West is attested to by the fact that even a town of 3,000 residents, such as 1883's Livingston, Montana, boasted 33 saloons. Among the more famous saloons were First Chance Saloon in Miles City, Montana; the Holy Moses in Creede, Colorado; the Long Branch in Dodge City, Kansas; the Bucket of Blood Saloon in Virginia City, Nevada; and Judge Roy Bean's Saloon in Langtry, Texas. Many of these establishments remained open 24 hours a day, seven days a week."

A salon, on the other hand, comes from the French word for living room, which was "a place where intellectuals, artists and politicians gather to converse."

As a result, Latitude uses 'salon' or 'saloon' depending on the kind of boat in question. If a boat is home to gamblers, miners and cowboys — or sailors who behave like members of those professions — we'll say their boat has a saloon. But if the boat is owned by someone more intellectual, we identify her main quarters as a salon. Except, of course, on the nights when they get rip-roaring drunk and behave like miners, cowboys and gamblers.

More seriously, we use 'salon' simply because it requires one less keystroke from our tired fingers.

↑↓ TOO CLOSE FOR COMFORT

Your comment, in an editorial response to a letter, that you heard a conversation during the Ha-Ha in which one skipper advised another that he'd come within a half-mile of him, and was too close for comfort, was somewhat taken out of context. There were several such conversations, and I was part of one of them.

In our particular case, the boat in question had been four or five miles behind us, and steadily gaining on a collision course bearing. It was night and quite dark. When they came within a quarter of a mile, we began to have a conversation on the radio. When the skipper of the approaching boat said, "I think we'll be okay, we have you on radar and AIS," I thought to myself, "You think? I want you to know."

The other skipper asked if his being within a quarter of a mile was too close. Given that based on their relative bearing, they were going to overtake us and/or run us down, and that it was dark, I responded in the affirmative. I asked if they

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LETTERS

were going to change course. I didn't get a reply. Then another crewmember got on the mic, and I asked them if they were motoring, and without a steaming light. They didn't answer my question, but said they were changing course. Issue resolved.

In the past several Ha-Ha's there have been many close encounters at night. There is no reason to get within half a mile of another boat, or to cut across the bow of another boat when within 100 feet. It's a big body of water out there, and there is ample room for all of us.

R.F.
Bay Area

R.F. — A curious thing happened the night before we went to press, something that made us decide to use your initials rather than your full name. The 'thing' is that by wildly improbable chance the skipper of the boat you were on hailed us from a restaurant in La Cruz as we were walking up the street, nearly out of earshot. After about half an hour of lively conversation, the incident of the boat supposedly 'coming too close' came up. We hate to say it, but the very experienced skipper and his wife vehemently denied that the other boat had come anywhere near too close. Further, the skipper and his wife cited a variety of reasons — including what they felt was your periodic inability to stand a proper watch, and the whole unfortunate incident involving the forward head — that they felt that they couldn't in good conscience sign the Coast Guard form you gave them asking to verify your sea time. We're sorry to say that the bottom line is that your captain and other members of the crew completely disagree with your evaluation of the situation.

↑↓ LIKE IT OR NOT, WE ALL HAVE A 'COMFORT ZONE'

What is it with you people with this 'comfort zone' crap? When I'm at anchor and some boat is headed right at me, do you think that I should wait until the boat gets within 10 feet to find out if the skipper is a Super Sailing Stud or the Village Idiot before I start to worry? I think that behavior is rude, if not worse.

Back in '97 I was at anchor in Oak Harbor, Washington, for Whidbey Island Race Week. I was peacefully enjoying dinner when I heard the panicked scream: "Turn right! Turn right!" As I looked out a port, I saw that one of these hot dogs was less than two feet from my boat. If people want to pass nanometers from each other, they should do it on the race course, not in the anchorage.

I have lived on my *Tangram* since April of '97, and was hit while at anchor in both '97 and '98. Both times I heard the same old 'comfort zone' bull.

Duane Funke
Tangram, Colvin Gazelle 42
Newport, OR / At anchor, Sausalito

Duane — What do you mean by the "same old 'comfort zone' bull"? You seem to think that a 'comfort zone' is some kind of mythical mumbo-jumbo concept, when it's merely the minimum distance other skippers should keep their boats from your boat for you to feel comfortable. In your case it might be 50 feet, 100 feet, 150 feet — or for all we know, a mile or two.

*Every sailor seems to have a different comfort zone. It's been our experience that the more skilled a sailor is, the more comfortable he/she is with other boats getting close. Assuming, of course, that the operator of the other boat knows what he/she is doing. For example, because *Profligate* is a cat, we're almost always assigned end-ties in marinas. So when the local yacht clubs have beer can races, the boats often come close to us. In*



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LETTERS

normal conditions, we're comfortable with well-sailed smaller boats coming to within 10 or 15 feet before tacking away, and larger boats and less well-sailed boats a somewhat greater distance. Personally, we think it's fun to watch boats being



LATITUDE / RICHARD

Helmswoman Annemieke Burr of Holland gives 'Profligate' a close shave.

handled well, and because we know how easy it is to control boats, we're not worried about it. It's the non-racing boats that concern us more.

We expect that your 'comfort zone', as well as that of most other sailors, is substantially greater than ours. And we're not for a second suggesting that there is anything wrong with it. But for the record, when you're at anchor, how far would you prefer that boats under sail stay away from your boat? Whatever it is, we'd have no problem complying with your wishes.

↑↓ ALL THINGS CANADIAN

I can't believe that the publisher of *Latitude* thinks that basketball was a Canadian invention. Having been born and grown up in Ludlow, Massachusetts, I know that it was invented in nearby Springfield, Mass, the 'Home of Basketball'.



M. JORDAN

James Naismith's wife Maude prepares to demonstrate the world's first turnaround jump shot.

Doña de Mallorca Profligate, Surfin' 63 Catamaran Punta Mita, Mexico

Doña — While basketball was invented at Springfield College, the inventor was Canadian physical education instructor James Naismith of Almonte, Ontario, who had graduated from McGill University in Montreal. Since 'Compromise' is our middle name, let's just agree that basketball was invented by a Canadian in America.

↑↓ ANOTHER LEGEND BITES THE DUST?

Canadian Alexander Graham Bell did *not* invent the telephone. Bell and his future father-in-law, a powerful lawyer in Boston and Washington, D.C., bribed an examiner in the U.S. Patent Office so they could see the patent application for the telephone that had just been filed by Elisha Gray. This is thoroughly documented in *The Telephone Gambit*, a very convincing book written by Seth Shulman in '08 while at MIT. Bell did a lot of interesting things, but the lawyers put him in a position where he unfortunately did not stand up and be truthful.

Eric Arens
I Can't Remember, International 14
Berkeley

Readers — Respected science journalist Seth Shulman spent

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LETTERS

a year at MIT doing painstaking research of patent applications and politics regarding the invention of the telephone. Reviewers say he's written a riveting book with convincing circumstantial evidence that Bell didn't invent the key ideas for the telephone. We haven't been rocked like this since Al Gore's confession about the internet.

↑↓INSPIRED BY AN ELECTRICAL PANEL

I don't know if singer Jimmy Buffett is related to Canadian



Lightfoot's wooden beauty 'Golden Goose' was far from gloomy.

Joshua Slocum of *Spray* fame, but I can name one famous but highly-overlooked Canadian sailor/singer — Gordon Lightfoot. Although he's widely known for his ballad 'The Wreck of the Edmund Fitzgerald', his sea-related repertoire also includes 'Ballad of Yarmouth Castle' and the much more cheerful 'Christian Island', which in my opinion perfectly captures the essence of cruising.

What most do not know is that Lightfoot has also commissioned and owned several wooden sailboats. In fact, *Endless Wire*, the title of one of his albums, came to him after he looked at the electrical panel of a boat he had under construction.

Bill Willcox
Faith, Scandia 34

Hong Kong (just me, not the boat)

Bill — Love that title! We've always thought of Lightfoot as a very talented artist, but unfortunately one who is usually as gloomy as a grey winter day in Canada. Buffett, on the other hand, is normally as cheery as the blue water and bright sunshine of the Caribbean. It's a personal preference, but when it comes to entertainment, we prefer to be uplifted rather than bummed out. But enough of this all-things-Canadian thread.

↑↓IT REALLY WAS BLOWIN' IN THE WIND

The December 7 *Lectronic* satellite photo of the dust storm that swept across central Baja around Thanksgiving was amazing! As I told my wife, I hadn't seen a dust storm like that since I was in Iraq.

And yes, there were a number of us cruisers in the middle of it. We were Bashing north on our boat *Alias*, and had arrived in Turtle Bay late in the day. There was almost no wind when we got there, but it picked up during the night. Someone with a working anemometer reported that it blew up to 37 knots inside Turtle Bay on November 26. We didn't take any photos, but the air looked as though there was dirt-colored fog. We were there with the Berkeley-based *Liquid* and about a dozen southbound boats. The funny thing is that, while it was blowing hard in Turtle Bay, boats that took off and headed south reported that it was only blowing about six knots outside.

We left Turtle Bay the evening of the 26th when the wind was still blowing 10-15 knots in Turtle Bay. But it was light outside for us, too. In fact, we motored the 300 miles to Ensenada in almost zero wind.

P.S. It had been so windy in Turtle Bay that we paid a *panga*

FOR THE RECORD

- KWOW 2011**
 IRC 2... 1st
 RC 44... 1, 2, 3
 Melges 32... 1st
 J/105... 1st*
 Corsair 28R... 1st
 PHRF 1... 1st
- Florida Race 2011**
 Barn Door... 1st
 Sleds... 1st
 Aloha Division... 1st
 Division 1... 1, 2
 Division 2... 1st*
 Division 4... 1st*
 Division 6... 1st*
- Florida Race 2011**
 Line Honors... 1st
 IRC 1... 1, 2
- Chicago Mid-Ohio Race**
 Mackinac Cup Overall... 1st
 Beneteau 40.7... 1, 2
 CR 1... 1st
 CR 2... 1st
 DBL Handed... 1, 2
 J/109... 1, 2, 3
 Sec 1... 1st
 Sec 2... 1st
 Sec 3... 1, 2, 3
 Sec 4... 1, 2
 Sec 6... 1, 2, 3
 Turbo... 1, 3
 Multi... 1, 2, 3
- Canada's Cup... 1st**
CFR Ontario Regatta
 Offshore... 1, 3
 MAC Cruising... 1st
 T-10... 1, 2
 Farr 40... 1st
 J/105... 1, 2
 Beneteau 36.7... 1, 2
 Beneteau 40.7... 1, 2
 J/111... 1st
- Spray Top Under Ontario NODOD**
 San Juan 24... 1, 2, 3
 J/109... 1, 2, 3
 J/105... 1, 3
 J/80... 1, 2
 Performance 30... 1, 3
 J/24... 1, 2
- Ontario YC 74 Island Series**
 Class 1... 1, 2, 3
 Multihull... 1, 2
 Class 0... 1, 2, 3
- PRC Fall Regatta**
 Over 124... 2, 3
 Under 125... 1, 3
 M24x... 1st
 Cal 20... 1, 2, 3
 Cal 20... 1, 2, 3
- CFR Fall Regatta**
 PHRF A... 1, 2
 M24x... 1st
 Cal 20... 1, 2, 3
 PHRF B... 1, 2, 3
- Spray Top Under Ontario NODOD**
 Overall... 1st
 Beneteau 36.7... 1st
 Beneteau 40.7... 1, 2
 GL 36... 1, 3
 GL 70... 1, 2
 Level 35... 1, 3
 J/111... 1st
 PHRF 1... 1, 3
 PHRF 2... 1st
 PHRF 3... 1st
 Long Distance Class... 1, 3
- Ontario 2011**
 Overall & IRC Class 1... 1st
- North West Regatta**
 IRC A... 1st
- Melges 32 Nationals... 1, 2, 3**
Melges 32 Worlds... 1, 2, 3
Swan Challenge
 Swan 42... 1st
- Fast Off Soundings**
 Class C... 1st
- IRC USA Championship**
 IRC Super 0... 1st
- 2011 Rolex Big Boat Series**
 IRC A... 1, 2
 IRC B... 1st
 IRC D... 1st
 J/120... 1st
 IRC B... 1st
- Wendell Hudson**
 PHRF B... 1, 2, 3
 PHRF C... 1, 2, 3
 PHRF D... 1, 2, 3
 PHRF E... 1, 3
 PHRF F... 1, 2
 NFS... 1, 2
 Class 0... 1, 3
 Class 2... 1st
 Class 3... 1, 2
 Class 4... 1, 2
 Class 5... 1st
 Class 6... 1, 2
 SJ24... 1, 2, 3

- CFR Puget Sound Champs**
 Class 0... 1st
 Class 2... 1st
 Class 3... 1, 2
 Class 4... 1st
 South 2... 1, 2
 SJ24... 1, 2, 3
 J/24... 1, 2, 3
- Puget Sound Spring Regatta**
 North 0... 1, 2, 3
 North 2... 1, 2, 3
 J/105... 1, 2, 3
 South 6... 1, 3
- Scooba 1st Annual Regatta**
 Class 1... 1, 3
 Class 2... 1, 2
 Class 3... 1, 2, 3
- Beneteau World Race... 1st**
Ryder Festival Race
 IRC + Overall... 1st
- Arc 2011 Regatta**
 Cascadia Regatta... 1st
 Plymouth Regatta... 1st
- Amelia Home Week**
 Overall... 1st
 IRC A... 1st
 IRC 2... 1, 2, 3
- North West Halifax Race**
 ORR 1... 1st
 IRC 1... 2, 3
- Boston SE 7 NAs**
 Overall... 1, 2
 Corinthian... 1st
 Shoal Draft... 1st
- Yachts Club J/22... 1, 2, 3**
Great Lakes 70 Champs... 1st
Expans 27 Nationals... 1st
Yacht Club... 1st
800s Trophy Race... 1st
PRC-SWCO Opening Day
 PHRF 1... 1, 2, 3
 PHRF 2... 1st
 H... 1, 2, 3
 Cruising... 1st
- SWCO Spring Regatta**
 PHRF... 1, 2, 3
 M24x Fleet... 1st
 Cruising Fleet... 1st
 Cal 20 Fleet... 1, 2, 3
 PHRF 2 Fleet... 1, 2
 A Fleet... 1, 2, 3
 B Fleet... 1, 2, 3
 C2 Fleet... 1, 3
 J-24 Fleet... 1, 2, 3
 Cal 20 Fleet... 1, 2, 3
 Cruise F Fleet... 1st
- SWCO Summer Regatta**
 A Fleet... 1, 2, 3
 B Fleet... 1, 2
 M24x Fleet... 1st
 C2 Fleet... 1, 2
 J-24... 1, 2, 3
 Cal 20... 1, 2, 3
 A Fleet... 1, 2, 3
 PHRF C Fleet... 1, 2
 J-24... 1, 2, 3
 Cal 20... 1, 2, 3
 Merit 25... 1, 3
- Wendell Hudson**
 Beneteau 36.7... 1, 2
 Beneteau 40.7... 1, 3
 Farr 40... 1, 2, 3
 GL 70... 1, 3
 ORR 2... 1, 2
 J/111... 1, 2
 J/109... 1st
 ORR 3... 1, 2, 3
 Level 132... 1, 2, 3
 ORR 3... 1, 2, 3
- Ontario Home Week**
 PHRF A- Melges 32... 1st
- Labrador Regatta**
 Farr 40... 1st
- Black Sea Spirit Fest**
 J-109... 1, 3
 C-1... 1st
- SWCO Annual Regatta**
 IRC 3... 1, 2
 IRC 5... 1, 2
 IRC 6... 1st
- Black Land Race Week**
 Non-Spinnaker... 1st
 IRC 3... 1st
 Swan 42... 1, 2, 3
 PHRF 1... 1, 2
 PHRF 2... 1st
- Yachts PHRF Champs**
 PHRF Spinnaker <64... 1, 2
 PHRF NS... 1, 2
- U-Sword Regatta**
 IRC 4... 1st
 IRC 2... 2, 3
 Cruising Fleet... 1st
- Arc 2011**
 IRC 1... 1, 2, 3
 IRC 3... 1st
 Beneteau 36.7... 1, 2
- Expans 27 Sailing Assoc.**
Offshore Championship
 Overall... 1, 2
 Div 1... 1, 3
 Div 3... 1, 2, 3

- Illinois Iaukema Cup**
 PHRF 1... 1st
 PHRF JAM1... 1, 2, 3
 PHRF JAM4... 2, 3
 T/10... 1st
 J/105... 1st
 B36.7... 1, 2, 3
- Little Traverse YC Delta Regatta**
 IRC A... 1, 3
 PHRF B... 1st
 Cal 20... 1, 2, 3
 J/111... 1, 2
- Charter Race Week**
 D1... 1, 3
 D2... 1st
 Bluenose... 1, 2, 3
 J/29... 1, 2, 3
 B2... 1st
- Puget Sound Water Trophy**
 Premier... 1st
- Wendell Home Race**
 Div 1A... 1, 2, 3
 Div 1B... 1, 2
- Dragon Sloopers Is.**
 Class 2... 1st
- Sun Festival Cup**
 Class 1... 1, 2
 Class 3... 1st
- North West Cancer Soc. Race**
 Class 1... 1st
 Class 2... 1st
 Class 5... 1st
- Greenwich Bay Smith Trophy**
 Class 1... 1st
 NS-1... 1st
- Lake Ontario 300**
 IRC 2... 1st
 Main Duck Full Crew... 1st
 Sperry Trophy Overall... 1st
- Sausalito Family Race**
 IRC 1... 1, 2, 3
 PHRF 2... 1st
- Shackletons 1, 2, 3**
Shackletonian Champs
 Overall... 1st
- Sausalito Regatta**
 Class 1... 1, 2
 Class 2... 1, 2, 3
 Class 4... 1, 2
 Class 5... 1, 2, 3
- U.S. Confederation Champs**
 IRC 0... 1, 2, 3
 IRC 1... 1, 2, 3
 IRC 3... 1, 2
 8 Meter... 1, 2
 Beneteau 36.7... 1, 2
 C&C 99... 1st

- BCYC Dyon**
 IRC 1... 1, 2, 3
 IRC 3... 1, 3
 8 Meter... 1st
 Etchells... 1st
 J/24... 1, 2, 3
- RCYC Dyon**
 8 Meter... 1, 2
 C&C 99... 1st
 IRC 1... 1, 2, 3
 IRC 2... 1st
 8 Meter... 1, 2
 C&C 99... 1st
 J/105... 1, 2
- Q17 Open**
 IRC 1... 1, 3
 8 Meter... 1st
- Beneteau Trophy Race**
 IRC 1... 1, 2
- U.S. Open Course Race**
 SH-FS1... 1st
 DH-FS3... 1st
- Amelia Home Week**
 J/30... 1, 3
 PHRF A2... 1, 3
 J/35... 1, 2
 PHRF A0... 1, 2, 3
 PHRF A1... 1, 2, 3
- IRC A... 1, 2, 3**
IRC B... 1, 3
IRC C... 1, 2, 3
IRC D... 1, 3
IRC E... 1, 2, 3
IRC F... 1, 2, 3
IRC G... 1, 2, 3
IRC H... 1, 2, 3
IRC I... 1, 2, 3
IRC J... 1, 2, 3
IRC K... 1, 2, 3
IRC L... 1, 2, 3
IRC M... 1, 2, 3
IRC N... 1, 2, 3
IRC O... 1, 2, 3
IRC P... 1, 2, 3
IRC Q... 1, 2, 3
IRC R... 1, 2, 3
IRC S... 1, 2, 3
IRC T... 1, 2, 3
IRC U... 1, 2, 3
IRC V... 1, 2, 3
IRC W... 1, 2, 3
IRC X... 1, 2, 3
IRC Y... 1, 2, 3
IRC Z... 1, 2, 3

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ABOVE: William Douglass and crew power *Goombay Smash* to victory in the Melges 32 World Championships in Palma de Mallorca, Spain. *Goombay Smash* carried North 3DI upwind sails and V-Series downwind sails. North-equipped M32s also finished 2, 4, 5, 6, 7, 8, 9, 10 at the event.

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LETTERS

driver to take us ashore rather than launch our own dinghy. (No, we don't tow it anymore, but that's another story.) I had run out of cash, but Enrique came to the restaurant with his credit card machine and let us charge more than our fuel bill to get 'cash back'.

John Fluno
Alias, Hylas 47
Santa Rosa

Readers — As San Francisco Bay sailors know, wind that gets squeezed — such as when it comes through the Gate — can greatly accelerate in speed, then die off only a short distance away. A similar phenomenon occurs below the canyons in Southern California when Santa Ana winds are blowing. You might be in 10 knots when sailing along the hilly coast, then be hit by 30 knots when sailing in front of a canyon. In the strongest Santa Ana conditions, the gusts blow all the way out to the Channel Islands and even beyond.

↑↓ THE HARD WAY TO GET A MOCHA IN MEXICO

Ours was one of the several boats that left Turtle Bay just in time to sail directly through the sandstorm you reported in the December 7 'Lectronic. I can assure you it was at least as dramatic on the water as it was in your satellite photo.

I don't recall these conditions being forecast before we left Turtle Bay, but perhaps my memory slips, as it's been a



NASA

Double dust storms on November 27 turned the air brown in parts of Baja and the Sea of Cortez.

blustery, cold endurance test most of the way down the Baja coast for us. On the water it looked like photos I've seen of sandstorms in Baghdad. The horizon was indistinguishable brown haze, much as you see in Southern California Santa Ana conditions — times 10! Sand was clearly visible streaming offshore, so we knew there was wind ahead. But what we experienced were alternate bands of nearly dead calm and then suddenly 20+ knots of wind as we passed by the various canyon slots — even when well out to sea on a straight line for Mag Bay. The folks on *Lorelei* tried ducking into Asuncion, but it was even worse there. They spent one night standing anchor watches in 30+ knots and left at first light.

We're now in San Jose del Cabo. We did a saltwater wash-down of the boat in Mag Bay, but here's where the boat is getting her first freshwater washdown since the sandstorm. The water coming off the boat is mocha-colored.

Steve
Desolina, Wauquiez Pretorien 35
Long Beach

↑↓ A LADDER SOLUTION

"Emergency exit ladders like this FloatStep unit can literally be a lifesaver, but not many marinas have them," as you noted in the November 28 'Lectronic *Latitude*, is a problem easily solved. Any marina with a liveaboard slip could make

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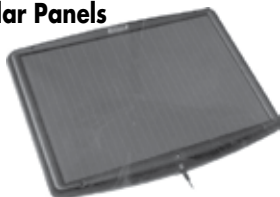
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LETTERS

a \$400 FloatStep — at DIY pricing — a required condition for tenants to live aboard. Since this would not add expense to marina owners or managers, it might be a risk-free crusade to work at.

John Foster
 Blueberry, Nonsuch 22
 San Francisco Bay

John — It sounds like a step — pardon the pun — in the right direction, but only a partial solution. After all, not all marinas have liveaboards, and in many marinas the liveboards are grouped in certain areas. Plus, as you'll read in the next letter, sometimes a ladder isn't an adequate solution.

↑↓ IS A DOG BETTER THAN A LADDER?

Before taking off cruising, I used to live on my Gulfstar 41 *Someday* in Brookings, Oregon. We were closed up and below reading one night a few years ago when my dog Mandy suddenly became quite agitated, then barked at me while looking at our gangway hatch. When I removed the boards to let her out, I heard a thin voice calling for help. We rushed from the boat to find an elderly man in the water and hanging onto the dock across from my boat. I pulled him from the 50° water without his being able to help himself at all.

At first, the man was unable to stand, and his speech was so shaky and breathy that I couldn't understand him. I helped him into my warm boat, got him out of his clothes and into the shower, and provided some dry clothes. He came around fairly quickly. Initially, I'd insisted that I call for medical help, but he was able to talk me out of it. In retrospect, I probably shouldn't have taken the chance.

The man told me that he'd come down to check up on his boat, and had fallen into the water. He started to swim, but only made it a short distance — about 50 feet — to a finger,



ATLANTIC ALUMINUM MARINE

then handed himself the length of the finger to a ladder. Once there, he was unable to pull himself out of the water. He estimated he'd been in the water about 10 minutes when Mandy and I got to him, and said he didn't think he could have lasted much longer.

My point is — as several of us discussed at a subsequent Chetco Cove YC session — unless the port was willing to put a ladder at the end of each and every finger, or at the very least, every alternate one, ladders would be of little effectiveness. No matter if it's summer or winter, the waters in the Pacific Northwest are debilitatingly cold. By the time most people reached a ladder, they'd be too cold to use it to pull themselves out. Swimming several hundred yards is not a problem for the average swimmer in warmer climes, but in 50- to 60-degree water, it takes a very good swimmer to make it more than 50 feet if he/she has clothes and shoes on.

I support the idea of safety ladders in marinas, but they do have limitations. I leave the swim ladder on my boat down most of the time, just in case. An even more effective emergency out, in my opinion, is leaving my inflatable in the water. If I'm able to get to it, it's easy to enter from the water.

Bill Nokes
Someday, Gulfstar 41
 Panama / Chetco, Oregon



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LETTERS

Bill — We agree with you, there is no guarantee that people who have fallen into the water would be able to pull themselves out. So maybe there needs to be a bell or whistle for summoning help that can be attached to every such ladder.

An inflatable that's easier to get into than climbing up a ladder? It must be a brand with small tubes.

↑↓MAKE IT BLINKING NEON

In reference to Captain Chris Larsen's letter in the December issue stating that more dock ladders in marinas could prevent more tragedies, I'd like to suggest one way many of us boatowners might contribute to safety in our marinas. My boat's fold-up swim ladder attached to the stern rail is always secured to the rail with a highwayman's hitch — aka a slip knot — tied in half-inch red line. Its bitter end sports a figure-eight knot, and dangles within a few inches of the water's surface. I don't think my swim ladder has ever been deployed in an emergency, but I feel good knowing it's at least available should a situation arise.

With the extra attention being paid to this topic, I'm thinking I should look into adding a sizable black-on-yellow 'Ladder' sign, perhaps even lit by a solar-powered night light.

Paul Brogger
Mid-Life Cruises, San Juan 28
Olympia, WA

Paul — We think your ideas are good ones. The question is going to be how aware people will be of your ladder and/or other ladders, and whether they will physically be able to reach one and pull themselves out.

↑↓"WE DON'T WANT TO COME IN WITH GUNS BLAZING"

I volunteer with a local nonprofit overseeing a Bay Area watershed. One of the issues in the watershed is docks in disrepair, meaning docks that have broken up over the years and are now littering the creeks and Bay, and which will eventually litter the ocean. There are also some pretty sad-looking boats in the area.

Our group really wants to clean up the area, but we don't want to come in with guns blazing and give the owners of these docks and boats any ultimatums. We want to work with them to help repair docks if possible, and get boats hauled if the owners cannot repair them so they can be used. Alas, we have a limited budget.

Although I haven't sailed in years, I love *Latitude*. I love reading the stories people share with your magazine, and remember your article on the boats being cleaned out of Clipper Cove at Treasure Island. I thought you might be able to give me the names of some organizations, or some ideas on how we can work with the dock owners and residents to clean our creeks before things get worse.

You don't need to publish this letter, as I'm mostly looking for information.

Anonymous
San Francisco Bay

Anonymous — Not giving people ultimatums on their property, be it their docks or their boats, is a smart move. A lot of the docks that were built decades ago are indeed now falling apart. We've seen it up and down the Napa and Petaluma Rivers, in the Delta, at Bel Marin Keys, over in the East Bay, down along the Peninsula, in San Francisco — just about everywhere. A lot of the failing docks are behind homes, but there are commercial marinas with broken docks, too. If there were a better economy and more demand for slips, the marinas could better afford to



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LETTERS

replace them, but we don't see that happening soon.

To be honest, we don't know what the solution is. Repairing or replacing the docks would be a major expense that few homeowners can afford in this economy. Perhaps an even bigger problem is that the owner would have to get permits from the Bay Conservation and Development Commission (BCDC) which,



WEBB LOGG

Dilapidated docks are not only totally biodegradable, but can also be very photogenic.

as we understand it, would open them up to all kinds of public comment from people who think any minor dock renovation should be mitigated by the owner's having to pay for the removal of what's left of the Berkeley Pier. So we suspect 9 out of 10 dock owners would rather have a spinal tap than lay themselves bare to the BCDC and every sanctimonious activist in the region. If you want to make big strides in solving the problem, get the time, cost, and effort of permitting streamlined.

But to be honest, we haven't noticed that dock planks are that much — if any — of a litter problem. They're organic, and like the tons of unprocessed wood that flows down the rivers and into the Bay and ocean each winter, degrade relatively quickly.

What's not going to degrade quickly are the countless number of mostly smaller fiberglass boats that were built 30 to 50 years ago. Many are all but abandoned, with the owners only continuing to pay the slip fees because in the short term it's less expensive than paying to have the boat cut up and thrown into a dumpster. There have been state programs to pay to have some fiberglass boats scrapped, but it's a drop in the ocean compared to what would be needed to achieve your goal. Then, too, what you and members of your organization might see as a "sad-looking" boat may be a beauty in the eye of her owner, one that embodies a lifetime of wonderful memories of sailing with spouses, children and friends. There is no way that you'd want to take that from them, is there?

↑↓ **MY TENTH — AND FINAL! — BAJA BASH**

Thanks for the December 5 *Lectronic* item on the Baja Bash. Please note that I was helping my friend Van Anderson, who is the owner of *Sunday Morning*, bring his boat home from Guaymas via Cabo in June of last year. At the time we were hoping that the last of the prevailing northwesterly winds and seas would have passed, but no such luck. We had strong northwest winds and adverse current all the way. In fact, it even freshened to 20-25 knots at night.

The worst washing-machine experience we had was just off Ensenada, when it took us all day to get from Punta Banda to just beyond Todos Santos. We were making less than three knots of VMG. The Mexican Navy came by to check us out, but given the rough conditions, thought better of trying to board us. It wasn't until after 13 days at



VAN ANDERSON

"Never again!" says Cahill of the Baja Bash.



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LETTERS

sea that we reached our final destination of the Customs dock in San Diego. It was my 10th and truly final Baja Bash.

But I'll sail south again in a heartbeat!

John L. Cahill, M.D., crew
Sunday Morning, Tayana 42
San Diego

↑↓DISAPPOINTMENT ON BOTH SIDES

I was disappointed by the mean-spirited rebuttal to my letter in the December *Latitude*. We carry PFDs, EPIRBs, and fire extinguishers on our boats, but seldom ever use them. Why ridicule an honest suggestion of throwing a can of pepper spray into a lady's purse for personal protection when leaving a marina in Mexico? What can it hurt? Mexico is what it is.

You do your readers a disservice with your overly optimistic assessment of the country's security.

John Ragazzino
Cazador, Hunter 43
San Diego

John — We're sorry if you thought our response was a little over the top, but we thought your suggestion that sailors carry pepper spray every time they leave a marina in Mexico was both over-the-top mean-spirited and ignorant. The truth of the matter is that there are areas outside a number of California marinas that are much, much more dangerous than the worst area outside any marina in Mexico.

It's almost impossible for cruisers in Mexico to convey how ill-informed so many Americans are about personal security in 'cruiser Mexico'. If a Mexican told you he wouldn't dare go to Belvedere or Pacific Heights or Atherton because of crime in Northern California you'd think he was nuts, wouldn't you? Well, that's exactly what every cruiser down here feels when people like you say they shouldn't leave places like Marina Vallarta, Marina Paradise, the Marina Riviera Nayarit, Grand Marina Barra, Puerto Los Cabos, Marina de La Paz, Costa Baja Marina, Marina El Cid, Marina Mazatlan, Las Hadas Marina, San Blas Marina, or any of the other marinas in Mexico, at night or without pepper spray.

The truth is that one of the very best things about cruising in Mexico is that cruisers feel so safe walking around at night to go to restaurants, to listen to live music, or to just take in the air. You don't get any stink eye from wannabe punks and thugs, but rather warm smiles and endless good vibes. No traffic either. If you don't believe us, just ask someone who has actually been cruising down here. Yes, there is terrible violence inland among narco gangs, but as we said last month, it hasn't been happening in 'cruiser Mexico'. So when we made the ridiculous comment that we're more afraid of getting eaten by a polar bear in Mexico than being a victim of narco violence, it wasn't that much of a joke.

By the way, if some narco has an AK-47, your can of pepper spray isn't going to help at all.

↑↓BOB WILL FOREVER BE 'BIG DADDY'

The November *Sightings* regarding the demise of *Leading Lady* was indeed sad to read. Bob Klein spent countless hours on that old girl. Just about every day I pulled up to the Richmond YC in the '80s, I'd wander down to visit with Bob as he worked on the endless to-do list. Even then, 40 feet of aluminum IOR warhorse was a handful to maintain.

You could certainly fill a book with the wonderful stories that countless sailors remember from their days on the water with Bob. For me, it was a trip out the Gate for one of the miserable ocean races Bob seemed to love so much. As we

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LETTERS

exited the Gate, every wave seemed to get bigger and more square. I was new to the area, and while I trimmed the main I guess I kept muttering "Jeeezus Christ!" as we sailed over what seemed like a small mountain range. Much to my relief, all the boats in front of us turned around and the race was called off. Naturally, Bob and *Leading Lady* were the last to quit. As I raced on big boats on the Bay for the next decade, the one thing I could count on if Bob saw me was a friendly "Yoo hoo!" followed by an inquiry if I'd seen any "J-C waves" that day.

Bob was a huge part of my sailing and personal life. As I enter my 50s, I realize just how young he was when we lost him. He was a great man with a bigger-than-life personality. He really was — always will be — the "Big Daddy"!

Rob Anderson
Moscow, ID

↑↓WARHORSE OR WORLD CRUISER?

Paul Kamen's *Sightings* comment on the Peterson Two-Tonner *Leading Lady* is all wet. He wrote, "But she was a design from the dark years of the International Offshore Rule (IOR). In this market I can understand why she's not worth having as a cruising boat."

I contend there is an alternative to the scrap heap. Back in '68, Sparkman & Stephens produced an all-aluminum 49-ft IOR thoroughbred by the name of *Bay Bea*. I'm going to go out on a limb here and say this boat would be the flagship for many successful all-aluminum competition boats of that era — including *Leading Lady*. It was the success of Pat Haggerty's *Bay Bea* that inspired the construction of sister ships *Scaramouche*, *Bandit* and *Aura*. As for the ability to cruise such boats in comfort, safety and speed, the Dutch-flagged *Aura* has just completed a world circumnavigation, and the crew gave 'high fives' to this amazing vessel.

As a recipient of the donated *Bay Bea*, we have been encouraged by *Aura's* impressive "Aurand the World" success to hasten the restoration of *Bay Bea*. We would welcome all those who would like to be involved in preserving part of America's yacht racing history. It really does take a village sometimes.

Todd Frye
Director, Bonneville School
of Sailing and Seamanship
(801) 404-0098
info@bonnevilleisailing.com

Todd — Historic Bay Bea was designed and built in the late '60s when yacht racing was switching over from the Cruising Club of America (CCA) racing rule, which had encouraged traits such as long overhangs and split rigs, to the IOR rule, which increasingly rewarded bumps, tumblehome and pinched sterns. In other words, hull shapes that were tortured for the purpose of making the IOR rule think they were slower than they really were.

As originally built in the early days of the IOR, Bay Bea was more than a very good boat. But as you must have learned, in an attempt to keep up with the changes in the IOR rule and newer boats better exploiting the rule right off the drawing board, owner Haggerty had to keep modifying Bay Bea, doing such things as adding rule-fooling bumps — made out of Bondoed-over ping-pong balls! — to sufficiently torture the hull. As the founder of Texas Instruments and later principal owner of the renowned Palmer-Johnson yard in Wisconsin that had built Bay Bea, he had the means to do it. Leading Lady, on the other hand, was designed a decade after Bay Bea by San Diego's Doug Peterson, who more than anyone had figured

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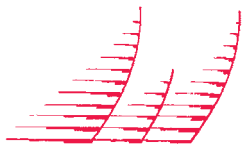


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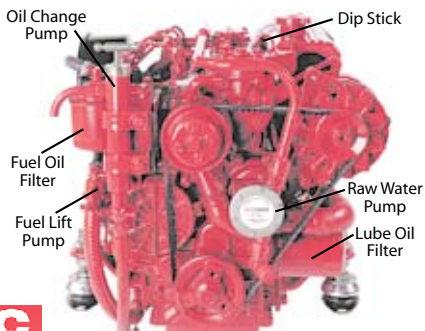
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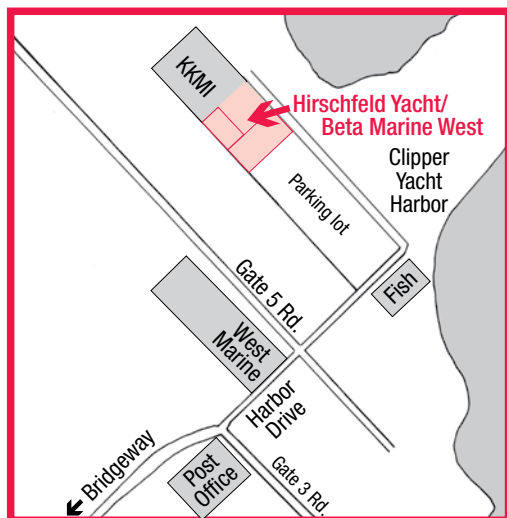
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out the IOR rule, and who knew how to shape hulls to the best effect. *Leading Lady* was one of the later IOR boats optimized for the rule, which is what Kamen meant about her being from the "dark years of the IOR."

As for Bay Bea's sistership *Aura* having just completed a circumnavigation, we're sure it was "comfortable" — as comfortable as a flush-deck boat could be. We know people who have done long cruises on boats that started life with flush decks — including the 79-ft S&S aluminum legend *Kialoa III*, and the *Serendipity 43s Wings* and *Scarlett O'Hara*. Trust



'Bay Bea' found a new home at the Bonneville School of Sailing and Seamanship in Provo, Utah.

us, flush deck boats aren't anywhere near as ergonomically pleasing as boats with houses and proper cockpits.

We wish you the best of luck with restoring a 49-ft aluminum racing boat from the '60s, but you might want to think twice about putting too much money into her. After all, rebuilding such an old aluminum boat — in Provo, Utah, of all places — might not be getting your organization the biggest bang for its sailing buck. Not that you asked for our opinion.

↑↓ A 26-YEAR-OLD VET'S TAKE ON THE HA-HA

If you've followed *Latitude* over the past couple of years, you've probably read about some of my sailing adventures. I'm an Iraq vet who spent a month in an induced coma before sailing to Hawaii on a *Bounty II* that lost her rudder. I then rallied and sailed in the last Singlehanded TransPac on the *Mt. Gay 30 Warrior's Wish*, which lost her keel on the way home. I'm a huge fan of *Latitude*, so when the publisher asked me to write a brief article on the Ha-Ha from a young person's perspective, I was honored. I'm writing this while standing watch on a Baja Bash delivery back to San Francisco. The air is still warm, there's a full moon out, and I'm still in a post-orgasmic state of brown skin, a recovering liver, and a wandering spirit and mind that only a cruise to a tropical destination can deliver. Anyway, here is how it went down for me:

My buddy Tony had bought the *Kaufman 47 Knot Tied Down* during the summer, so when he invited me on the Ha-Ha, I jumped at the chance. I've been doing a ton of racing over the past couple of years, but not much cruising, so I was especially interested in the change of pace. I arrived in San Diego about five days before the start of the Ha-Ha to help Tony finish up some last-minute chores and tidy up the boat before Ken and Phil, our other two crew, flew in from the Bay Area.

The adventure and our debauchery started with the Ha-Ha Kick-Off Party in the parking lot of the West Marine Superstore in San Diego on a grey, gloomy Sunday afternoon. It's amazing how much energy and enthusiasm there is when you cram 503 cruisers into a small space. Some were there to start a two-week vacation, some were there to start a season of cruising, and some had just retired and were there to begin

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the realization of a life's dream of untying the dock lines and sailing to distant ports.

Given a classy and hospitable send-off from San Diego by local and regional officials, the Ha-Ha fleet set off on Monday morning under grey skies. There is no better feeling than



RONNIE SIMPSON

Ronnie's Ha-Ha videos can be seen in the November 7 'Lectronic Latitude.

There is no better feeling than sailing out of port, turning south, and throwing up a spinnaker. Due to light winds, the Grand Poobah called for a 'rolling start', where boats could motor with no time penalty. But the four of us on *Knot Tied Down* hoped to sail the entire way to Cabo, so despite very light wind, we shut off our engine before the starting line and started under spinnaker. It wasn't until we passed to the west of the Coronado Islands that we really got the boat moving. As the breeze picked up and the skies eventually cleared, we made our way south, still carrying the chute — and even catching some members of the fleet who had motored during the first hours.

One of the big highlights of our trip was the fishing. Ken, our fishing guru, took charge by rigging up the hand lines and cedar plugs. He yelled "Fish on!!" for the first time on day three. Over the course of the next two hours, we hauled four yellowfin tuna aboard. This was enough for us to gorge on sushi and tuna steaks — and still bring more than 40 lbs of fish ashore for the gatherings in Turtle Bay.

On our third and final night of the first leg, we decided to douse the spinnaker in the building breeze. Carrying a 150% genoa, we were still moving along well. In fact, we became massively overpowered just before the finish line, and decided to reduce sail. Alas, after two turns on the furler, we couldn't get the sail in any more, nor could we unfurl it. That meant we had to drop it. With no other option, I cut the furler line and manually unreaved it from the furler. This allowed us to completely unfurl the sail and then douse it. Being a rigger by trade, I helped Tony lead the furling line back more efficiently, and we had no more problems for the rest of the trip.

Turtle Bay was epic! First there was the very fast-paced baseball game at the local stadium in which everybody got to bat a bunch of times. Then there was quite a bit of partying for us younger Ha-Ha folks at several bars, such as they are in the village. But the real gem was a surfing safari on our second day there. Fifteen of us younger Ha-Ha participants piled into two pickup trucks with 10 boards. Then two locals drove us up and over dirt roads, desert trails, and an airport runway to the local surf break. Conditions were absolutely ideal, and everyone had a great time, including surf instructor Cori Raffaelli from Sayulita who showed everyone how it should be done. The 6'10" surfboard I'd bought just for the trip turned out to be a wise investment.

Once we were surfed out, we made our way to the huge beach party at the northeast part of Turtle Bay. There was music, beer, potluck food, fresh fish, volleyball, girls in bikinis — and even the 38-ft catamaran *Younger Girl* — on the beach. Scores of us enjoyed a great bonding experience as we tried to get the cat headed into the fortunately small waves and deeper water. Even though we were unable to refloat her, it was great group fun — and she got off undamaged with a higher tide a short time later.



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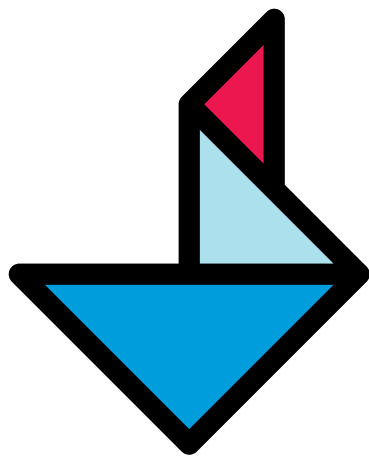

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After a number of *cervezas* that night, I faced an unforeseen challenge: finding *Knot Tied Down* in a harbor full of sailboats with matching anchor lights. I spent over three hours in a *panga*, often looking for my boat, but often having to ride the *panga* back and forth to the pier to pick up more passengers. It was very disorienting. In the end, I was 'that guy' who never did find his boat. I'm pretty sure that it had everything to do with the matching anchor lights and nothing to do with my having had a couple of tequilas with my beer. After sharing a cup of coffee with me, a local named Miguel was nice enough to lend me his sleeping bag. So I spent the night sleeping under the stars on the pier.

We started the second leg in light breeze again, with the chute up. The breeze remained light for much of the 240 miles to Bahia Santa Maria, although it built enough near the end to provide idyllic sailing conditions. Because I'm young, I jumped into the water just before the finish line, and while hanging onto a spinnaker sheet, took a pretty neat video with my Go Pro. You can see it by visiting the November 7 'Lectronic.

By the time the fleet reached Santa Maria, everyone had found friends and formed small cliques. We parted the nights away at anchor, ate heaps of fish, enjoyed another mass beach party, and had another couple of days of playing in the surf. It seemed to me that it was at Bahia Santa Maria that a true sense of community had developed, with all kinds of people embarking on new adventures and traveling to new places together.

The first day of the leg to Cabo was great, but then the wind went light. We floundered around before finally throwing in the towel and firing up the big diesel, eliminating our chances of being 'Soul Sailors'. But there was a feverish level of excitement aboard *Knot Tied Down*, as there were still two great parties to come at a world-class destination.

The beach party on Friday and awards ceremony on Saturday were spectacular, if a bit bittersweet for me. While most of the fleet was headed up into the Sea of Cortez or across to the mainland, Tony and I were headed north to get the boat back to Alameda. Saying goodbye to friends, whether new or old, is always difficult. But after the Ha-Ha, I was left with nothing but inspiration to cruise further, and with good memories from a great adventure.

The Grand Poobah told me he appreciated having younger people in the fleet, and said he hoped more young people would do it in the future. I couldn't agree more. In fact, he's holding the first two spots on next year's roster for Heidy Gross, a cute 30-year old female from Southern California who hopes to sail her Pearson Vanguard 32 *Que Suerte* (see page 80 to find out more about Heidy's philosophy on cruising), and me, a 26-year-old rigger from Alameda. I'll be going on my Albin Cumulus 28 *Chippewa* after having sailed my second Singlehanded TransPac aboard my Moore 24 101.

The Ha-Ha is a killer event, with lots of great people to meet, great parties, fantastic scenery and sailing, and enchanting stops in a beautiful country. If you're young and have a cruising boat, or just want to crew on someone else's boat, consider this your invite. Let's make the next Ha-Ha the best one ever. I hope to see you in San Diego next October 29 for the start of Ha-Ha XIX.

Ronnie Simpson, Crew
Knot Tied Down, Kaufman 47
Alameda

Readers — In a coincidence, the morning we added this letter we woke up to see Ronnie Simpson on some television program about people who by all rights probably shouldn't be



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Thank you,
J. Spalding, Texas



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alive any longer. We're glad he's still with us.

We certainly hope next year's Ha-Ha will be the youngest ever. For those who think cruising has to be expensive, there were four boats entered in last year's event that cost less than \$10,000. We don't want to underplay the possible risks in doing a Ha-Ha or the work involved in getting a boat ready, but if you're an experienced or even just eager sailor, it's possible to do the Ha-Ha and a whole season in Mexico on a very simple boat for much less than you might imagine. As in about \$10,000, and having a boat to sell when it's over.

↑↓ PUNTA MITA IS A CELEBRITY HOTSPOT

The day after I read an item in *Lectronic* reporting that celebrities were buying waterfront property at Punta Mita on the tip of Banderas Bay, there were news headlines that Muammar Gaddafi's son al-Saadi had been trying to get a fake Mexican passport, buy property there, and hide out. You guys are on the ball!

David Hume
Planet Earth

David — Let us clarify things a bit. This all came about because Virgin America had just inaugurated nonstop service from San Francisco to Puerto Vallarta, so they were pushing all the best magazine quotes about Punta Mita. We decided one of the quotes would be good for spicing up our report on the Banderas Bay Blast, the fleet of which raced to Punta Mita and spent one night there. To be honest, the quote about Punta Mita becoming the "hottest spot in the world for celebrities" has to be tempered by the fact that the quote came from Harper's Bazaar rather than more influential magazines such as *Vogue* or *Vanity Fair*, and that some of the celebrities mentioned included Kim Kardashian and Charlie Sheen, considered by many to be celebrity trash.

Anyway, it was by pure coincidence the story broke the next day that Mexican authorities had arrested Canadian resident Cynthia Vanier in Mexico City, along with two others,



Despite an Interpol red notice for al-Saadi Gaddafi, he was given asylum in Niger.

for allegedly conspiring to smuggle Saadi, the late Colonel Muammar Gaddafi's soccer-loving son, and his family to Mexico, get them phony Mexican passports, open up bank accounts, and buy them property in Punta Mita. There have been conflicting reports on whether the real estate deals actually went through. Vanier, a mother of two who operates a well-regarded mediation company in Canada, had been in Tripoli last summer with Gary Peters, the CEO of a Canadian company that provided security for the late Libyan dictator. Vanier returned from Libya and wrote a report that many people considered

to be suspiciously one-sided in favor of the late dictator. Saadi is currently in Niger.

↑↓ TAX ASSESSORS CAME THROUGH IN NOVEMBER

When we passed through California from Seattle in '00 enroute to Mexico and beyond, we found ourselves in Chula Vista Marina in November when the tax authorities came through for a list of boats to be assessed with personal property tax on the January 1 'tax day'. We left the marina and the country before the end of the year and 'tax day', but

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that didn't stop the county from trying to collect the tax. It took an enormous amount of time and effort to get the tax bill reversed. The whole experience with the tax authorities was not pleasant, but the biggest problem, which took years to correct, was the damage to our credit report. So it was a little premature for *Latitude* to advise those Canadian cruisers that they have nothing to worry about. Eh?

We're currently at Johor Baru, across the river from Singapore, in possibly one of the best marinas that could be found anywhere. And the rent is free! I only pay for the electricity I use. Thanks to a neighboring boat owned by a local billionaire, the security here is first class. In fact, the local police come to the dock several times per day to check up. Singapore is only a short bus ride away but, as you know, it's a complete contrast to the situation one encounters in Indonesia and Malaysia.

P.S. We love *Latitude*. Keep up the good work.

Lawrence Page
Moonfire, 70-ft custom ketch
Edmonds, WA / Currently Singapore

Lawrence — Thanks for the kind words. We think that the county assessors are easier on foreign transient boats these days, but we suppose everyone should check just to be sure.

↑↓ WINTER IN FIRELAND

After nearly nine years afloat — including a circumnavigation via San Francisco in the '80s with our Albin Vega 27 *Tarka the Otter*, and our current voyage from Cape Town to Japan via the Beagle Channel and Straits of Magellan aboard our Vancouver 27 — my wife Jenny and I have made many Bay Area sailing friends. We're always interested in picking up copies of *Latitude 38*, the most recent being snagged at the Marianas YC in Guam.

As we recall, *Latitude* allows authors to do their own short book reviews. In view of this, we think our Bay Area sailing

friends might be interested to learn that I've just published *Winter in Fireland*, a book about our adventures in the far south. We write about voyaging from Cape Town, South Africa, to Japan via the Patagonian and Chilean channels. While this meant we didn't have to round Cape Horn, the Patagonian and Chilean channels are among the most inhospitable places on the planet to be on a boat, and parts of them are still uncharted. My book is all about ultra off-the-beaten-track cruising in the high latitudes on a small boat, which I try to put into historical context. The cover photo was taken by Klaus Hauessler of



KLAUS HAUSSLER

The Coghlan's adventures are detailed in their book 'Winter in Fireland'.

Ludus Amoris. Hauessler's was the only sailboat we encountered in the four months we spent in the Chilean Channels. We're told that *Bosun Bird*, our 27-footer, is one of the smallest vessels ever to have transited these waters.

After emerging into the Pacific again at Puerto Montt, we sailed to New Zealand via Easter Island, and subsequently to Japan. The Land of the Rising Sun is rather an odd cruising

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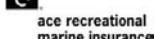
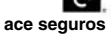
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LETTERS

destination, as every bay and nook has an artificial harbor that precludes anchoring. Japan is nonetheless fascinating, and we have been the object of astounding hospitality. Since



COURTESY BOSUN BIRD

The Coghlan's were quickly 'adopted' by locals in Japan.

our arrival in Kagoshima in April, we have met only two foreign 'resident' yachts and one transient yacht. We are currently at Suma Yacht Harbour near Kobe, at the east end of the Inland Sea. We intend to continue on to Alaska in the spring of '12.

Readers interested in sailing to Japan — an obvious route home to the West Coast from the South Pacific — should not hesitate to contact us for more info at bosun_bird@yahoo.ca. An illustrated account of our adventures, as well as notes on sailing in Japan, can be found at www.bosunbird.com.

Nick & Jenny Coghlan
 Bosun Bird, Vancouver 27
 Victoria, BC

Readers — What Nick didn't have room to say is that he and Jenny were born in the United Kingdom, but moved to Argentina in '78. After moving to the west coast of Canada, Nick joined the Canadian Foreign Service, which resulted in his and Jenny's being given assignments that included Mexico City, Bogota (Colombia), Khartoum (Sudan), and Cape Town (South Africa). While in Sudan, they were able to maintain their sailing skills by racing steel Khartoum One-Design dinghies at the junction of the Blue and White Niles, where the Blue Nile



COURTESY BOSUN BIRD

Sailing Club has its headquarters aboard HMS Melik, Lord Kitchen-er's former gunboat. After their posting in South Africa, the couple bought a stout Vancouver 27 to replace their Vega 27, as they wanted to fulfill a lifelong dream of sailing back to Patagonia via the Roaring Forties.

The first snow of winter settles in on 'Bosun Bird' in Puerto Williams, Chile

On their way to Japan in '07, they stopped in Tahiti, where Nick accepted a two-year diplomatic assignment in peaceful Pakistan. Subsequently the couple continued on to the Cook Islands, Tonga, Fiji, New Zealand, Vanuatu, the Solomon Islands and Japan.

Given the life that Nick and Jenny have led, we can't imagine he had much trouble thinking of things to write about. As the couple are no longer kids, the book will no doubt appeal to older folks who are thinking about making long ocean passages with rather small boats.

COCONUT CRABS AND BLACK TIP SHARKS

I can almost go with gently rubbing the tummy of one of those huge coconut crabs to get him to stop pinching me, but is that the same technique you use to keep from getting



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LETTERS

hurt by black tip sharks?

John Boye
Tom Thumb, Havsfidra 25
Brookings, OR

John — Call us chicken, but our shark technique, unless we're with an expert, is to stay out of the water. For those who might be curious what this letter is all about, it stems from the following December 7 report in 'Lectronic:

"Among the most interesting animals that cruisers encounter for the first time in the South Pacific is the coconut crab. Check out the one — they are typically blue — being held up by Randy Ramirez of the Stockton-based Mariah 31 Mystic at Suwarrow Atoll in the Cook Islands a few months ago. Big, isn't it? The largest land-living arthropod in the world, coconut crabs can weigh as much as nine pounds and have a leg span of three feet. They don't usually reach mature size until 40 to 60 years of age. Yeah, some of them live long enough to qualify for social security. Want to win a bar bet? Except in infancy, coconut crabs are terrestrial and don't have gills. As a result, they drown if they are immersed in water for more than an hour! Unlike coconut crabs, blacktip reef sharks, which are also common at Suwarrow, can stay underwater forever.



COURTESY MYSTIC

Ramirez shows off what must be a 50-year-old coconut crab.

"Despite the crab's name and the fact they are almost always found in the vicinity of coconut palms, the staple of a coconut crab's diet is fleshy fruits, nuts, tortoise hatchlings and dead animals. It's also been speculated that coconut crabs ate the remains of missing aviatrix Amelia Earhart, then hid her bones in their burrows. But yes, coconut crabs do eat coconuts. Sometimes they find a coconut on the ground, cut it to a husk nut, take it up to 30 feet high in a tree, then drop it in hopes of cracking it open. How do they get down from the tree themselves? Sometimes they intentionally free-fall from heights of as much as 15 feet. Other times coconut crabs find coconuts on the ground, and over a period of days use their claws to cut holes in the nut to get at the contents.

"Coconut crabs have no known predators other than other coconut crabs and hungry humans such as Ramirez. The fact that coconut crabs have lots of meat, are considered a delicacy, and are thought to be aphrodisiacs, means they are now rare in some areas where they previously thrived. But they still thrive in the Cooks. When a coconut crab pinches a human, it will do the pit bull thing and not let go. If you gently rub a pitbull's stomach with some light material, it will keep biting you. But coconut crabs are complete sensualists, so if you gently tickle their undersides with something soft, they will loosen their grip."

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

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

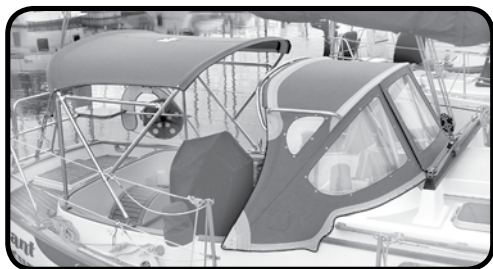
By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.



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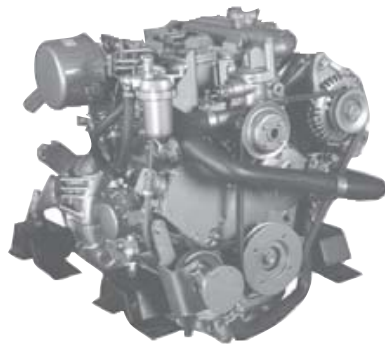
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LOOSE LIPS

Eight Bells

We were saddened to learn that circumnavigator and author Diana Jessie passed away on December 15 of congestive heart failure following a series of strokes. Diana began sailing in '74 and skippered an all-women sailing team on San Francisco Bay, sailing in the Big Boat Series, TransPac, and many other offshore races. From '85 to '92, she and



Diana Jessie at the helm.

husband Jim circumnavigated aboard their 48-ft, cold-molded Lapworth sloop *Nalu IV*, then went on to circumnavigate the North Pacific in the late '90s. All told, the Jessies sailed more than 120,000 miles aboard *Nalu IV*. For the last several years, the couple has lived aboard their Grand Banks Alaskan 53 *Nalu* in Alameda. Diana was known for her passion for introducing the world of sailing to others, especially women. "Diana opened the door for me," says Behan Gifford, who is currently cruising with her husband and three kids aboard their Stevens 47 *Totem*. "She demystified what felt like an unattainable dream. She was passionate about sharing a woman's perspective and experience of cruising, to put open-eyed women in the driver's seat of what had long been a male-dominated realm."

Gifford isn't alone in that sentiment. Diana's books — especially *The Cruising Woman's Advisor* — as well as articles and seminars helped motivate and inspire many female sailors over the years. "Diana was one tough cookie, revered and loved by many across oceans," says Sarah Powell of the San Francisco-based Tayana 47 *El Tiburon*. "She left a long legacy of inspiring women to untie the docklines and follow their wildest dreams in her wake."

We didn't have details at press time, but a memorial service will take place this month at Oakland YC.

— ladonna

Longtime Bay Area racers may recall a gregarious competitor named Andy Rothman, who died last month after a long battle with pancreatic cancer. He actively campaigned *Glory Days* and *Spirit* in Bay and offshore races during the late '80s and '90s and enjoyed many victories, including a class win in the '90 Pacific Cup.

But, more than his racing prowess, we remember Andy most for the stoic attitude with which he faced his deadly diagnosis 14 years ago. Knowing his days were numbered, rather than giving up on his dreams, he expanded them. In 1995 he and his wife Jill set out to circumnavigate the globe aboard their J/44 *First Light*, not knowing if he would live long enough to complete it.

According to Jill, that decade of cruising comprised the "happiest years of his life." Tragically, however, the boat had to be abandoned in mid-Atlantic during what would have been one of the final legs of their trip. In the years since, Andy and Jill have lived an active yet peaceful life in the San Juan Islands. Andy lived a full and colorful life that included a tour of duty in Vietnam and high-level jobs in Washington, Silicon Valley and San Francisco. He had a lifelong love of writing, photography and most of all, sailing. We like to think his active passion for the sport helped him to far outlive his prognosis. Andy's robust spirit will be sorely missed by many.

— andy

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SIGHTINGS

hawaii races galore

On the West Coast, even years mean one thing: two races originating from the Bay and finishing in Hawaii. Whether you're drawn toward the 'Bug Light for Weirdos', a.k.a. the Singlehanded TransPac, or the Pacific Cup, they both represent great choices.

In 2010, the Pacific Cup enjoyed the most epic conditions for a Hawaii race ever. A 45-ft monohull — Chip Megeath's R/P 45 *Criminal Mischief* — completed the 2,070-mile course in 7d, 10h, 21m. Mark

Howe's Farr 36 *War Pony* finished in 8d, 17h, 20m, which has to be a record for a boat under 40 feet in a Hawaii race. Pacific Cup winner Jack Taylor's SC 50 *Horizon* rolled to a 8d, 11h, 46m elapsed time.

If those numbers have you thinking about doing this year's race, you'd probably do well to get right on with entering. The race typically has an upper limit of 75 boats due to space restrictions at the gorgeous and ever-hospitable Kaneohe YC, and as of this writing 43 boats have already signed up!

In that group of 43, there are some top-quality sailors and boats with multiple Hawaii races under their safety harnesses. There's also a wide range of boat types — everything from small cruisers to flat-out racing machines. The entries run the gamut

from previous-edition division winners to first-timers.

The last day to lodge an entry is May 1, but with so much time left and so few open spots, you might be left standing on the dock because you didn't get your paperwork in order in time. You can find all the details at www.pacificcup.org.

If the thought of sailing to Hawaii this summer appeals to you but doing it with crew seems a little like cheating, then the Singlehanded TransPac is the race for you. Coming up on its 18th running, this 2,120-mile downwind sleighride to tranquil Hanalei Bay on the island of Kauai is considered a rite of passage by many solo sailors, and has proven over the years to be quite addictive.

This year may appeal to repeat offenders more than ever as Race Chair Rob Tryon has slashed the entry fee for race vets by \$200. "I really wanted to encourage past racers to join us again," Tryon said. "It doesn't matter when they last raced, just that they've competed before and would like an opportunity to add to their belt buckle collection." (All finishers receive a coveted bronze belt buckle.) Members of the Singlehanded Sailing Society — the organization that puts on the race — get a \$100 discount, but keep in mind that all fees increase by \$100 after March 1, so now is the time to decide if this will be your year.

Tryon expects to end up with a fleet of more than 20 boats, which would rival the '08 fleet. As for the type of boats he expects, he says he's already received applications from a wide variety of boats, ranging from an Open 50 to a Moore 24. You can download all the important forms from www.sfbaysss.org, but expect an all-new 2012 site to be launched this month.

Both races also offer informative pre-race seminar schedules that are open to the public. The next Pacific Cup seminar, covering navigation systems, spares and repairs, and the return trip, will be held January 29. Their half-day programs generally have a fee so check their site for details and to sign up. The Singlehanded TransPac's talks are shorter and free. Kame Richards of Pineapple Sails will be presenting 'Sail Selection & Repair' on January 18 at Oakland YC at 7 p.m.

— rob & ladonna

a-cup section

The sailing component of the buildup to America's Cup 34 is finished for '11, but there was still plenty going on in the Cup world last month.

One of the biggest steps toward beginning construction on the piers along the San Francisco Cityfront was getting the environmental impact report adopted by San Francisco's Planning and Port Commissions. Both complied, but an appeal filed by a smattering of neighborhood and



LATITUDE / LADONNA

Start both races in foggy San Francisco and end up in paradise!



on sabbatical

environmental groups threatens to slow the process as the Board of Supervisors is set to vote on the report this month.

On the legal front, a stillborn challenge from the African Maritime Diaspora Corporation filed suit against the Golden Gate YC, alleging — among other things — that the club had engaged in “self-dealing” by not sharing with all the challengers the revenue from the land deals the club

continued in middle column of next sightings page

the art of suffering

When Jen Mooney sets her sights on a target, her focus doesn't waver. Two years ago the sheep farmer from Alberta, Canada, decided to learn to sail, and now she's an official entrant in this summer's Singlehanded TransPac (see previous story).

Jen and her husband Curtis, an RCMP officer, own a boarding stable and a 200-head-strong sheep ranch in Winfield, Alberta, about 130 miles north of Calgary. Having always wanted to learn to sail, Jen sought out an instructor and started learning aboard a San Juan 28 on 32-sq-mile Lake Wabamun.

“Initially there were four students on the boat,” she recalls, “but

continued on outside column of next sightings page

Whether you prefer a little company on your jaunt to Hawaii, or you'd rather go it alone, this summer offers two opportunities to go.



LATITUDE / ROB

SIGHTINGS

suffering — cont'd

eventually it came down to just me.” Jen went on to take navigation and skipper courses on the coast, and admits that her experience is limited to coastal sailing.

She soon heard the siren song of solo ocean racing, but had a hard time finding any races that would allow her to go solo . . . until she stumbled across the website for the Singlehanded TransPac. “I’m attracted to the independence of it,” Jen says. “I think I’ll have a bigger sense of accomplishment doing it alone than if I was on a crewed boat.”

continued on outside column of next sightings page

a-cup

made with the City of San Francisco.

As of this writing, there wasn’t much to indicate the suit will fly, but if it were to continue, it would constitute a significant hurdle for GGYC and the AC Event Authority.

Although there will undoubtedly be more interesting news in the coming months, there won’t be any AC World Series events until April. Because we’re



PHOTOS COURTESY LITTLE BO PEEP

— cont'd

a sailing magazine, and not a courtroom/boardroom magazine, we'll be giving our heretofore monthly America's Cup section a break until further notice. However, we will do our best to keep you up to date on all the latest goings-on in *Sightings* and/or the *Racing Sheet* until the section comes out of hibernation some time this spring.

— rob

suffering — cont'd

Once she made up her mind to do the race, she began searching for a boat. It didn't take long for her to find a well-outfitted Ericson 27 she's dubbed *Little Bo Peep*. "I'm only 5'1½" so I wanted a boat I felt comfortable on," she says, "plus it's about the same size as the boat I learned on."

Little Bo Peep has been hauled at Svendsen's Boat Works in Alameda since Jen bought her in October, but since she can only fly down about every six weeks, she's had the yard do most of the upgrades the boat needed. "They're my new best friends," she laughs. "They took off the roller furler and added double headstays, along with all-new rigging, fresh bottom paint, new thru-hulls, and so on. They even dropped and inspected the rudder — don't want that falling off!"

Last month, *Little Bo Peep* was finally splashed and Jen was able to take her out for a few sails. "She handles really nice but we still need to lay out the running rigging so it's easier for me to control from the cockpit," she says. She plans on sailing the little boat out the Gate — accompanied by someone with extensive local knowledge — on her next visit later this month.

For many, a 27-ft boat would be too small to be considered a comfortable ride to the islands, but Jen says her years riding horses in cross country endurance races — 50 to 100 miles in 10 hours — has really toughened her up, physically and mentally. "I'm well adjusted in the art of suffering," she laughs. "Sailing to Hawaii is going to be like a holiday!"

But this isn't going to be just a pleasure cruise for Jen. She's also hoping to bring awareness to a charity that's close to her heart: Plan International's 'Because I Am a Girl' initiative. "They raise money to start programs for girls and women in countries where they have a poor quality of life simply because they're female. Some don't get a chance to go to a doctor, much less school. The program gives them a step up." You can find out more about this worthy charity at www.becauseiamagirl.ca (or go to the U.S. sister site at www.planusa.org).

Jen takes the challenge of sailing solo to Hawaii very seriously yet still maintains her sense of humor. She laughed at the unofficial motto of the Singlehanded TransPac: A bug light for weirdos. "That's why I feel so comfortable with everyone associated with the race. It must be a strong bug light; it drew me all the way from Alberta. Maybe the bigger the weirdo, the stronger the pull!"

— ladonna

solo circumnavigators meet

British solo circumnavigator Jeanne Socrates was among dozens of adventurers invited to meet Queen Elizabeth II and Prince Philip at a reception at Buckingham Palace on December 8. "The reception was to mark the centenary of Captain Robert Scott's final expedition to the South Pole, and to recognize the accomplishments of those involved in exploration and adventure in all its forms," says Socrates. "What a privilege to be invited!"

Other notable explorers in attendance included fellow sailors Ellen MacArthur, Sam Davies, Alex Whitworth, and rower Roz Savage. "I met rowers, kayakers, rock and mountain climbers, hang gliders, and many different Antarctic and Arctic explorers and researchers,"

continued on outside column of next sightings page



Spread, Jen's petite yet ripped frame is well-suited to sailing a small boat across an ocean. Above, Jen will be competing in the Canadian Endurance Championship immediately following the conclusion of the race. Yikes!



SIGHTINGS

circumnavigators — cont'd

Socrates reports. "I also chatted with a very enthusiastic Princess Beatrice who took my card, saying she'd like to follow my nonstop attempt next year."

After a broken boom at Cape Horn in January thwarted her last attempt to circumnavigate nonstop, Socrates, 69, has spent the last 11 months in Cape Town, South Africa, repairing and upgrading her



COURTESY GUPPY

Laura Dekker sailed 'Guppy' into Cape Town, South Africa, only to be greeted by the Volvo Ocean Race fleet. While there, she met up with fellow female singlehander Jeanne Socrates.

Najad 380 *Nereida* in preparation for another go at becoming the oldest woman to solo circumnavigate nonstop. "I'll fly back mid-January and leave as soon as possible for Australia or maybe Polynesia before going to Victoria. I'll start my third attempt at a nonstop solo circumnavigation from there at the beginning of next October."

Just a few days before meeting the Queen, Socrates met another notable — if significantly less royal — person in Laura Dekker, the Dutch teenager hoping to become the world's youngest solo circumnavigator. "She seemed a very normal 16-year-old," Socrates recalled. "She's fairly mature for her age, as kids brought up on boats so often are, with a pleasant personality."

Dekker arrived in Cape Town aboard her 37-ft Jeanneau Gin Fizz *Guppy* on November 27, after a relatively short 850-mile hop from Durban, her first landfall after a 47-day passage across the Indian Ocean from Darwin, Australia. Her arrival coincided with the arrival of what remained of the Volvo Ocean Race fleet — *Camper*, *Groupama* and *Telefónica* — which delighted the young sailor, especially when the crew of *Camper* invited her aboard for a tour, then to join them in the VOR's Pro Am Race. "It was amazing," she gushed on her blog. "No doubt this was the highlight of my time in Cape Town and maybe even the highlight of my whole trip. It was a high I definitely will remember for, like . . . forever."

A quick haulout allowed Dekker and her father to effect repairs and ensure that *Guppy* was sound for the next leg of her trip — a crossing directly to the Caribbean, where she plans to complete her circumnavigation. But as Socrates noted, "Clearly, if she stops in the Caribbean, her voyage won't result in a round-the-world record since it will be short on distance. I think she's just having a thoroughly enjoyable time, sailing and meeting other cruisers." Even if Dekker did sail the required number of miles (21,600), no sailing authority recognizes age-based records, but we suspect the rest of the world will still bestow upon her the title of 'youngest circumnavigator'.

You can follow Socrates' progress at www.svnereida.com and Dekker's journey at www.lauradekker.nl.

— ladonna

ppj registration

Many sailors regard cruising Mexico and Central America as the crowning achievement of their sailing careers, but for some, that's only the beginning.

Roughly 3,000 miles to the west lie the fabled lagoons of French Polynesia, the first stop within the vast cruising grounds of the South Pacific. Making that crossing — which we long ago dubbed the Pacific Puddle Jump — is not for the timid or ill-prepared. In fact, we think of it as 'varsity-level cruising', and thus it's become a



Spread, Dekker and Socrates shared some mango juice aboard 'Nereida'. Above, Socrates felt honored to be invited to a reception at Buckingham Palace last month.

begins, parties slated

Latitude tradition to acknowledge each year's fleet of passage-makers through a series of articles and special events.

Free online registration for the '12 Puddle Jump has begun at www.pacificpuddlejump.com, and our two annual send-off parties have been slated. Both are open to all bona fide 'Jumpers'. The first will be February 29, at 3 p.m., generously co-hosted by the Vallarta YC at the Paradise Village Resort in Nuevo Vallarta,

continued in middle column of next sightings page

from the bay to bundaberg

To say that Linda Pasquariello has had a busy year is an understatement. After buying her Pearson 33 *Yemaya* out of the April issue of *Latitude 38*, she spent three months refitting the boat in Alameda before setting out on July 5 on the first leg of her solo circumnavigation, which took her to Hawaii. She's since sailed singlehanded to Vava'u, Tonga, and then on to her home country of Australia, where she arrived on December 5.

Surprisingly, Linda says the hardest part for her hasn't been the tiring hours in the boatyard, the sleepless nights off the California coast, battling 35 knots for days, or dodging seamounts on her approach into Tonga. As so many successful sailors know, the hardest

continued on outside column of next sightings page



PHOTOS COURTESY NEREIDA

SIGHTINGS

bundaberg — cont'd

part of any adventure is simply leaving. Pushing off the dock, waving goodbye to family and friends, and trading the known for the unknown.

I flew to Kauai from Alameda in September to crew for Brian Caldwell — Linda's boyfriend and former 'youngest solo circumnavigator' — on a delivery to Australia, and had the pleasure of getting to know Linda before her departure for Tonga. In a global sailing community filled with a fair number of know-it-alls and dockside experts, Linda is refreshingly humble about what she knows, and outwardly excited about learning and the new experiences that solo sailing continues to provide.

Linda grew up in landlocked central Australia, and sailing only

continued on outside column of next sightings page

ppj

Mexico. The second will be co-hosted by the Balboa YC in Panama at noon on March 10. At each event we'll give media presentations about the crossing, inter-island cruising, and logistics, and we'll fully explain this year's 'PPJ bond deal' through the Tahiti yacht agency CMA-CGM. For a reasonable price, this special arrangement gives fleet members clearance in and out, exemption from having to post a cash bond of roughly \$1,500 for each crewmember, and a certificate that gets cruisers duty-free fuel throughout



SPREAD: ADAM CORREA; INSET: COURTESY YEMAYA

— cont'd

the territory.

Our goal in dedicating so much time, money and ink to the Puddle Jump is to meet world cruisers and hear their stories so we can pass them on to you in the pages of *Latitude 38*. To that end, we'll also be co-hosting the Tahiti-Moorea Sailing Rendezvous, June 22-24, with a group of Tahitian partners. With the dual aim of celebrating the crossing and showcasing Polynesian cultural traditions, it's an event all Jumpers should strive to attend.

— andy

bundaberg — cont'd

became a part of her life in the past four years. Her original plan was to simply 'crew hop', picking up a crew position here and there, with the goal to eventually work her way around the world. However, a chance meeting with Brian in a Caribbean airport changed the course of her plans for the next few years.

Having no idea at the time who Brian was, Linda recalls boasting about how she'd just completed an Atlantic crossing aboard a catamaran participating in the ARC Rally, and planned on more sailing in the future. Brian mentioned he was a professional delivery skipper who'd racked up a few ocean miles over the years and was always looking for good solid crew. If Linda had any free time in the future, he'd love to have her come along on a delivery. They exchanged contact information and went their separate ways.

Once Linda contacted Brian about crewing on his next delivery from Hawaii to California, a marathon of ocean crossing experiences began. But it wasn't until midway through that first delivery together that Linda realized Brian had more than "a few sea miles" under his keel. Every story he told, and each delivery they made, fueled her desire to not only circumnavigate, but to do it alone.

For the next few years Linda helped Brian deliver yachts all over the North and South Pacific, all the while stoking her new passion for sailing and bagging an impressive tally of bluewater miles. But eventually, she felt it was time to start searching for her own boat and getting on with her solo pursuits.

She didn't have to search long to find her boat. "I was looking for a boat that balanced seaworthiness and comfort, and was in a size range that I could physically handle in any condition," she recalled. *Yemaya* turned out to be a perfect fit and Linda soon found herself engaged in a flurry of boat work and preparation. "It was great having Brian with me at the start of my refit," Linda told me. "He really helped me focus on the essentials for a safe solo bluewater passage and not get hung up on things I really didn't need. As he said, 'It's really quite simple: find the boat, fix the boat, sail the boat, GO!'"

Linda says that some of the highlights of her trip so far are "the wonderfully generous and interesting people you meet along the way, beautiful starry nights, delightfully crisp blue skies, and crystal clear warm water. But swimming with a mother humpback whale and her calf in Vava'u was a life-changing experience. To be in the water with mammals of this size was surreal, but even more than that, to actually witness their emotional intelligence and connection with me, moved me to tears. It was amazing, surreal, and unforgettable!"

Follow Linda's blog at lindapasquariello.com.

— adam correa

a new home for *viveka*

If you've ever suffered from seller's remorse after turning over your boat to a new owner, you can imagine how Merl Petersen must feel. Having owned the 75-ft schooner *Viveka* for 54 years, he finally felt it was time to put her in the hands of a new caretaker. Merl turns 90 this month.

Although local schooner aficionados will undoubtedly be sad to see

continued on outside column of next sightings page



Spread, Linda has sailed 'Yemaya' solo from Monterey to Australia. Inset, she was thrilled to meet up with her boyfriend, Brian Caldwell (left), and Adam Correa again in Tonga.



COURTESY YEMAYA

Linda has only been sailing for a few years, but she's addicted.



SIGHTINGS

viveka — cont'd

Viveka leave San Francisco Bay waters, indications are that she'll be well cared for by her new British owner, Rob Grey, who is a member of England's prestigious Royal Yacht Squadron. After a refit locally by master shipwright Jeff Rutherford, she'll eventually call Cowes, England home.

Viveka's lines were drawn by one of the premier design groups of her era. She was launched at Quincy, Massachusetts in 1930 (when Merl was eight years old). He bought her in 1965 and based her in Sausalito prior to a long stint in Hawaii.

As longtime readers know, Merl is quite a colorful character who somehow earned the moniker of 'President of the Pacific Ocean'. A couple of decades ago he and a jolly crew of

adventurers spent seven years circumnavigating. All told, Merl and *Viveka* have logged something like 150,000 miles together.

We plan to sit down with Merl this month, raise a glass to his 90th, and coax some salty tales out of him for a *Viveka* retrospective in an upcoming issue. So if you have some fond memories or photos to share that involve this thoroughbred schooner, send them to andy@latitude38.com.

— andy

final bottom paint study results

It's hard to believe that four years have gone by since this writer and her husband joined a study to test the efficacy of bottom paints using the biocide Econea. But all good things must come to an end, and our final check-up occurred on December 12 at KKMI's Richmond facility.

Three paints — one control paint containing 67% copper, one solvent-based test paint and one water-based test paint — were initially applied to the bottom of our Crealock 37. After a year and a half, the poorly performing solvent-based test paint was switched out for a better-performing version, while the control and water-based paints were refreshed. We had one more check-up last December, which showed the water-based paint still outperforming the control and solvent paints by a long shot.

Normally, study coordinator Jack Hickey would fly out from the East Coast every six months to check on the progress of his participants — which included a haul-out and pressure wash — but a year went by before this final haul-out was scheduled. Since we were prohibited from having our bottom scrubbed, you can imagine the state of our undercarriage when we pulled into the slings! Most of the foamy tendrils of algae were washed away on the sail from Sausalito, but a tremendous amount of gunge covered the hull — even on our beloved water-based paint.

What Hickey found during his inspection suprised him. "There are quite a few encrusting bryozoans," he mumbled as he scratched at one the dozens of pancake-shaped growths dotting the solvent-based test paint and copper-based control paint. He went on to determine that most of both of those paints were also covered with hydroids, a spiderweb-like growth. Our darling water-based paint, on the other hand, was free of both growths, and had only a thin layer of algae

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LATITUDE ARCHIVES



'Viveka' was a fixture on the Master Mariner sailing scene, but will soon be relocating to England.

Watching the sun set between the Bay and Golden Gate Bridges can be a breathtaking sight, especially in the winter, when wind and boating traffic are light. In fact, winter sailing is one of the best-kept secrets on the Bay. Sure, we've got a great selection of Midwinter races to choose from, but sailing for the sheer pleasure of it is often forgotten in the winter. So tie a string around your finger and get out there. All it takes is the desire to enjoy some mellow winter sailing — just set a date and the Bay is all yours.





ROD WITTEL

SIGHTINGS

study — cont'd

covering it. Happily, no barnacles were to be found on any of the paints, but the results couldn't have been more clear: the water-based paint was far superior in almost every way to the other paints.

That was when Jack broke the bad news: the company that had produced the paint had not registered it with the EPA and most likely won't in the future. Our hearts dropped at the news, and of course we wondered why such an effective paint wouldn't already be on the market. "I know they thought the release rate for one of the components was too high," Jack told us. "But that's not a major problem because the agency doesn't necessarily care about that. I told them to submit the paperwork but, for whatever the reason, they haven't."

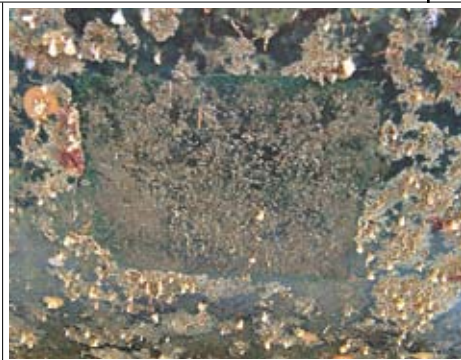
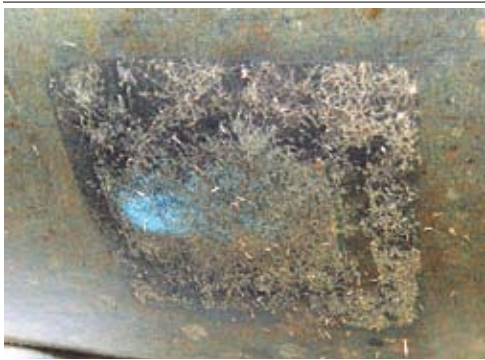
This being our final haulout, and our boat's being in desperate need

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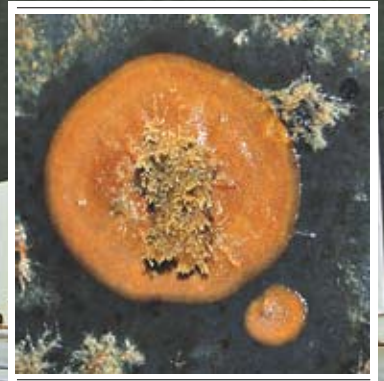
maritime school

When you run a top-notch operation that benefits the local community, people notice. And sometimes they respond with unexpected gifts of acknowledgement.

Such was the case recently when long-time Newport Beach mariner Jerry Barto and his family donated their 92-ft luxury vessel *Nordic Star* to Orange Coast College's School of Sailing and Seamanship. Their intention was that it be used in the college's Professional Mariner Program to help students train for careers in the maritime industry. Although the school



A growing problem — (clockwise from here) The demarcation line between the water-based (right) and solvent-based paints couldn't have been more clear; these two areas were painted with copper control paint after the jackstands were moved, water paint on the left, solvent paint on the right; "Shrimp cocktail, anyone?"; algae grew well over the entire hull after two years of no scrubbing, but the solvent paint was covered with encrusting bryozoans; in the end, we went back to what we know works well for us; (inset) an encrusting bryozoan.



PHOTOS LATITUDE / LADONNA

lands record donation

has received a variety of other prestigious donations in the past — including Doug Baker's *Magnitude 80* and Roy Disney's *Pyewacket* — this vessel, valued at \$2 million, is the largest donation of its kind to date.

"All three of my kids went to OCC, so this was a family decision," said Barto. "We wanted to help students and this great program, so it was an easy decision to make." The vessel will serve as a floating classroom for students of all ages.

— andy



study — cont'd

of a fresh bottom job, we were faced with a choice. Take a chance on one of the three E-cone paints currently on the market — Interlux Pacifica Plus, Pettit Ultimate Eco and Seahawk Smart Solution — without knowing if they'll perform any better than the solvent-based test paints that failed us so miserably, or go with what we know?

One thing we learned from this study is that paints perform very differently depending on your location. According to Hickey, the paints that failed on our boat in San Francisco Bay worked flawlessly in Florida. So until we can find an alternative that works for others in our area, we'll stick with our tried and true bottom paint: Pettit Trinidad SR. Unless, of course, that mystery company brings our favorite water-based paint to the market. Here's hoping!

— ladonna

where's the tropic of taurus?

Can you name the five major lines of latitude? Surely you'll get the equator, which divides the planet into northern and southern hemispheres, and where every day and every night is roughly 12 hours long. Then there are the Arctic and Antarctic Circles, which are at 66° 33' north and south of the equator, respectively. These circles mark the extremity of the polar days and nights. It's on these lines that the sun is above the horizon for 24 consecutive hours at least one day per year, but also below the horizon for 24 continuous hours at least one day per year.

Then there is the Tropic of Taurus and the Tropic of Capricorn, which are at 23° 26' south and north of the equator, respectively, and are the lines where

the sun is directly overhead at noon on the summer solstices — June 21 in the Northern Hemisphere and December 21 in the Southern Hemisphere.

What, you might wonder, happened to the Tropic of Cancer? We're sorry to say that its time has come and gone. You see, the Tropic of Cancer originally got its name because the sun was in the direction of the constellation Cancer at the June solstice. But thanks to the progression of equinoxes, that's no longer true. According to something called the International Astronomical Union boundaries, the sun is now in the direction of Taurus at the June solstice. So to every right-thinking person, it should now be properly known as the Tropic of Taurus. Feel free to correct all your charts and globes, and annoy your sailing friends with the news.

We stumbled upon all this good information while doing the Baja Ha-Ha in early November, and were Googling around to get the exact location of what we thought was still the Tropic of Cancer. The idea was that, in order to add even more spice to the Ha-Ha, we would initiate a Crossing the Line Ceremony at the Tropic of Cancer. So we needed to know exactly at what latitude it was located.

As many of you know, the real Crossing the Line is an initiation that commemorates a sailor's first crossing of the equator. Prior to crossing the equator, sailors are nicknamed slimy 'pollywogs', but once they have crossed, they become 'shellbacks' and the 'sons of Neptune'. Crossing the Line ceremonies include a shellback dressing



LATTITUDE / RICHARD

A simulated possibility for a Crossing the Tropic of Taurus Ceremony.

continued on outside column of next sightings page

SIGHTINGS

tropic of taurus — cont'd

up as Neptune and the pollywogs being hazed with shaving cream and having to eat raw eggs and such.

We're still working on the details of the Ha-Ha's Tropic of Taurus Crossing the Line initiation, but it will surely involve each initiate being baptized with a bucket of warm, blue tropical water. What could be more appropriate and refreshing for folks sailing down from the chilly North? Further suggestions for the rite are welcome. With any luck, it will become as famous as the From Here To Eternity Kissing Contest.

Oh, and one last thing. The precise location of the Tropic of Taurus changes slightly — about 15 feet — each year. For reasons unknown to us, Mexico put signs up on all their federal highways marking the annual drift.

— richard

a life of adventure

When we put out a call recently for input on bargain boat cruising (see *Go Smaller & Go Sooner*, page 80) Jay Gardner of Napa was reminded of a grand adventure nearly 40 years ago. "My girlfriend, Pam Simonson, and I bought a 24-ft plywood sloop for \$1,700 in 1972 and named her *Moondance*. Four months after Pam graduated from high school, we sailed off to Mexico — she was 18 and I was 19 — and we spent the next four years sailing the glorious Sea of Cortez, and eventually down to Puerto Vallarta." He and Pam had both grown up in Southern California, where she learned to sail aboard her dad's Sea Spray 15 catamaran. Pam gave Jay his first lesson on their first date.

If you're old enough to remember the early '70s, you'll recall that

in those days thousands of college-aged kids sporting backpacks criss-crossed Europe every summer via Eurail passes, and many thought nothing of riding rickety buses all the way to Afghanistan and India. Back then, wanderlust was an infectious commodity among North American youth. Still, relatively few young people ventured offshore on their own, even then.

"During those years there were no marinas," recalls Jay, "so we had to anchor out everywhere. We had one hurricane come through La Paz and we rode it out in Pichilingue. In those days there were *Vagabundos del Mar*, Mexican fisherman that sailed in dugout canoes. I wonder if they still exist. Our budget was

\$70/month, which included one dinner out per week at our favorite restaurant."

It's fair to say their parents weren't exactly thrilled about the whole idea, and naturally they worried about the teenagers' fate. "As we sailed down Baja, there were not a lot of places to send letters from and no telephones. We finally got a chance to call home after arriving at Cabo, using a powerboat's SSB and a marine operator. My mom thought we'd died! Having four kids of our own now, we can understand how our parents must have felt."

They eventually sailed *Moondance* back to L.A. by way of the tradewind route, which took them 1,000 miles offshore. "It took 37 days under sail," Jay remembers, "only because our motor was a 2-hp British Seagull, which is another way of saying we had no

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yra master

It's January and that means the 2012 *Northern California Sailing Calendar & YRA Master Schedule* is ready to help you plan your sailing activities for the year.

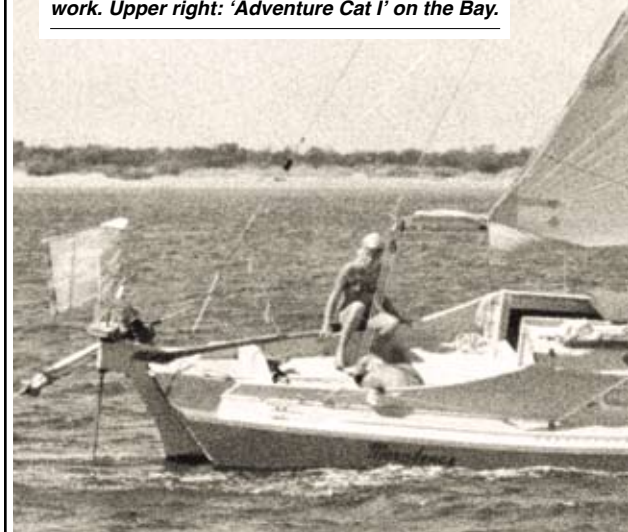
"It's a comprehensive compendium of almost any sailing activity you'd want to join on San Francisco Bay," notes *Latitude 38* Associate Publisher John Arndt, who also produces the guide. "There's no other single resource with so much information in one place."



Above: With wide eyes and sun-bleached hair, the teens sailed in search of adventure. **Spread:** Pam skippers 'Moondance' off La Paz's El Mogote. **Lower right:** The plywood hull required a little work. **Upper right:** 'Adventure Cat I' on the Bay.



Now operators of the 'Adventure Cats', Jay and Pam have been sailing together for 40 years.



calendar

Beyond the schedules for all 900+ races on the Bay, the *Calendar* is rich in other resources — current tables, signal flag IDs, race course charts, contact info — and it's all brought to you free, thanks to advertisers who are ready and willing to help you get your boat ready for the season, as well as to Laura Paul from the YRA. Pick up a hard copy at your yacht club or view it online at www.latitude38.com.

— ladonna

adventure — cont'd

motor!"

Those early adventures laid the groundwork for a lifetime of sailing. At some point Pam and Jay got married and ended up in the Bay Area where they met another former Southern California sailor, Hans Korfin. In the early '80s, the threesome decided to go into the charter business together. They now operate the popular daysail catamarans *Adventure Cat I* and *II*.

Reflecting back on their days of spartan voyaging, Jay explains, "We liked the sense of freedom that sailing gave us — and still gives us — so we went sailing."

— andy



ALL PHOTOS JAY GARDNER & PAM SIMONSON

THE LATITUDE 38 INTERVIEW

EMMA CREIGHTON

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. She became only the third American woman to finish the race in its 34-year history. Along the way, the Bay Area sailor, who came to us from her native Maine, sacrificed places to render assistance to a stricken competitor, earning plaudits from organizers and the rest of the fleet. We caught up with her to find out why she thought doing her work-up in the Bay Area was so important, what it was like to have very little communication with the outside world for 21 days, why a doublehanded Pac Cup was the perfect training run, and whether she'd do the whole rodeo one more time. You think you could sail a Mini Transat? Read on and when you're done, ask yourself again.

Lat 38: What about the business and program side of it were you not prepared for?

Emma: I thought I could do it all by myself, but I should have hired someone from the very beginning to do the publicity, press and website side of it. There aren't enough hours in the day to do boatwork, go sailing, update your blog and actually eat dinner and go to bed, let alone go for a run. I was so out of shape by the start of the race because I was dealing with all the other stuff there was no time for any kind of fitness, which is stupid. One of the big lessons I learned is that I won't do another project like this without a sponsor, being able to hire the right people to take care of all those other bits and pieces. But, I'm happy that I know how to do it all now, and can appreciate how big it is, even for a Mini.

Lat 38: What aspects of it do you wish you could have really put more time into?

Emma: Training. I got over to Europe late and had a lot of issues with my new [standing] rigging and sails not being right which meant

that it was almost another two months before I could get the rig in the boat. Aside from deliveries to and from races, I trained with a coach for just three days.

Lat 38: In hindsight, do you think you would have been better served to just be in France the whole time?

Emma: Yes, and No. Ideally doing a full season beforehand would have been fantastic, but I think that by training out here with friends, and then doing Pac Cup, I got a lot more out of it. In France I would have just been another Mini sailor. There are tons of broke Mini sailors in France! There are definitely a lot of people here in America who love the Mini, and have been paying attention and supporting me, which is great. It's been pretty amazing how much feedback I got from people during the campaign, people who I'd never even met before.

Lat 38: If you were to do it again, would you do it in a proto, or would you take a series boat?

Emma: The Pogo 2 or Nacira [the two top production minis] are so appealing, because that way you have no excuses and there's a large body of knowledge about how to sail them. Especially coming from my boat, which was only as fast as a Pogo 2 in the best of circumstances, the Pogo 2 is really appealing. If I had the money and the time to do it, getting a good prototype that was capable of a top-ten finish, then training really hard with a two-boat, two-sailor program where you had two of the exact same boats and were able to do sail testing and training for two years, is very appealing. Protos are definitely more fun to sail, they're lighter and they pick up and go. The Pogo 2 is still quicker than your average boat, but they're heavier than a Proto. However, it is easier to maintain decent average speeds on a Pogo 2, for sure. The modes are well known. A Pogo 2 sailor can look and say,

"there's a one-ft chop and 15 knots of breeze, so, I put up the big kite and set all the numbers on the NKE [autopilot]."

Lat 38: So there's a crossover chart for not only your sails but for the settings on the autopilot as well?

Emma: Mini sailors are changing all the values on their autopilot all the time.

Lat 38: So basically, you had none of this info because you weren't able to do your work-up that way?

Emma: Exactly. And my autopilot never worked that well. It had been cobbled together by the previous owner from a bunch of older donated parts. I had a B&G pilot, and I was the only boat in the race that didn't have an NKE pilot. But you're not even allowed to have the new B&G pilot on a Mini. Rather than say that you're not allowed to have a processor that "learns," like the new B&G, the organizers have said that you just can't have one — it gets better and better with the polar input. I believe there's an NKE processor that also does that, and it's not allowed either.

Lat 38: What kind of rams were you using?

Emma: I had a Raymarine linear electric ram down below with a clutch, and then I had a Raymarine ST4000 which is the equivalent of an X-5 above deck. Most of the time I just used that one. I had electrical issues; my fuel cell stopped working and I couldn't figure out why. The tiller pilot uses a lot less battery.

Lat 38: Did you ever figure out your fuel cell?

Emma: Yeah, ultimately I did. I changed every fuse, and it started working again. The error messages it gives you says to "take it into the service center . . ." The other one I was getting was to check my battery voltage, that my voltage was too low, but I knew it was not that my batteries were too low, so I was checking all the wiring to make sure nothing was loose. Eventually I decided to change all the fuses because, "why not?" and all of a sudden it started working again.

Lat 38: So this all sounds like something you would have had more dialed with more time?



ALL PHOTOS COURTESY POCKET ROCKET

Emma: Actually, everyone was having issues with their fuel cells. They're great until they don't work, and when they don't work, there's really not much you can do to fix them out there. And the error messages are definitely cryptic. I had a 900-watt one, but I also had an 80-watt solar panel. I would turn off the fuel cell during the day and turn it back on at night and let it run all night long. I only used two of the jugs of methanol on the whole race, and I carried six. It didn't work for five days, so I would have used a little bit more, but still they're pretty efficient. The exhaust is just steam, which I had going into a bottle, and used for washing. That was awesome, because I didn't have enough water.

Lat 38: Did you have enough per the race regulations?

Emma: Yeah, but I broke a 10-liter jug inside the boat by accident. And then I ended up drinking more than I thought I was going to because I didn't keep track of it as well as I should have. I was rationing pretty hard the last few days of the race. I had been going off what my consumption had been during other races and my qualifier, and then it just got away from me a little. I was drinking a lot more than normal when it was 120° inside the boat! I split the one jug open while stacking.

Lat 38: What was your sleep pattern like? Was there one?

Emma: I made a point of sleeping at night, because I sleep better at night, so I would get more out of it. So I was doing 20 or 40 minutes at a time between midnight and three, or four a.m. I'd set an alarm, get up, poke my head out, look around and make sure everything was good, then repeat. Then I'd have a nap in the morning and stay awake most of the day. But that all changed right about a day before I reached the Cape Verde Islands, because I broke my wind instruments, and then I could only use my pilot in compass mode [with functional wind instruments the pilot can steer to the apparent wind]. It turned into VMG running from there all the way through the doldrums until I got into the Southeast Trades. The breeze was really shift, like 30° all through that zone and so the boat was always wiping out, or the kite was wrapping around the headstay. I slept in the cockpit for 5 or 10 min. at a time.

Lat 38: Did you experience decreased cognition?

Emma: Oh yeah. And the boatspeed decreased too! I didn't realize how bad it would be at the time. One of the cups on the anemometer broke off and sometimes it would just get stuck head to wind. It worked again when we were going upwind, after the equator. A lot of people broke their wind instruments; it's common in a Mini, because the kites are so big and they have such a big shoulder that if you have a good knockdown, they'll reach over the top of the rig. So unless you have a ridiculously long wand the kite is going to smash against the wand if the sail flogs at all. A lot of people have an extra wand, but that's another \$1,500 bucks you have just sitting around doing nothing. In fact, I think all the people I talked to who had an extra one had no problem with their original.

Lat 38: You have a crazy amount of knockdowns?

Emma: No, the rudders on my boat are ridiculously big, which allows you to save a lot that you wouldn't be able to otherwise. But because my boat has a keel that not only cants, but slides fore and aft, there were times when I'd be sailing along in seven knots of breeze, deep-VMG running with the big kite, everything stacked in the bow and the keel all the way forward. Then a squall comes through, and all of a sudden you have to choose: switch to a smaller kite, move the stack, or slide the keel back. It boils down to, "what can I get done in the next three minutes?"

Lat 38: So having sailed quite a bit with the fore-and-aft sliding keel, is it something you really can't take advantage of if you're singlehanded?



Emma: No, it's really cool when you have the prep time and the conditions are changing slowly. The problem is that the keel has to be centered with slack in the lines to move it fore and aft, because the tackles that cant it side-to-side don't move longitudinally also. So you have to be going dead downwind and totally flat, otherwise you'll break the blocks in the tackles. When you're singlehanded, there are always going to be compromises. You're always going to wish you had more time, or someone else to move the heavy stuff in the stack.

Lat 38: Looking back, are you still happy with choosing to do the Pacific Cup doublehanded in '10, or do you wish you would have done the Singlehanded TransPac?

Emma: I think the Singlehanded TransPac is really cool, but there isn't the same level of competition for that sort of boat. Having Skip and Jody McCormack [Farr 30 *Trunk Monkey*] to compete against was awesome. There weren't any boats like that doing the Singlehanded TransPac. Knowing I could push the boat as hard as we did on that trip, and doing well against them gave me a lot of confidence in the boat. I hadn't done any ocean races before that.

Lat 38: But you'd racked up some big passages right?

Emma: Yeah, lots of offshore miles but no real distance races. At some point I could definitely see myself doing a Singlehanded TransPac. There are definitely enough Minis out here to get six or eight boats to do it. The problem is that people don't really understand what they're getting into. It's a wide, flat-bottomed boat that carries very little momentum. Going out to the Farallones in an ebb slop and seven knots of breeze is not fun in a Mini, especially while you watch all the Express 27s just sail right by!

Lat 38: It doesn't seem like the Mini is that well-suited to North America. It doesn't seem as if many places in the country have enough wind and runway to really light one up. True or not?

Emma: Most of the races I did in Europe weren't downwind. In fact, most of them were upwind the whole way around! But you do have a lot of people to race against. But even on the races out here when the conditions weren't perfect, I could still correct out to third or so in PHRF. It's doable, and when the conditions are right, it's awesome! Sailing home from the Farallones when it's blowing 20-25, that's perfect, and you should be able to smash past everyone. The French guys would ask me what the racing was like here, and I'd tell them, "All the races are downwind, because no one wants to go upwind." They'd say, "I want to go to this California!" On a short course it's a little harder, because the jibing is trickier, but you're also not going to be stacking. After the Transat, I don't want to ever sail on another boat that requires it

THE LATITUDE 38 INTERVIEW:

[laughs]. I had 90 liters of water plus a survival kit, all my food, spares, tools, charts, books. I would basically just chuck it down to leeward, then jibe, and then go back down below to tidy it up. It was kind of like a tennis match! My boat has such a spider web of lines down below, which made it hard especially when stacking from the bow to the stern and back again. I learned a lot when I was sailing near the top Pogo 2 sailors. The hardest thing for me as far as boatspeed was when I wasn't around anyone.

Lat 38: *But you're getting skeds during the Transat right?*

Emma: If you can receive the SSB report. Sometimes the tuning is really hard; the reception is usually bad. The race director would do everything in French, and then for some reason, they would switch to what was always a different woman to read the English stuff, so you'd have to re-tune the receiver because the voice is so different. Of course you'd miss the first minute of what they were talking about, and then they'd switch back to the director to read off the ranking! All the ranking consists of is your position in the fleet based on your distance to the finish. You don't get any lat/lon or where anyone is on the course. It was weird, even when they'd read off that someone had set off their distress beacon, they still wouldn't tell you where they were. When you can't see anyone, and you can't talk to anyone on the VHF, you're instantly convinced you're in last!

Lat 38: *So what was the weather you were getting like?*

Emma: It was either wrong, or "variable" every day. You'd get a "roadbook" from any of the weather guys that broke the race into sections saying, "This is what it does here, and this is what it does here." Every day I was thinking, "Alright, well, let's rip that page out and throw it overboard."

Lat 38: *Other than learning what to delegate, what's the biggest takeaway from the experience?*

Emma: Ugh . . . I'm really surprised that I got through it as well as I did emotionally [laughing]. I learned a lot about myself in that way, that I'm able to push myself to do something that is so unpleasant for so long, and come out smiling at the end of it.

Lat 38: *Was the solitude hard to deal with?*

Emma: The solitude was hard to deal with, the frustration of not being able to make any routing decisions, the lack of information, not being able to talk to anyone, the lack of sleep. It's not comfortable living on a Mini for 21 days. There would be times where I'd be like, "this bean bag is the best thing ever!" Or when you wash your clothes and bathe and are enjoying the 30 seconds before you're doused by a wave and realize you forgot to close your pit-zips. I've been trying to watch my videos of it, and I can't. I end up crying. I was so unhappy for so much of it. It's easy to talk about it now, because I'm proud that I did it and having done it feels really good. But the doing it was not much fun.

Lat 38: *Did you find yourself breaking down emotionally?*

Emma: No, I mostly held it together, but I threw one major temper tantrum right at the end.

Lat 38: *Break anything?*

Emma: My camera. There's a "final video" [laughing]

Lat 38: *So, would you do it again?*

Emma: Yeah, but only if it goes to the Caribbean, which looks likely. It's up for bid on both the start and finish the next time. Not dealing with the doldrums would be great. It's worth it at the finish!

— latitude/rg

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San Francisco, CA..... Feb 25	▶ Trim Webinar (eves)..... Mar 27, 29
*Seattle, WA..... Mar 31	▶ Weather Webinar (morn)..... Mar 10, 17
Seattle, WA..... Apr 1	▶ Weather Webinar (eves)..... Mar 13, 20
Coo's Bay, OR..... Apr 21	▶ Racing Software Webinar (eves).... Apr 23, 26
San Diego, CA..... TBA	Newport Bermuda Strategy (eve)..... June 11
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SERIES INFORMATION

The YRA Party Circuit

- Includes the 3 marquee YRA Weekend Regattas plus the 1 day Summer Sailstice Regatta. Weekend regattas are The Great Vallejo Race, the YRA 2nd Half Opener, and the YRA Season Closer. The three weekend regattas features 2 days of racing and a party at the host club Saturday night.
- Each race is a stand-alone regatta.
- There are 6 Divisions available for each Regatta: PHRF, Sportboat, One-Design, Double/Singlehanded, Non-Spinnaker & Multihull. Divisions may be split into multiple fleets to ensure competitive racing.

The YRA Series

- In the Bay racing for boats with a current NCPHRF rating certificate (HDA) or for One-Design classes (ODCA).
- The series consists of 6 races- YRA 1 (1 race) YRA 2 (2 races) YRA 3 (one race) YRA 4 (2 races).
- HDA Divisions are determined by grouping similarly rated boats.
- YRA Series Racers are invited to race in the Crewed Lightship 1 race for an additional \$5.00. Additional OYRA equipment requirements must be met. See http://www.yra.org/OYRA/ocean_safety.html.
- One-Design starts are available for any fleet that signs up for the ODCA season, or, gets at least 5 boats to sign up for a single race day. If you are not sure if your One-Design fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or info@yra.org.

OYRA (Offshore Yacht Racing Association)

- In 2012, there are 9 ocean races ranging from 25 to 60+ nautical.
- OYRA racers are invited to race in the Vallejo race for an additional \$5.00
- Racers will divided into divisions determined by the OYRA board. Racers can also choose to race in the Short Handed division:

WBRA (Wooden Boat Racing Association)

- The WBRA participates in the US Sailing Golden Anchor program which makes WBRA racers eligible for a discounted US Sailing Membership. US Sailing memberships through the WBRA Golden Anchor program must be purchased online here: <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=112274N>
- Bay racing for one of the following 5 fleets:
 - Bird Boats
 - Bear Boats
 - Folkboats
 - IODs
 - Knarrs

GENERAL INFORMATION

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



Yacht Racing Association of San Francisco Bay - 2012 Entry Form

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

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

Membership Fees:	YRA Membership:	Required for YRA Racing	\$45	\$ _____
NCPHRF Fees:	Renewal of 2011 Certificate:		\$30 for YRA Members/\$40 for NON-YRA Members	\$ _____
	New Certificate/Renewal of 2010 or prior Cert.:		\$45 for YRA Members/\$55 for NON YRA Members	\$ _____

Season Racing Fees:	US Sailing Members	Non US Sailing Members	Fleet
YRA Party Circuit (Vallejo, 2nd Half Opener, Season Closer, Summer Sailstice)	\$150	\$165	\$ _____
YRA Series + Party Circuit (HDA/ODCA, Includes Party Circuit)	\$180	\$195	\$ _____
YRA Series only (HDA/ODCA, no Party Circuit)	\$150	\$165	\$ _____
Offshore Yacht Racing Association (OYRA) Full Season *	\$195	\$210	\$ _____
Wooden Boat Racing Association (WBRA) Season	\$150	\$165	\$ _____

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

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

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

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

Signed: _____ Date: _____

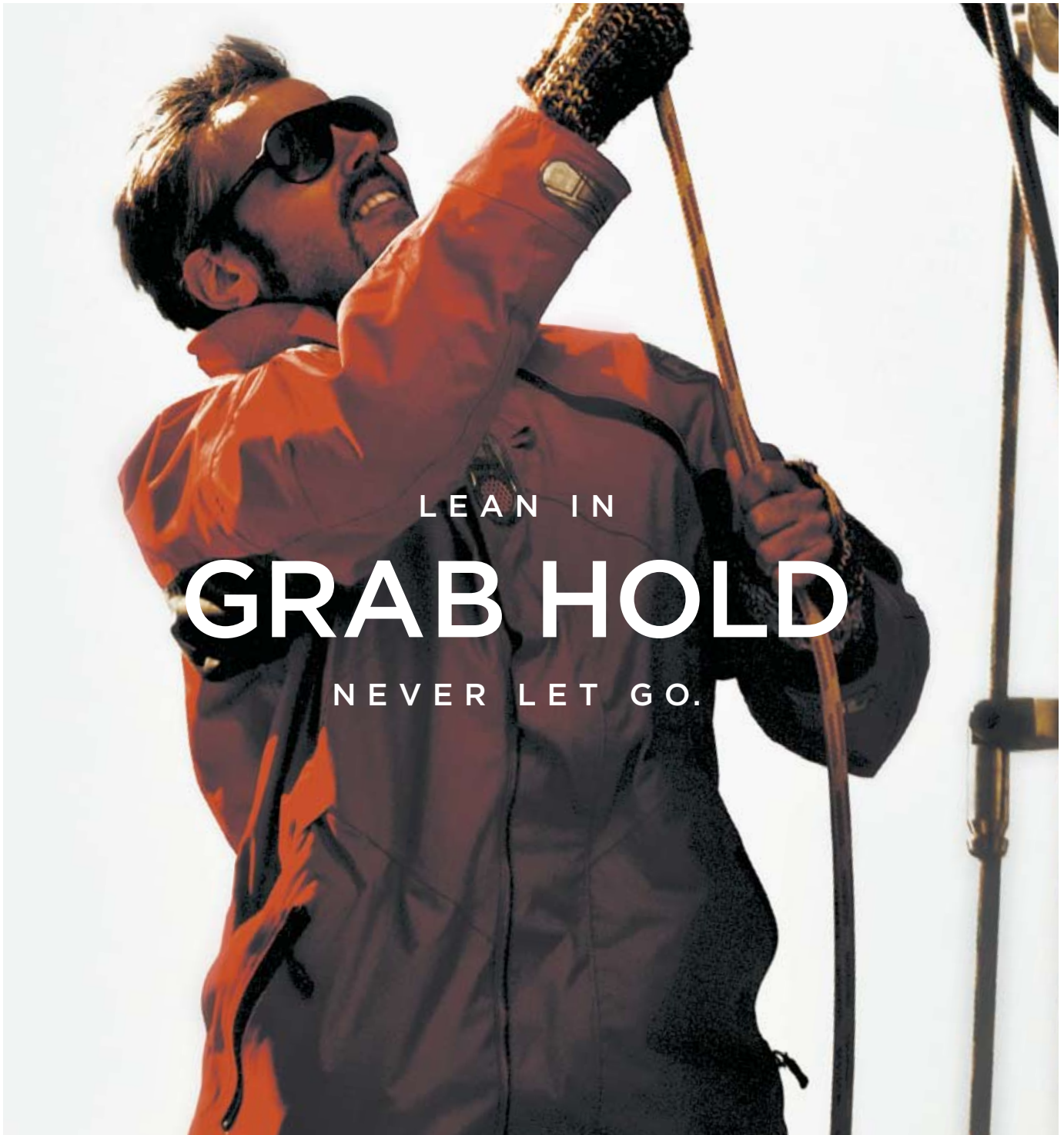
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WHY WAIT? —

If you're like most sailors, you'd love to own a half-million-dollar yacht with all the latest electronic gadgetry and more creature comforts than a penthouse condo. But as you'll read here, until the day comes when you can afford such a showpiece, there's no reason not to fast-track your sailing career aboard whatever vessel meets your current budget — no matter how small it might be.

The combination of a spontaneous idea, the need for a new adventure, and a quick search on *craigslist* resulted in me buying my first sailboat. I showed up at the dock and a cute 24-year-old guy named Matt had the engine running on

We'd often anchor next to beautiful, expensive-looking sailboats, but somehow I felt we always had more fun. We would jump into the icy-cold water for a swim, and barbecue at sunset. The bow of my boat often served as a perfect dance platform. I'm sure we were good entertainment for the geezers next to us, as they sipped their chardonnay. It wasn't long before I fell in love with my new life as a sailor.

After six months, it was time to upgrade to a budget blue-water cruiser and start living the cruiser lifestyle. I wanted a boat that could safely take me beyond the Channel Islands.

After a short search I noticed that a 1963 Pearson Vanguard 32 was available in *Latitude 38's Classy Classifieds*. I scraped together \$7,000 and bought what, for me, was the perfect boat. She came equipped with almost everything I needed to leave the dock and even a few extras: a GPS; radar; solar panels; a 25-hp diesel; an oven; refrigeration; and the main selling feature, a flopper stopper! Actually, I didn't even know what that was. She's not the prettiest boat on the dock but who wants that in Mexico anyway? *Que Suerte* is the perfect cruiser in 'camo'.

The first time we left the dock was for a sail out to Santa Cruz Island. What better way to learn about your new boat than out on the ocean? We had so much fun figuring out all of the systems along the way. Anchor gear? We'll see if it works when we get there. Radar? What does that button do? Why was the bottom of the boom vang attached to a stanchion? Oh, so it doesn't shade the solar panel while at anchor. Tillermaster? Yes, this thing really does work! The previous owner had her dialed in with big plans to sail to Mexico, but gave up and walked away. I planned to pick up where he'd left off and continue sailing her.

The lesson I'd like to convey to *Latitude* readers is that it really doesn't take much money to buy a boat that will allow you to go sailing whenever you want and/or get you into the cruising lifestyle.

You'd be surprised how easy it is to find someone who has worked for years preparing a boat, but for one reason or another has given up the dream. Or

someone who had never actually sailed farther than Catalina, and on the first trip offshore realized his or her spouse gets seasick. These boats are out there, and that is where I found mine. You can spend the rest of your life preparing a boat, or you can buy one and just start

"Looking back toward land from two miles offshore was the most life-changing moment of my life."

sailing. Although big, comfortable boats are great, the people on the Cal 25 are having just as much fun as the people on the Beneteau 42. The only difference is how long it took them to get off the dock, and how much it costs when something breaks!

I'm only 30 and I haven't sailed long, but my advice to both young and old would-be sailors is: Buy any decent boat you can so you can get out there and



Heidy demonstrates her salty nature by kissing the day's catch. Her get-out-and-do-it spirit seems rare among young would-be sailors.

his little Cal 25 named *Night and Day*. He told me that six months earlier, when he bought the boat, he had never sailed before. But over the summer he made several surf trips to Santa Cruz Island and taught himself to sail. If he could do it, I thought, so could I!

"Toss the lines, she's ready to go," Matt said as soon as I arrived. We motored out of Santa Barbara Harbor and hoisted the sails. When he handed me a Heineken I was hooked! All I could think was, where do I sign? Looking back toward land from two miles offshore was the most life-changing moment of my life. Thoughts of island adventures began to run through my head.

Throughout the winter I sailed that little old Cal 25 out to the islands every chance I got. Her sails were worn and her paint was faded, but her crew was enthusiastic. Her little 5-hp outboard started every time — after about 106 pulls. Nonetheless, she sailed like a champ as 20 knots of wind pushed us into the unknown. The more wind we had the more excited I got, although I can't say the same for my crew.



GO SMALLER & GO SOONER

sail, sail, sail! If you know the basics, you can be your own captain and teach yourself. One of my favorite sayings is, everything you prepare for won't happen, and everything that happens you'll deal with. The sooner you buy a boat and take your first sail the sooner the adventures begin.

— heidy gross
santa barbara

After receiving Heidy's upbeat essay, we put out a request for other bargain boat stories, and a variety of sailors chimed in about their experiences.

I am now cruising my Pearson Triton Answer (#374), a 1962 Sausalito-built boat. My folks bought her new and she has always been owned by us.

I am currently in Gibraltar and will set out for Funchal, Madeira this week.

Below: Heidy and her buddies couldn't be happier with her budget cruiser, now renamed 'Que Suerte'. Left: Heidy and her sister Tammy strike a pose; Being a true do-it-yourselfer, Heidy even cleans 'Que Suerte's' bottom.

weather permitting. This year I trucked her from California to Annapolis, then relaunched and rigged there. I did a transatlantic crossing, then picked up my girlfriend Jan in Valencia. Together we sailed to the Balearics, Sardinia, Corsica and up to the south of France. We watched the classic regattas in Cannes and St. Tropez. It's been an amazing once-in-a-lifetime adventure on a very capable, yet small-budget boat.

I am 57, so I decided to go now as I felt I would not want to do it if I were much older. I'm working my way home now.

— dave wilson
alameda

My wife and I purchased our first boat, a 1986 Catalina 27 named *Walkabout*, from my former boss, who thought he would love to go sailing! He didn't. And neither did his wife. The boat was basically sound, but cosmetically a bit on the worn-out side. It had mold



GREG & LYNN vANDALEN

The vanDalen family spends many happy days together exploring San Francisco Bay aboard their \$5,000 27-footer.

on one side (where the sun didn't shine) and dirt on the other side (where the road was). We offered him \$5,000, put in some elbow grease, upgraded to a new main and a couple of new halyards, and now we try to go out as often as we can. Of course, we'd love to go out the Gate and turn left, but until the kids are out on their own we are going to learn everything we can about repairing boats and we'll slowly progress toward something large enough to follow our dreams.

— greg & lynn vANDALEN
berkeley

We also heard from New Zealanders Jennie and Bob Crum, whom we hadn't seen since the '96 Baja Ha-Ha rally, when they were sailing with their kids, Malcolm, 10, and Naomi, 8, aboard their CF 37 Gumbot. They'd picked up this old IOR warhorse cheap in California, and eventually sailed her all the way home to New Zealand.

Now, 15 years later, Jennie explains that her kids are still sharing their parents' passion for adventures under sail:

Our kids have grown up now, and apparently the trip wasn't too bad on them. Daughter Naomi (now 23) followed up an interest in the Spanish that she was exposed to in those fun Mexican days as an 8-year-old, and is now pretty fluent. Having also grown up with her dad's stories about trailering an Alacrity 18 (bilge-keeler) from L.A. to San Felipe in 1980, and sailing it down the Sea of Cortez then on to Costa

ALL PHOTOS QUE SUERTE



WHY WAIT? —

Rica, she thought that sounded like a good way to get in some surfing. So she figured she'd do something similar herself.

— jennie crum
new zealand

Naomi elaborates: In March I bought a Columbia T-23 on a trailer in Alameda for \$2,000 and spent the summer with my parents working furiously on it. The work was fun, but the bookkeeping was not, so I can only estimate how much I poured into *Medusa*, but I'm guessing it was about \$3,000. Talk about a hole in the water! A few tubes of 5200, some new fittings, an extra anchor, a dinghy. . . who would have thought it would all add up so fast!

Before I started giving my paychecks to West Marine, I had fantasies of autopilots, roller-furling, and maybe a new engine. However, I soon figured out that I'd much rather travel for longer with a couple of bungees as an autopilot and a lot of sail changes, than trick out my little trailer sailer with all those fancy-pants add-ons.



DAVID FULLAGAR

A passing cruiser snapped this shot last month of Naomi and the boys breezin' across the Sea of Cortez aboard 'Medusa'.

So, after a year and a half of living at my auntie and uncle's in Santa Barbara, working three jobs as a barista, babysitter and brown-noser, I got my retirement fund back from CalPERS (five hundred bucks, who!) and drove the boat down to San Felipe,

at the northern end of the Sea of Cortez. Dad cruised with me for the first three weeks, revisiting some of the adventures of his youth. I then had a few weeks of solo sailing until I met up with a couple of new crew. They are strapping young lads that barely fit in my boat, but I gotta say it's a lot easier pulling up the anchor with them around!

Medusa doesn't have much: a handheld GPS and VHF; a Rubbermaid cooler; a 30-year-old 6-hp outboard; a plastic Sportyak dinghy with oars; a solar panel for the battery so I can play music on my iPod; and my favorite item, a brand-new gennaker I got for a song in Santa Barbara.

My two crew members have next to no sailing experience, but they are keen, helpful, and are loving it — in fact they're both now inspired to do their own sailing adventures. They'll help me make the crossing from Baja to Mazatlan, then I'll swap them for my brother, who'll cruise with me over his Christmas break. After that I'll hopefully be able to find more crew to help me out

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GO SMALLER & GO SOONER

as I venture farther south.

I'm hoping to make it as far as Costa Rica — as long as I survive the Gulf of Tehuantepec and don't bump into anything or run out of money.

When people I meet along the way ask me about my trip, some are shocked, to say the least, by how far I'm planning to go on such a tiny boat — a few have even tried to persuade me to sell the boat and go home. Maybe they are just surprised because they think I have the

"My Dad kept asking me if I thought I'd be able to get used to life on the ocean. I'm wondering how I could ever stop!"

wrong genitalia for this kind of thing.

However, most people are stoked about it and have plied us with bags of fresh produce, carafes of water, offers of fresh showers and the use of washing machines. When we were in San Juanico, a lovely Canadian couple even

gave us a goodie bag full of canned goods and — *gasp!* — a cold beer each! This was after watching us comb the waters for hours, looking for any and all types of shellfish to go with our cabbage tacos.

I'm only two months in and already this has been the most amazing, life-changing, educational experience I've ever had, and the most fun! In a couple of weeks we'll be somewhere near Isla Isabella for my 24th birthday, which is where I spent my 9th birthday after the 1996 Baja Ha-Ha on our CF 37, *Gumboot*. I couldn't be happier! I just heard from my uncle that he sold the trailer in Santa Barbara for \$600, which means all up I spent around \$4,400 on the boat.

As I said before, I'm not too enthusiastic about bookkeeping, but with the boys and their large appetites (and manly beer-thirsts) we're spending around 500 pesos a week (roughly \$36 USD). My Dad kept asking me if I thought I'd be able to get used to life on



Naomi and crewman Mike marvel at their catch. It wasn't the biggest mahi in the Sea of Cortez, but it was their first.

the ocean. I'm wondering how I could ever stop!

— *naomi crum
medusa
somewhere in mexico*

In 1995, when I was 31, I bought a '73 Irwin 28 in Burlington, Vermont.

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WHY WAIT?

I named her *Hokahey* after the Native American expression about living life fully — or more literally translated: "It is a good day to die." She had a Navik windvane, which was essential for my vision of a single-handed trip from Vermont to the Virgin Islands and back.

I paid \$6,000 for her plus another \$1,000 to add GPS, a stereo, and a few other improvements. She had an original Atomic 4 inboard, which worked most of the time. I was able to borrow many charts, a liferaft, and an old EPIRB.

In October 1996, *Hokahey* and I left Burlington, and sailed down Lake Champlain through the locks into the Hudson River, to New York, and then along the coast and on the ICW (Intracoastal Waterway) as far as Beaufort, North Carolina, where I took 20 days to sail her to St. John, USVI. I spent three months in the Caribbean, (mostly in Culebra, in the Spanish Virgins), and then took two months to sail her back.

I spent a considerable amount of time in varying degrees of fear because most experienced sailors I met thought

I was crazy to attempt a single-handed trip on such a vessel, especially without any blue-water experience under my belt. But I'm glad I made the trip.

My one main regret is that by the

"Now is a great time to find seaworthy boats at accessible prices!"

time I arrived I was so emotionally spent from the journey, that I was too timid to explore the Caribbean very much, even during a rare four day stretch with westerly winds. (It was an El Niño year with weird winds.) At any rate, I made it there and back, matured by the experience, and happy that I set such a goal, and managed to make it happen without any major incidents. I did have a community of support which was great. And while in Culebra, I worked at a dive shop in exchange for all the diving I wanted.

Since then I have chartered boats in several locations around the world,

and have co-owned an Ericson 32 in Sausalito, and just recently I finally managed to join the 2011 Baja Ha-Ha.

Now that I am older and with a bit more financial solidity, I look forward to another adventure ocean crossing. Perhaps the Pacific Puddle Jump sometime down the road, although it doesn't have to be singlehanded this time.

Now is a *great* time to find seaworthy boats at accessible prices! I completely encourage anyone — especially those younger and/or without a surplus of cash — to follow their dreams. Water makers, refrigerators, pressure water, hot water, chartplotters, radar, SSB — all of these are optional!

—jan passion

Just so we're clear, neither we nor any of these writers advocate shunning big, comfortable boats if you can afford them. But as you can see, it doesn't take deep pockets to get started with a bargain boat. So if that's all you can afford, we say, "Why wait? Go sailing."

— latitude/andy

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2011 — THE YEAR



Though nothing compared to the devastation in Japan, the Tohoku tsunami gave the West Coast a taste of Mother Nature's ways.



ERIC WILLBUR

Emmy Newbould of 'Nataraja' enjoys a bubble bath and champagne on Palmyra.



COURTESY NEREIDA

'Nereida's broken boom ended Jeanne Socrates' nonstop circumnavigation.

With the news that San Francisco Bay would host the America's Cup in 2013, we introduced a new 'AC 34' feature in the magazine.



JERRY BORUCKI

Jerry Borucki bashed his way out of an ice-packed bay in the Gulf of Alaska.

If you weren't paying attention, you might have blinked and missed 2011 entirely. If that sounds like you, here's a recap of the year's top sailing stories. **January** started with triumph and tragedy. On the same day we reported the loss of Julie Newton and Paul Smulders' 43-ft Laurent Giles-designed woody *Mia II*, we also spread the good news that San Francisco Bay would host the next America's Cup. German foreign exchange student Viviane Farke paved the way for the placement of several students in sailing host homes. Laura Dekker made St. Martin. Catherine Baker sailed 12,000 miles thanks to the *Latitude Crew List*. And BAADS' Team Alpha headed to Florida for the US Disabled Sailing Championship and America's Disabled/Open Regatta.

February was no less dramatic with the news that revered Sausalito legend Harold Sommer had passed away at 85, Jeanne Socrates' nonstop circumnavigation attempt aboard *Nereida* ended at Cape Horn after a knockdown broke her boom, and yet another sailor drowned when he fell into the drink after imbibing too much drink. We introduced a new section in the magazine dedicated to all things America's Cup, covered the always-popular Corinthian Midwinters, took a tour aboard Cita Litt's fabulous yacht *Sea Diamond*, shared Olivier Peyre's dream to travel around the world without using fossil fuels, and congratulated Stan Honey on becoming the 2010 U.S. Rolex Yachtsman of the Year for his record-breaking jaunt around the world aboard *Groupama 3*. Jerry Borucki shared the chilling tale of his icy trip north — from which he was in danger of not returning.



LATITUDE / RICHARD

Cita Litt's popsicle toes wiggled away aboard her 55-year-old, 90-ft yacht 'Sea Diamond'.



JULIE NEWTON

'Mia II' ended her illustrious career as a world cruiser on a Baja beach.



LATITUDE / ANDY

Acrobat fever spread along the West Coast in the wake of 'La Loupoite'.



COURTESY AMERICA'S CUP



LATITUDE / RICHARD

Banderas Bay Blast participant Karen used her softest parts in the water balloon catch.



COURTESY QUEST

Scott and Jean Adam were killed by pirates.



STEVE HOLLOWAY/RUNEMEDIA

Chris Sears' crew provided righting moment on the Express 37 'Exy' during the Big Daddy Regatta.

Things settled down a little in the **March** issue, but not completely. Tragically, four sailors on the Marina del Rey-based Davidson 58 *Quest* were kidnapped and murdered by Somali pirates. We also honored yet another Sausalito icon, sailmaker Jim Leech, when he passed on. On a lighter note, we introduced readers to Delphine Lechiffart and Franck Rabilier, French cruisers who are financing their cruising lifestyle by performing acrobatics in the rigging of their boat *La Loupoite*. Later in the year, they showed off their skills in the Bay Area. The Three Bridge Fiasco drew 318 boats, which battled light conditions that eventually sent half the fleet back to the barn. We began introducing this year's class of Pacific Puddle Jumpers, showed off the modeling skills of a sea-loving convict, and recounted the restoration of the 103-ton, 85-ft wooden double-ender *Cloudia*.

The drama quotient struck a new high in **April** when we reported on the Tohoku tsunami that devastated Japan and wreaked havoc on West Coast harbors. Sailors throughout the Pacific shared how the tsunami affected them. We profiled dozens of programs dedicated to getting today's kids out sailing, and we recapped the Big Daddy Regatta, which was big fun as usual. Our 'Boat-In Dining Guide' was wildly popular (and is available on our website). Orange Coast College School of Sailing and Seamanship's 65-ft S&S-designed *Alaska Eagle* explored nippy South Georgia Island while Liz Clark got down and dirty in the South Pacific by diving into the bilge of her Cal 40 *Swell* to subdue a stubborn sanitation hose.

2011 — THE YEAR

COURTESY X



David Addleman dove with the rays in Palau.

LATITUDE / RICHARD



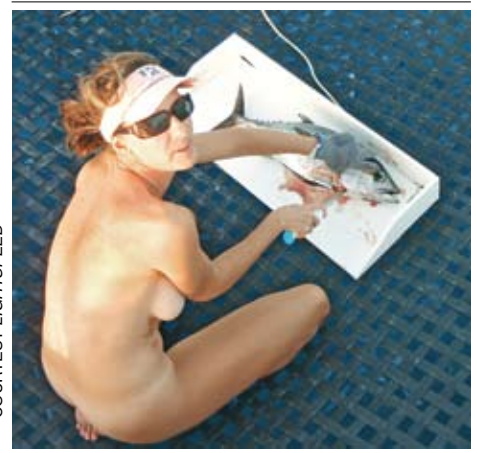
Mike Harker of 'Wanderlust III' died of a massive stroke.

LATITUDE / ANDY



The vahines put on unforgettable shows at the Tahiti-Moorea Sailing Rendezvous.

COURTESY LIGHTSPEED



Kathy Kane demonstrates how to make 'naked fish' while naked aboard 'Lightspeed'.

LATITUDE / RICHARD



'Hanuman' creamed to weather in the St. Barth Bucket.

HENK DE VELDE



Six-time circumnavigator Henk de Velde made San Francisco Bay a stop on his last trip around.



In May we celebrated a group of local heroes. Erik and Brian Jones were awarded US Sailing's Hanson Rescue Medal for helping two capsized sailors, and Merle Hall and his family saved a teenager's life after she jumped from the Golden Gate Bridge. Brad Van Liew won the Velux 5 Oceans aboard his Eco 60 *Le Pingouin*. The big news on the Cityfront was that the renovation on San Francisco Marina had finally begun, after 10 years of planning. Two more German foreign exchange students displayed their sailing prowess on the Bay. The St. Barth's Bucket and Voiles made us all drool over 'sailing porn'. We took our annual boatyard tour, and detailed the restoration of Carl Schumacher's original Quarter Tonner *Summertime Dream*. Finally, we grieved the loss of our friend, circumnavigator Mike Harker, who died of a massive stroke while aboard his Hunter 49 *Wanderlust III*.

June saw Jeanne Socrates become an official circumnavigator when she sailed into Cape Town to effect repairs on *Nereida*. Washington State banned copper-based bottom paint and California seemed close on its heels to do the same. Noted yacht designer Bill Garden passed on at the age of 92. The Bumfuzzles returned to the sailing scene with new crew — one just 17 months old, the other threatening imminent arrival. *Dancing With the Stars* pro Louis Van Amstel was the guest of honor at Sequoia YC's Hannig Cup, and the Great Vallejo Race was a bit of a bust when the wind died, leading all but 42 of the 240 starters to drop out. Henk de Velde visited the Bay on his sixth solo circumnavigation and had plenty of stories to tell. Zen sailing happened everywhere from the Delta to Alameda (aboard *La Gamelle*) to charter boats at Catalina.



LATITUDE / ROB

'Dauntless' showed her true colors during the Master Mariners Regatta.



LATITUDE / RICHARD

Doña de Mallorca got bloated during a Zen sail when her PFD inflated.



AINHOA SANCHEZ / VELUX 5 OCEANS

Brad Van Liew sailed to victory aboard his Eco 60 'Le Pingouin' in the Velux 5 Oceans.

Chip Megeath's R/P 45 'Criminal Mischief' streaked across the TransPac finish line.



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COURTESY SAILORS' RUN

Jennifer of 'Cocokai' diving in the Solomons.

'Dancing With the Stars' pro Louis Van Amstel was the guest of honor at the Hannig Cup.



COURTESY TED HANNIG



CARL CARLSON

Aw, rats! Every sailor's nightmare.

The **July** issue saw some hot AC45 action when the boats — and Russell Coutts, after a spectacular pitchpole — hit the Bay. Well-loved Alameda sailmaker Rui Luis was mourned after his untimely passing. California's legislation to ban copper bottom paint became a lame duck after extreme manipulation. Kathy Kane memorably demonstrated how to make the best possible sushi aboard your boat (in the tropics!). The Master Mariners put on an unforgettable show, as usual. Brian Coggan and Alana Carara shared their six-month Sea of Cortez adventure aboard *Lost Boy*, while Coggan's parents sent in a report of their own from the South Pacific. Readers paid homage to their unsung heroes — remarkable sailors who have changed the lives of others in the sailing world with no expectation of acknowledgment. And we told you exactly how much it costs to go cruising: "It costs what you have."

August saw reports of *Amore Kai's* ingenious jury-rigged bamboo mast; the loss of *Ka-Em-Te* and the rescue of her entire crew as they sailed the clipper route to the Pacific Northwest from Mexico; the arrival of the 370-ft Chilean sail-training brigantine *Esmeralda* to the Bay; John Silverwood's return to long-distance sailing after losing a leg in the 2005 accident that was documented in his book *Black Wave*; Nicole and Gar Duke's 'closing of the loop' aboard their Pacific Seacraft 40 *DreamKeeper*; David Addleman's adventures in Palau aboard *X*; Christine Neville's selection as the US Sailing Women's Singlehanded Champ; and Carl Carlson's midnight toilet surprise of a rat trying to scramble up his junk! Stunning reports on the TransPac and Tahiti-Moorea Sailing Rendezvous rounded out the issue and were feasts for the eyes as well as the imagination.

2011 — THE YEAR

NEIL WEINBERG



Bob Klein's old 'Leading Lady' took a final bow.

ROYANNE FAIRBARN



'Solar Wind' showed off their support of the Bay's newest charity race, the Pink Boat Regatta.

Some waterfront buildings in Barra de Navidad suffered when Hurricane Jova hit.



MITZI CARTER



Aya is the poster child for the Delta Doo Dah.

COURTESY NEW MORNING



Neptune slays a mermaid on 'New Morning' during the Puddle Jump.

COURTESY SWELL



Liz is head over heels.

AC45s spent months practicing on the Bay.



JEREMY, RACHEL'S BOYFRIEND



In September, we recapped the 3,000-mile Pacific Puddle Jump, which included 193 boats from dozens of countries, as well as the Delta Doo Dah 3D, a 50-boat run from the Bay to the Delta that gets better every year. Six *vaka moanas*, traditional Polynesian catamarans, made San Francisco Bay a stop on their tour to raise awareness of the dismal state of our oceans. *Rambler 100* turned turtle during the Fastnet Race but all her crew were successfully rescued. Owl Harbor's new management made dramatic — and welcome — changes to the marina. Mike and Diane Robinson rescued an overturned Hobie sailor on their way home from the Doo Dah. More Zen sailing was had, this time in Richmond, aboard *La Gamelle*. Joel Kellogg recapped his solo trip to the Marquesas aboard his Westsail 32 *Balena*, and John Thompson gave advice on how to successfully hitchhike around the world on other people's boats.

We first broached the subject of a Southern California version of the Baja Ha-Ha — the SoCal Ha-Ha — in the October issue and the response was very positive. *Profligate* was caught leaving Oceanside in some huge swells that made for great photos. We profiled three young Bay Area sailors who were selected for the Oakcliff All-American Offshore Team to sail in the Transat and Fastnet, as well as some of the inspirational sailors who make up Challenged America. The Great San Francisco Schooner Race gave onlookers a show, as did a particularly epic Rolex Big Boat Series. Mike Johnson shared stories of his many varied voyages, the 'eye-deen footahs' showed off, cruisers dropped by the Bay on their way south, and Alameda got a boat-in grocery store.

IN REVIEW



SHARON GREEN / WWW.ULTIMATESAILING.COM

The Farr 30s showed how it's done in the Big Boat Series.

Mike Johnson explored Greenland aboard his Westsail 32 'Aissa'.



COURTESY AISSA



ANDREW VIK

Andrew Vik had another wonderful summer cruising Europe aboard 'Geja'.



Partyin' at Bahia Santa Maria during the Ha-Ha.



ANDY TURPIN

The vaka moanas raised awareness on the Bay.



LATITUDE / ANDY

Bob 'Big Daddy' Klein's old IOR warhorse *Leading Lady* stepped off the stage when a salvage company hauled her off for scrap, but she was fondly remembered by many who'd been touched by Klein's generosity. Who knew water could be a fire hazard, but such is the case when bottled water is left out in the sun. We once again brokered a bond exemption for Puddle Jumpers, much to their delight. The Leukemia Cup upped the ante again by bringing in \$1,020,000 in donations, and a new charity event, the Pink Boat Regatta, attracted a large fleet to raise funds for breast cancer research. We interviewed Tom Corogan, 84, on the eve of his departure for Cape Horn aboard his Westsail 32 *TLC*, profiled the first batch of season champs, and got an update from Andrew Vik about his summer cruising Croatia aboard *Geja*.

December's issue featured a recap of the happily uneventful Baja Ha-Ha 18, otherwise known as the 'Barely Legal Edition'. Leg One of the Volvo Ocean Race started and ended almost as quickly for half of the six-boat fleet. Former Bay Area resident Jan Anderson died when she was swept off her boat *Triple Stars* during the North American Rally to the Caribbean. We reviewed the Rules of the Road as they pertain to kayaks and paddleboards, and introduced a soon-to-be-produced documentary called *Sailing the Bay*. Kame Richards created a land sailer to teach kids to sail, *Quantum Leap* landed in Maui after being abandoned, and Emma Creighton was the first American woman to finish the Charente-Maritime/Bahia Transat on her 21-ft Mini. Of course there was much, much more, so if you missed any of these stories, you can download entire issues from www.latitude38.com.

A SHORTSIGHTED RESCUE?

On November 5, four days after leaving San Diego on what was to be a two-year circumnavigation, singlehander Dennis Howard was taken off his San Diego-based Flicka 20 *Avalo* in Mexican waters by the crew of the 378-ft Coast Guard cutter *Mellon*, and his boat was left to drift. Howard has now filed a claim against the Coast Guard for \$150,000 in damages, part of it being the loss

been a sailor for 30 years. A number of other legally blind people have made remarkable passages. For example, Hank Dekker, who is almost completely blind, soloed to Hawaii in '83 on a small boat, then made the crossing again three years later with the '86 Singlehanded TransPac aboard his Laser 28 *Outta Sight*. More recently, Scott Duncan and Pam Habek,

both of whom are legally blind, did the Baja Ha-Ha rally on their Valiant 32 *Tournesol*, then continued on all the way to Australia.

Howard was aboard a Flicka 20, a little brick shithouse of a boat as opposed to some lightly built daysailer. The fact that the boat no longer had a motor or a usable mainsail should have been irrelevant,

because there was plenty of sea room, and eventually Howard would have been able to sail downwind. Once the storm passed, he would no doubt have been able to jury rig his main. Howard had also prepared for the upcoming storm, having deployed a storm anchor. Lastly, although he had an EPIRB, he didn't set it off. Those are a lot of arguments for his contention that he should have been allowed to stay with his boat.

As we said, it was a difficult situation.

"Going to sea is one of the few things you can do in this world to gain absolute responsibility for yourself."

The Executive Officer probably didn't know the difference between a Flicka 20 and a lightly-built Clipper Marine 20, and likely had no idea whether the little boat was suitable for such weather. Then, too, he was in no position to evaluate Howard's ability to see. But can you imagine the uproar — and lawsuit — that would have followed if Howard had been allowed to stay with his boat and was never seen again? Or how such a decision might have haunted the Executive Officer for the rest of his life?

We also understand Howard's point of view. This voyage had undoubtedly given purpose to his life. An apparently experienced sailor with a seaworthy boat, he hadn't declared a mayday or set off

his EPIRB. And there was no reason to expect that once the next storm had passed, he couldn't easily continue on to a Baja anchorage under jib and/or jury-rigged main.

Howard's complaint is that he never got to talk to the decision-maker, and that he didn't even know why they were on his boat until they started shouting at him to get off the boat.

As we went to press all the details of the rescue and *Avalo's* condition had not been released. But given the story as we reported it, we asked readers of our online report in *Lectonic Latitude* to chime in on the controversy: Was the Coast Guard's decision correct or not, we asked. Why? And who did they think will win the lawsuit? This whole issue obviously struck a chord with many readers, as we received a wealth of varied opinions. Below is a sampling of excerpted reader comments:

The Coast Guard was correct, I think, in their concern for the captain and his vessel, and within their rights to try to protect him from harm. However, I think they lost sight of the title I just used: captain. As the master of his vessel, no matter how small or seemingly frail, I would argue that he had a right to make his own assessment of the situation, and to refuse rescue. . . . Going to sea is one of the few things you can do in this world to gain absolute responsibility for yourself, your boat, and your crew. I think that's a principle we should uphold.

— bob schilling



US COAST GUARD

Offshore in Mexican waters the 20-ft Flicka 'Avalo' bobs on the swell as Guardsmen approach. The 'rescue' quickly became controversial.

of his boat — and most of his earthly possessions — which haven't been seen since.

It is a complicated situation. The decision to force Howard, a former health care executive, to leave his boat rested on the shoulders of the Executive Officer of the *Mellon*. The Coast Guard says that in such a situation, it's the responsibility of the commanding officer of the cutter to assess the overall situation — from the sea state to what he knew about the boat — to determine if it is a life-threatening situation. If it is, he is obligated to declare it a "manifestly unsafe voyage" and have the crew taken off the boat.

In this case, one of the things that might have swayed the Executive Officer's decision is that Howard, 62, is legally blind as a result of an illness. Significantly, the Coast Guard was there with a 378-footer from San Diego because some of Howard's friends had called them after receiving a phone message from Howard in which he apparently described his situation as an emergency. In addition, Howard was on a mere 20-ft boat, the boom's gooseneck had broken in a storm the night before, he'd lost the use of his small outboard, and there was another strong storm approaching.

Before anyone jumps to the conclusion that the Coast Guard made the correct decision, they should consider the other side of the story. Howard claims that he's



The USCG will win. Declaring Dennis Howard to be engaged in a "manifestly unsafe voyage" is a reasonable interpretation of the facts, especially with another storm brewing. And there may be details here of which we are not yet aware. The power of the USCG is way above that of most other government agencies.

However, it raises the question as to what would have been a better response by the USCG. They initially responded to a query from concerned friends, but after finding him alive and well, they should have given him the option to continue his

"If the guy was willing to die quietly without putting anyone else at risk I say let him."

voyage if that's what he wanted (perhaps after he signed a waiver to that effect).

Climbing Mount Everest is "manifestly unsafe" but can some government agency stop you from doing that? Nope! We allow folks the option to put themselves in danger all the time and Dennis Howard ought to have been given the same right. . .

Given the size of the USCG vessel, and the size of the Flicka, a tow

Dennis is an accomplished musician who planned to give performances along his route (below).



or a lift aboard would have been a better USCG option than casting the vessel adrift.

— tom dalglish

"I admit to a bit of bias. My son is an officer in the Coast Guard. I still think that this guy should have been left alone. Maybe he would have died. In fact, I think that's likely. I'd still rather he were left to it. On the other hand, in today's world where folks feel as though they have a right to be rescued from doing stupid things it's not hard to see the Coast Guard's point of view. It wouldn't be my son put at risk trying to rescue this knucklehead, but it would have been someone he knows. As long as we rely on being rescued, we should at least let those put at risk during rescues set some ground rules.

Going offshore in a potter (Flicka) is incredibly stupid. Yes, I've been offshore, in *real* weather. If the guy was willing to die quietly without putting anyone else at risk, I say let him. Of course, he wouldn't. He'd yell for help when the conditions were much worse and put a flight crew at

risk. Lawsuit? The government will settle it and he'll get money. Much more money than a rescue swimmer's family would get



US COAST GUARD

No doubt officers aboard Coast Guard vessels like the 378-ft cutter 'Mellon' often have to make difficult judgment calls.

when he died trying to rescue a foolish "yachtsman" later. And that's what bugs me.

— robert burns

I'm all for letting people do stupid stuff. Problem is with our media. If they had let a legally blind man continue on course with a broken boat, can you imagine the outrage should he perish? I guess we think that the Coasties have nothing to do but follow and keep watch on everyone who wants to risk their lives.

Things have certainly changed over the last 30 years. When doing long trips across oceans, boats were generally assessed for structural integrity, all systems were checked and repaired if necessary, extra parts bought just in case.

Of course back then, it might take several days to get help if something happened. Today, some will take boats not designed for extended ocean voyages on long ocean races (ID 35s, Farr 36s), relying on the Coast Guard or commercial shipping to save them. That is not only not very smart, it is selfish.

I'm not a complete curmudgeon, I have nothing against folks sailing Moore 24s, SC-27s and Olson 30s to Hawaii. Most pay incredible attention to preparation. Although maybe a little small for my tastes, these boats have been proven in more extreme conditions.

— pam martin

Dennis lost control of his situation when he shared his predicament with his friends. Then they made the decisions for him. This case is similar to that of the skipper of the Westsail 32 in *The Perfect Storm* in 1991. He did not maintain control of his crew who radioed for unnecessary assistance. The skipper must make people understand, whether they are aboard or ashore, that he is the one

A SHORTSIGHTED RESCUE?

who calls the shots. I sympathize with Dennis, but he will lose all around.

— *john kudulis*

I'm a retired US Navy diving and salvage officer, and commanded *USS Grapple* (ARS 53). I also owned and cruised a Vancouver 27, so am well acquainted with the Flicka. My opinion is based only on the photo and any assumptions are based on only that photo, but seeing the condition of the Flicka in the picture where conditions appear benign, I'll side with XO of the *Mellon*.

The story says that only the gooseneck was broken and that a sea anchor was deployed. Why had Howard not secured his mainsail after losing the gooseneck, and why are there multiple lines adrift in the water (starboard bow and starboard quarter)? Are the sea anchor and its tending lines and attachment points stout enough, and the condition of gear on deck (loose oar) and below (unseen) secure? All imply a lack of readiness to face worsening weather.

The time to take action in this case is prior to *extremis*. Would the CO of the *Mellon* have been better off waiting for the EPIRB to activate at the height of the storm, thus endangering not only Howard but also the rescuers? Howard did a poor job of convincing the USCG that he was safe and secure, and (again based only on the photo) it appears that they were justified in their actions.

— *d. e. davis*

Tough decision, whether to take the safe route (which the XO did), or let someone continue on in a vessel that was not seaworthy. I think the XO made



Pocket cruiser advocates would argue that a Flicka 20 is a very capable cruising boat. This sistership lies in a French Polynesian lagoon.

the correct decision, unlike the Alameda firemen and police watching that man drown.

The Coast Guard is not a babysitting

organization. They're strictly guided to make life or death decisions. We'll never know if Howard could have made it, and I feel his pain at being stopped by a third party. I'm curious: If he does sue, is he going to list his friends for directing the Coast Guard to him in the first place?

— *steve denney*

He's the one that called his friends and got them all worried, so if he wants to sue someone he should sue his friends. But he really needs to look in the mirror! Personally, I'd never leave my boat no matter what the Coast Guard said unless she were sinking out from underneath me!

— *craig shaw*

The Coast Guard Executive Officer made the decision without knowing the Flicka's fine capabilities or the skipper's extensive sailing experience. He just listened to Howard's friends' panic and the fact that Howard is blind and his boat is little. Why didn't he gather more information instead of officiously separating the man from his dream?

— *ginger clark*

Another example of the nanny state. No one should be forced off his (or her) own vessel unless he (or she) requests that such an action be taken. The friends who called the Coast Guard because they thought Howard needed to be rescued can almost be forgiven for their misunderstanding of the situation, but the EO of the *Mellon* should have talked personally with Howard to assess the situation before sending in the troops.

— *rich johnson*

I don't know the laws governing such situations but I think what could be a "win-win" solution is to give the captain an option to sign a waiver to provide the CG legal coverage. I am sure some



"To see as I do," Dennis wrote on his website, "cover your right eye entirely and peek through a drinking straw with the other."

clever lawyers will still find a way to sue the CG, but having a waiver would at least make it more difficult for suers to win.

— *ray chang*

I think what the Coast Guard did was plainly wrong. The least they could have done was put a light and radio beacon on the boat, so there was some chance of recovery. Aaarrrghh. The CG should pay for his loss, without a doubt.

— *gerald sobel*

I think the CG made an incorrect but understandable decision. There is insufficient small-boat training for most officers in the CG for them to make a reasonably informed decision in a case like this (based only on what has been published). I think Mr. Howard will win some kind of settlement in his lawsuit.

In full disclosure I am a former CG officer with extensive small-boat experience before, during, and after my service. But the vast majority of officers have limited small-boat experience, particularly sailing.

— *al hughes*

I think the correct decision would have been to allow Howard to stay with his boat and just monitor him — the CG can do that — but evidently this commander was not going to give him the benefit of the doubt, and save the CG time and energy should they have to ultimately rescue him. . .

Also, as you know, the CG is not a fan of singlehanders because quite literally a singlehander cannot avoid violating Navigation Rule 5 which requires everyone to ". . . maintain a proper lookout at all times. . ."

— *linda newland*

As the organizer of the safety at sea seminar for people in the Pacific Northwest doing the TransPac and Vic-Maui races, we spend considerable time discussing stuff like this. I tell my students that whenever the Coast Guard gets involved, a legal process has begun and this is proof of that.

I do not believe that the commanding officer of the *Mellon* should have terminated the voyage. There was no clear

and present danger. Unfortunately the picture seems to imply otherwise as it looks as if the boat is sinking.

— bob schoonmaker

I have one question. Was *Avalo* scuttled so as to remove her as a hazard to navigation? If not, why not? And if the boat was simply abandoned, why was there no attempt to batten down *Avalo's* hatches and set off the EPIRB, which would help with any kind of salvage effort that might be undertaken?

Bottom line, methinks the USCG performed its duty reasonably, and well within the guidelines it is expected to follow. Dennis will not prevail if he sues.

— rich jones

The basic lesson is that if you or someone else invites the USCG to come to your aid, you are no longer the captain of your vessel. The USCG is. Therefore you should never request the assistance of the USCG unless you are prepared to abandon your vessel. . .

The final point is to never provide problem information to friends and family ashore, even those who are experienced sailors. When communicating with family and friends never give them

"I'd never leave my boat no matter what the Coast Guard said unless she were sinking out from underneath me!"

information of a problem until you are ready for a rescue. Just tell them, "All is well" until you are ready to abandon ship.

— john stevenson

The Coastie was way out of line. Dennis Howard should win his suit. From what *Latitude* printed, the *Melton's* Executive Officer (where was the CO?) failed to respect the Constitution he swore to uphold. Instead, he thought like a kindergarden teacher. He should

have wished Howard *bon voyage*. He could have respected the tradition of the sea; he could have lent a hand to fix the gooseneck.

Should Howard have sailed on and perished, the Ex O could look for comfort in the fact he lives in and works for a country that claims to grant individuals freedom to control their own destiny as long as they're not endangering others. From what you wrote, endangering others was not at issue. . .

Denying citizens their freedom is a crime in this country, isn't it? Or are we becoming Somalia?

— brooks townes

Although the legal process has already begun, it's likely to be many months, if not years, before the courts make their ultimate rulings on the legal aspects of this case. We'll keep you posted as the process evolves.

In the meantime, there are obviously valuable lessons we can all learn from this hotly controversial affair.

— latitude

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SEASON CHAMPIONS, PART III

It's time for part three of our annual look at the Season Champions from the Bay's various racing arenas. You may notice that this month's segment carries on the changes made for last month's. This month we look at winners of four of the Bay's more popular one design classes, before giving you a snapshot of some of the other winners we unfortunately couldn't include in this year's profiles. While we'd like to include winners from every single class on the Bay, we simply don't have the space, which we take as a sign that the Bay's sailing scene is still as diverse as ever.

Melges 24 *American Girl* Kristian Notto

The name of his boat may be *American Girl*, but fortunately for anyone competing for next season's honors in the Bay's Melges 24 class, Kristian Notto's boat will soon be on its way to Notto's native Norway.

"That was always the plan," said Notto, who came to the U.S. when he was recruited for rowing at Cal.

After injuries forced him to retire from that sport, Notto picked up racing just 2.5 years ago. Other than some casual cruising regattas and daysailing, he spent more time with a sweep in his hand than a tiller.

"I fell in love with the boat," he said. "This one was a really good deal."

Sailing with him was a consistent cast that included Karine Rostad, Steven Bos, and Jake Carr.

"Before the season we meet up and agree on what regattas we're going to sail," Notto said, "that way we don't have people dropping out. The consistency is key."

Another key was the presence of North Sails' Seadon Wijsen, who joined the team as tactician for many of the events.

"We did really well at the SF Melges Race Week because of him," Notto said. "He's just an amazing sailor and tactician."

Notto plans to continue campaigning



ERIK SIMONSON/WWW.H2OSHOTS.COM

American Girl once the boat arrives in Norway, but said he'll miss sailing on the Bay, and hopes to come back for the North Americans in '12 and the Worlds in '13 on the Bay.

"San Francisco Bay is definitely one of the best spots in the world to sail," he said.

Etchells *Magic* Hank Easom

After a solid season that included multiple regatta wins and no finishes off the podium, it was no surprise for Hank Easom's *Magic* to take the Etchells season title. But what was surprising is that Easom did it just a few years shy of his 80th birthday, after a prolonged break from the class.

Easom also garnered the rookie of the year trophy, but the latter was very much tongue in cheek, because Easom is the person responsible for bringing the Etchells to the Bay in the early '70s. A Marin sailor from way back, Easom teamed up with Larry Pulgram and



COURTESY AMERICAN GIRL

Kristian Notto

— ONE DESIGN AND THE BEST OF THE REST

The Legend of Imp author Bill Barton and put up an impressive scoreline to win the title — just another feather in a cap among the countless many he's accumulated over the years.

Having been a boatbuilder since he was in his teens, Easom's history on the Bay goes back to the days of Clipper Yacht Company. But he hung his own shingle in 1955 and opened Easom Boatworks, where he built Clippers and Dashers among other endemic boats, as well as doing repairs. During this time, Easom campaigned for the '72 Olympics in the Dragon class, finishing as runner-up to the eventual bronze medal winner.

Winning the Etchells season is impressive enough, but Easom also took home plenty of other honors with his 8-Meter *Yucca*, perennially one of the prettiest and fastest boats on the Bay. And we'd be surprised if he didn't sail more races on the Bay than anyone this year. Due to timing issues, we didn't get to speak with Easom for this article, but we hope to do a more in-depth interview with him in a coming issue.

Knarr Lykken Joel Fong

The San Francisco Bay Knarr fleet turned 50 this year and to celebrate, Joel

Fong went out and sailed Bob Fisher's *Lykken* to a season championship — 21 years after first doing so. Remarkably, Fong accomplished the feat in a season where over half of the 19 boats that participated scored bullets, and nearly every boat got on the podium at least once. Over the 30-race series, which Fong won on both "raw" score and with throwouts, he scored only 10 races out of the top 10. Four of those came after he and his crew had already clinched the season win.

The San Francisco YC member told the class's newsletter *Knarr Knews* that despite winning the season, it was a Wednesday night woody race that sticks out in his mind.

"Obviously, it was a great year on the water for me, racing big boats, little boats, multihulls, you name it," he's quoted as saying. "But far and away one of my favorite moments of the year was the most gorgeous night of the year — the Wednesday Night Race right before Woodies. I missed the Wednesday Night Races and enjoy those evenings with my friends so much. That was not only a stunning night, but a great week of racing including the Woodies."

Fong picked from a big pool of sailors for the event, including Peter Hertzstein, Dave Wilhite, Rick Fisher, Hans Williams, Tim Wadleigh, Chad Haber, Katie McCabe and Mark Malcoun.

Folkboat Windansea


Don and Dave Wilson

Don and Dave Wilson's Folkboat *Windansea* has been in the Wilson family for close to 30 years. In that time, the two St. Francis YC members have managed to establish an impressive record in the class, and this year was no different.

Windansea went out and won its fourth season championship, and its first since '09. That year, son Dave took over sailing the boat after dad Don had rattled off two consecutive season championships. Dave battled all year with Eric Kaiser's *Josephine*, and this year was no different. Both boats were on the podium nearly every time, but the Wilsons scored ten bullets over the course of the 23-race series, which propelled them to an eight-point lead.

Hull #106, *Windansea* came over from Scandinavia in a container for the class's Internationals back in '81, when Don Wilson purchased her.

You may notice a category in the following couple of pages that you didn't know existed previously, and that's be-



Sometimes you have to be able to hang in a tough spot, here Hank Easom (960) is doing just that; inset, so is 'American Girl'.

SEASON CHAMPIONS, PART III

cause, well, it didn't! Namely, it is the **OYRA Daylight Series** events, a series of races that can be finished — theoretically — without a need for running lights. The daylight series gave you an opportunity to try ocean racing without the after-dark work. It didn't appear to be a huge draw this year, and therefore has been discontinued for '12 OYRA season.

You also may have noticed that one category was conspicuously absent — the **Party Circuit** winners. In order to simplify the division breakdowns, and reduce the number of divisions while improving the rating distributions, the YRA elected to stop maintaining the same division breakdowns through all three of the Party Circuit weekends: The Great Vallejo Race and YRA Season Opener, the YRA Second Half Opener and the YRA Season Closer.

This is a great development for each weekend on the water, but unfortunately it makes life a little challenging for us. Without a "season," it's hard to have a season winner. But the Party Circuit is easily the most popular of all the Bay's



Hank Easom.

big boat events, and it draws *extremely* competitive fleets for some of the most fun races —and parties — around. So in lieu of a season champion, we're just going to remind you of the winners from the

individual events throughout the year. Before we get to that, although we were unable to include profiles of all this season's winners, we want to make sure as many as possible are recognized. So here they are in no particular order:

- El Toro Seniors:** Art Lange, RYC
- El Toro Juniors:** David Halman, RYC
- Mercury:** Randy Smith, SFYC
- Vanguard 15:** Ken Turnbull/Shannon Ryan, TISC

- YRA-HDA**
- HDA G:** Ahi, Santana 35, Andy Newell, BYC
- HDA Sportboats:** JetStream, JS9000, Dan Alvarez, SSS
- HDA D, SF 30:** Shameless, Schumacher 30, George Ellison, BYC
- HDA K:** Surprise, Islander Bahama, Frederick Kamp, OYC

- YRA-ODCA**
- Alerion Express 28:** Ditzzy, Ralf Morgan, RYC

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— ONE DESIGN AND THE BEST OF THE REST

Express 37: *Golden Moon*, Express 37, Bill Bridges & Kame Richards, EYC

Islander 36: *Windwalker*, Greg Giliom & Richard Schoenhair, SSS

Santana 22: *Santa Maria*, Chris Giovacchini, CYC

YRA-WBRA

Bear: *Kodiak*, Peter Miller, MMBA

Bird: *Robin*, Cissy Kirrane, SYC

IOD: *La Paloma*, James Hennefer, StFYC

YRA-OYRA

OYRA PHRO1A Daylight Series: *Criminal Mishief*, Reichel Pugh 45, Chip Megeath, CYC

OYRA PHRO1 Daylight Series: *Always Friday*, Antrim 27, John Liebenberg, RYC

OYRA PHRO2 Daylight Series: *Split Water*, Beneteau 10R, David Britt, RYC

OYRA PHRO3 Daylight Series: *Magie*, C&C 37, Dave Douglas, BYC

OYRA SHS - Shorthanded: *No Ka Oi*, Gibsea 42, Phil Mummah, SSS

OYRA SHS Daylight Series: *Culebra*,

Olson 34, Paul Nielsen, SSS

PARTY CIRCUIT RESULTS:

THE GREAT VALLEJO RACE SATURDAY

MULTIHULL: **Gaijin**, Peter Adams

PHRF ≤ 18: **War Pony**, Farr 36, Mark Howe

PHRF 21-63: **Wildcard**, SC 37, Mark Thomas

PHRF 66-78: **Jarlen**, J/35, Dr. Robert Bloom

SPORTBOAT: **JetStream**, JS9000, Dan Alvarez

EXPRESS 37: **Snowy Owl**, Jens Jensen

SPORTBOAT: **Head Rush**, Antrim 27, Charlie Watt

PHRF 93-108: **Hot Betty**, Olson 30, John Scarborough

SF 30: **Audacious**, J/29, Scott Christensen

SANTANA 35: **Ahi**, Andy Newell

PHRF 111-138: **E-Ticket**, Moorings 38, Noble Gris-



'Lykken' punches uphill

wold

EXPRESS 27: **Great White**, Rachel Fogel

PHRF 141-159: **Chorus**, K-38, Bradley Asztalos

J/24: **TMC Racing**, Michael Whitfield

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SEASON CHAMPIONS, PART III

PHRF 165-198: **Twilight Zone**, Paul Kamen

THE GREAT VALLEJO RACE SUNDAY

MULTIHULL: **Bobanja**, Bob Hyde
 PHRF ≤ 18: **High 5**, Farr IMS 40, Joseph Andresen
 PHRF 21-63: **Encore**, Sydney 36 CR, Wayne Koide
 PHRF 66-78: **Jarlen**, J/35, Dr. Robert Bloom
 SPORTBOAT ≤ 72: **Family Hour TNG**, Henderson 30, Bilafer family
 EXPRESS 37: **Stewball**, Bob Harford
 J/105: **Whisper**, Marc Vayn
 SPORTBOAT 75+: **For Pete's Sake**, Ultimate 24, Peter Cook
 PHRF 81-90: **Ay Caliente!**, Beneteau First 36.7Aaron Kennedy
 PHRF 93-108: **Baleineau**, Olson 34, Charles Brochard
 SF 30: **Shameless**, Schumacher 30, George Ellison
 SANTANA 35: **Ahi**
 PHRF 111-138: **Uno**, Wyliecat 30, Steve Wonner
 SHORTHANDED — 1) **Stink Eye**, Laser 28, Jonathan Gutoff/Christine Weaver
 EXPRESS 27: **Discotheque**, Echeyde Cubillo
 PHRF 141-159: **Vitesse**, SC 27, Barton Goodell
 ISLANDER 36: **Diana**, Steve Zevanove
 NON-SPINNAKER: **Ulmer Spatz**, Pearson 26 OB, Kristy Lugert
 J/24: **TMC Racing**
 SF 180: **Lelo Too**, Tartan 30, Emile Carles
 PHRF 165-198: **Siento El Viento**, C&C 29, Ian Matthew



COURTESY KNARR NEWS

Joel Fong.

PHRF 201+: **Star Ranger**, Ranger 26-1, Simon James

YRA SECOND HALF OPENER SATURDAY

MULTIHULLS: **Adrenaline**, Mod. D Class Cat, Bill Erkelens Sr.
 PHRF 1 (≤ 54): **Wildcard**
 PHRF 2 (57-78): **Mirthmaker**, Archambault 35,

Douglas Holm
 PHRF 3 (81-96): **Red Cloud**, Farr 36, Don Ahrens
 PHRF 4 (99-111): **Hoot**, Olson 30, Andrew Macfie
 PHRF 5 (114-135): **Uno**
 PHRF 6 (138-186): **Gypsy Lady**, Cal 34, Val Clayton
 PHRF 7 (≥ 189): **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook
 SPORTBOAT 1 (≤ 69): **JetStream**
 SPORTBOAT 2 (≥ 72): **For Pete's Sake**
 NON-SPINNAKER: **Kind of Blue**, Hanse 370, Michael Gregg
 SHORTHANDED: **Dazzler** Wyliecat 30, Thomas Patterson
 ALERION EXPRESS 28: **Ditzy**, Ralf Morgan
 EXPRESS 27: **Peaches**, John Rivlin
 EXPRESS 37: **Golden Moon**, Bill Bridge/Kame Richards
 ISLANDER 36: **Luna Sea**, Daniel Knox
 SF 30: **Shameless**, Schumacher 30, George Ellison
 SF 180: **Adventure**, Catalina 30, Jack McDermott
 SANTANA 22: **Oreo**, Bobby Renz
 SANTANA 35: **Ahi**

YRA SECOND HALF OPENER SUNDAY

MULTIHULLS: **Adrenaline**
 PHRF 1 (≤ 54): **Encore**
 PHRF 2 (57-78): **Jeannette**, Frers 40, Henry King
 PHRF 3 (81-96): **Mintaka 4**, Farr 38, Gerry Brown
 PHRF 4 (99-111): **Sheeba**, C&C 99, Michael Quinn
 PHRF 5 (114-135): **Chimera**, Little Harbor 47, C.

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Two of my three crew for the my Baja Bash were from the *Latitude 38* Crew List. And I used 10 crew from the *Latitude* Crew List during my eight months in Mexico. The outstanding crew in the photo were recruited from the your Crew List after countless hours of emailing and screening for excellence. I recruited seven additional crew from the list during my eight months in Mexico — all superb! They are what made our journey safe and enjoyable. You can take that to the bank!



Brad found excellent crew on our online Crew List. L to r, Eric Orill, Brad, Will Prescott, and Paul Zasada.

Brad Brown
Easily Influenced, Hunter 42
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— ONE DESIGN AND THE BEST OF THE REST

Grant Miller
 PHRF 6 (138-186): **Gypsy Lady**
 PHRF 7 (≥ 189): **Can O' Whoopass**
 SPORTBOAT 1 (≤ 69): **JetStream**
 SPORTBOAT 2 (≥ 72): **For Pete's Sake**
 NON-SPINNAKER: **Kind of Blue**
 SHORTHANDED: **Dazzler**
 EXPRESS 27: **Libra**, Marcia Schnapp/Sergey Lubar-sky
 ISLANDER 36: **Windwalker**, Richard Shoenhair/
 Greg Gilliom
 SF 30: **Shameless**
 SF 180: **Adventure**, Catalina 30, Jack McDermott
 SANTANA 35: **Ahi**

YRA SEASON CLOSER SATURDAY

PHRF 1 (≤ 69): **Encore**
 PHRF 2 (72-96): **Split Water**
 PHRF 3 (99-114): **Sheeba**, C&C 99, Michael Quinn
 SPORTBOAT 1 (≤ 69): **JetStream**
 SPORTBOAT 2 (72+): **Vitesse Too**, Hobie 33, Grant
 Hayes
 EXPRESS 37: **Bullet**, Michael Maloney
 PHRF 4 (117-135): **Life Is Good**, Wyliecat 30, Andy
 Hall
 PHRF 5 (138+): **Gypsy Lady**
 SF 30s: **Shameless**
 SANTANA 35: **Ahi**
 SHORTHANDED: **Dazzler**
 EXPRESS 27: **Libra**
 NON-SPINNAKER: **Q**, Schumacher 40, Glenn

Isaacson
 SF 180: **Lelo Too**
 SANTANA 22: **Aquila**, Derek Meyer
 ALERION EX-
 PRESS 28: **Maeve**
 II, Nancy Pettengill

YRA SEA-
SON CLOSER
CRAZY EIGHTS
PURSUIT RACE:
 Minataka 4

We hope you've enjoyed meeting these ardent racers. We'll leave you with a parting thought: The folks you'll see here sail in a wide range of boats, in a wide variety of venues both inside and outside the Bay; they hail from a variety of clubs all connected to the Bay, whether their



Don and Dave Wilson.

clubhouses are physical or digital. To our way of thinking, it shows that *anyone* can do it with a little dedication of the most enjoyable kind. If you're not already doing it, what are you waiting for?

— **latitude**/rg



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MAX EBB

"Sorry, Max, did I wake you up?"
"No, of course not," I lied into the telephone.

But the person on the other end of the line could tell I'd been fast asleep. In fact I probably would have been out for the whole night if the phone hadn't rung at eleven o'clock.

I'd been catching up on the America's Cup World Series races in San Diego, and was watching the last day of time trials on YouTube, having missed the live show. Now that my TV connects to the internet, I can watch anything on the net on my big screen home theater from the comfort of my favorite reclining chair. It started out fairly interesting, but after about the sixth carbon-copy time trial run, with times not varying by more than a few tenths of a second either way and every run looking exactly like the previous one, I must have dozed off. This despite the commentators shouting at the top of their lungs as if they had to be heard over NASCAR engines and pretending to be awe-struck by the 25-knot speeds. Even worse for a time trial event, the on-screen time display was running a second or two late compared to the visuals, so whatever excitement could have been evoked by watching the clock run out as the boats approached the finish line was not available to us home viewers.

"I'm awful sorry about that," the caller apologized. "But as long as you're awake, can I ask you a question?"

I recognized the voice as belonging to one of my newer race crew, one who had more or less invited himself aboard for the last couple of midwinter races.

"You just did," I thought to myself, but better manners prevailed.

In the world of sailing, yacht clubs and race crew, we all have to deal with all kinds of people. Most of them are great, but some are problematic. Now, I'm firmly on the more tolerant end of the scale — some of my favorite skippers and crew are known for personalities that have made others jump overboard. It's the boring ones I have trouble with. Especially the ones who keep coming back with simple questions that they should be able to figure out for themselves.

Not that I have anything against novice sailors. For beer can races, I have a boatload of brand-new recruits more often than not.

"Go ahead," I managed to say through a deep yawn. "I'm open for business."

"I was racing on a catamaran in a race last weekend," he began, "and we were overtaking a boat in front of us, we were overtaking, and our bow went between the two sterns of the boat in front, one on each side, port and starboard, with one of our bows in the middle, between the two sterns. My skipper said we were overlapped and the boat in front had to keep clear. I can't find anything in the rules about that situation. Are we overlapped, and do we have to keep clear or can we luff?"

"So were your port and starboard bows to windward or to leeward of the other boat's corresponding sterns?" I asked patiently.

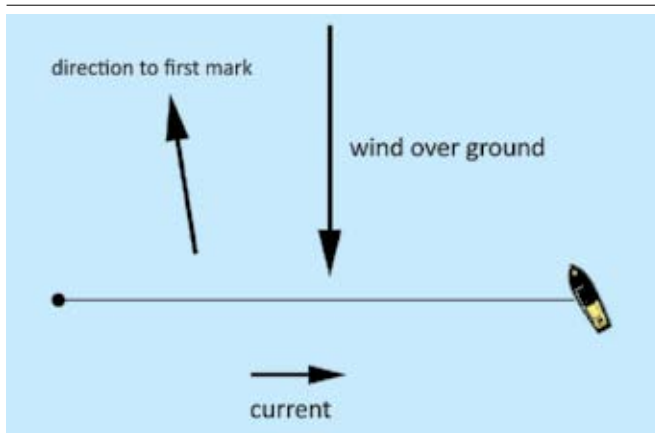
"I'm not sure what you mean," he answered. "But we were not clear astern so we must have been overlapped, because we were not clear astern."

"I don't think I can help you with that one," I said through another yawn. "But I think I know someone who can. Why don't you give Lee Helm a call? she's usually up late."

I started to hang up, but I was a split-second too slow.

"Stay on the line, Max. I'll conference her in right now, so stay on the line."

That was the worst possible outcome. Rather than my getting rid of him, now he was going to annoy two of us at the same time. Surely I could come up with



A basic homework assignment for new crew: Assume that the starting line is exactly perpendicular to the wind direction as measured by the anchored committee boat, and that the mark cannot be fetched without tacking. Which end of the line is favored?

a pretext to get off the line. On the other hand, Lee's answer might be interesting.

"It's not covered by the *Racing Rules of Sailing*," Lee pronounced after



my friend had laboriously described the situation to her. "But the RRSAC deals with it explicitly."

"The RRSAC?" he asked. "What's the RRSAC?"

"The Racing Rules of Sailing for the America's Cup. They, like, wrote special racing rules, and they're easy to find on the web. And this is a really good thing, cuz it means that special rules for Olympic sailing will follow, and then they can fix the rules used by us mortals who don't have on-the-water umpires calling fouls or video footage from the blimp."

"You really think the rules need to be fixed?" I asked.

"Totally," said Lee. "Look what they did to the default method of signaling a start, for example, optimizing it for Olympic-format racing. It was and still is a terrible

way to run big-boat starts with a large number of divisions starting in sequence. And, like, note that the standard for good RC work now includes backing up all signals with optional VHF hails to explain what the heck is happening and what's likely to happen next. This is only necessary because the visual and sound signals called for by the RRS don't give the racers nearly enough notice in multi-division starting sequences, especially considering that starts can be re-ordered



GILLES MARTIN-RAGET / ACEA

Could the Racing Rules of Sailing for the America's Cup trickle down to eventually benefit the 99%?

on the fly, and you could easily be way too far from the RC boat to see which flag they put up."

"True, but RCs have the option of writing in a different and more sensible protocol if they so choose," I argued. "For example my club writes in a system that looks pretty much like the system we all used pre-'92, with a pre-announced order and a start every five minutes that's also the prep signal for the next start."

"Most race organizers stick with the default, for some reason," Lee continued. "The good ones make up for the stupid rules with extracurricular VHF hails."

"Let me bring in a rules expert who can clear this up," said my friend as he dialed another phone number. "I know a US Sailing judge who is a rules expert, and I think he can clear this up. He's a real expert about the rules."

This was getting embarrassing. The judge picked up the phone, but he, too, sounded as if he was more asleep than awake. Fortunately it was an issue he had some interest in.

"I'm with Lee," he said after we had all been introduced and our positions summarized. "Never mind the starting sequence; there were changes in the right-of-way rules back in the '90s as Olympic TV money took control of ISAF. Changes that made it more difficult for competitors to enforce the rules on the

water without umpires, especially the loss of 'onus of proof', which was a great thing to have in close tacking situations. Back then, we knew who would win the protest when it was close, and I saw very little abuse of this advantage. Also the relief from RRS 16, or the old Rule 35, I think it was, in luffing situations was a good feature that we lost."

"What's Rule 16 and what does it say?" asked my crew on the phone.

"When a right-of-way boat changes course, she shall give the other boat room to keep clear," quoted the judge from memory. "After the change to the new rules," he explained, "a leeward boat that made contact during an allowed luff might still be found to have infringed

"I just yell at them to shut the eff up."

RRS 16, so leeward boats became more reluctant to make defensive luffs and especially more reluctant to file protests. Windward boats that should have been tapped out became more reluctant to take a penalty because the outcome of the protest became much less certain. Leeward boats that could have luffed as

they pleased under the old rules started getting DSQ'd. The end result seems to be a set of rules much more suited to top-end competition, especially umpired events, at the expense of the rest of us who have to rely on ourselves and other competitors to enforce the rules."

"But now there's hope!" exclaimed Lee. "Now that the A-Cup has decided to split up the RRS into two versions, it's an easy step to three versions: Look for the RRSO, Racing Rules of Sailing for the Olympics. Then we'll get a much better revision, even if some of it is a little regressive. Good news for the 99% who race without umps."

"Nice thought," said the judge, "but I'm going to bed. Bye bye."

"What about the question about overlap?" asked my crew. "I still don't know what we should have done with our bow inside the catamaran's sterns. Can you answer my question?"

It was too late to get the judge's opinion, but it was an easy one for Lee.

"It's right here," said Lee. "RRSAC definition of clear ahead and clear astern: 'A yacht with either bow between the other yachts' hulls is clear astern.' It's not binding or anything for a non-A-Cup race, but might be useful guidance, and suggests that yes, you still have to keep clear if you stick your bowsprit between the sterns of a cat. They also made an interesting change to mark room. The zone is still three lengths at a windward mark, but they upped it to six lengths for leeward marks. And, like, protests and penalties are really weird, with imaginary moving lines they have to fall back to."

"Thanks for the analysis, Lee. I guess we were wrong to luff. Thank you, I'll call my skipper for that race right away. I guess we were wrong."

"Oh, no problem," I said. "Call with rules questions any time, day or night." I had a feeling the sarcasm was lost on him.

"Lee, he's off the line," I said after I was sure he had hung up.

"You'd think he'd have totally figured out how to use the internet by now," sighed Lee. "How did that guy ever end up on your crew?"

"You know my policy, Lee," I explained. "For the beer can races, everyone who can walk down the gangway can crew on my boat. Sometimes it feels more like a sailing school than a racing yacht, but you've seen the upside of that too, when I uncover great talent in a beginner."

"For sure," she agreed. "And you get a lot of loyalty from those newbies after they're trained up, too."

MAX EBB

"But there are also some tough cases, and they just keep coming back. I can't bring myself to turn them away."

"Here's what you do," advised Lee after a short pause. "Assign them homework. And tell them they can't sail with you again till they turn it in."

"What kind of homework?"

"You know, if they ask a dumb question about the start right when you're trying to calculate when to turn back for the line with 45 seconds to go . . ."

"I just yell at them to shut the eff up."

"Okay, but after the race you should give them an assignment for next time. Like, for example, 'write a 250-word essay explaining how to calculate when it's time to turn back to the starting line,' or 'describe how to determine which end of the line is favored,' and if they are actually smart enough, ask them to explain how a current running parallel to the starting line affects which end is the favored end based on wind over the bottom, as seen by the anchored RC boat, or by the wind over the water surface, as seen by the boats drifting with the current?"

"But Lee, I want to get rid of the guy, not become his personal sailing tutor."

"Simple, Max. Just don't let him back on the boat till he turns in his assignment. It's fair and it's open, and it's, like, for his own good. The new crew that you want to keep will happily do their assignments and ask for more. The annoying bores and the slow-learners who need to be spoon fed will find another boat rather than be subjected to that kind of abuse."

"I'll try it," I promised. "But as an annoying crew filter, I'm not sure this is going to be 100% effective."

Then I mentioned to Lee that I had dozed off while watching the AC45 time trials, and that it was the annoying crew who had awakened me.

"You tried to watch that?" said Lee. "I don't see what's interesting about watching a straight-line time trial after you've seen the first two or three. But the fleet races have been worth following. If only they'd use the available bandwidth, it could be a really great show in any viewing venue that could set up multiple

screens."

"You mean for group viewing, so everyone can get close to a big screen? I agree, the best place to watch the America's Cup races will be in front of a big screen in a yacht club bar with a bunch of drunk racing sailors."

"No, I mean multiple video feeds on multiple screens. The boats are all wired for onboard video and sound — the cable hook-up to the yacht club has the bandwidth, the internet can manage the traffic, and the big screens are cheap. So, like, how come we only get one view? And how come they never stay with one camera long enough for us to actually follow the tactical action?"

"Maybe it's because there's no ball to follow," I suggested. "Or maybe they want to make sure we can't route around the commercials."

"At the very least, they should give us a second channel with a plain top-down animation showing the boat positions."

"You mean show the race on two screens showing two different views?"

"More like five or six screens and five



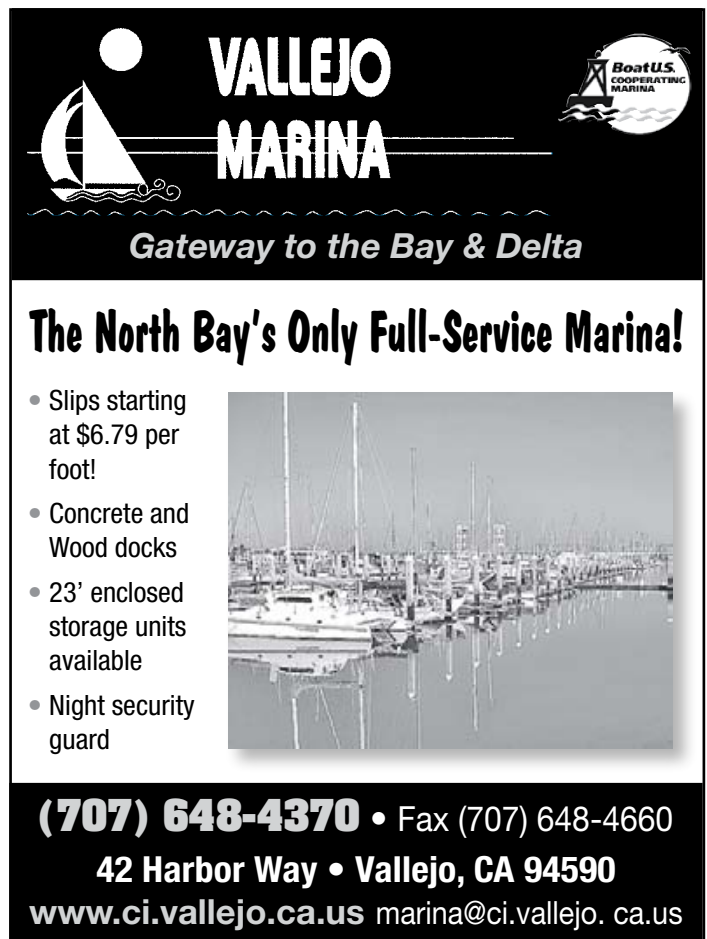
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TAKES A CAT NAP

or six different views. All user-selectable, so in the unlikely event that the race organizers are successful in making these sailors into pop cult heroes, we could choose our guy and put his voice on the audio, and also choose the camera view on board his boat. That in addition to the regular main TV feed, plus the top-down tactical view, and maybe the views from one or two other boats by the time all our screens are used up."

"That would be a great way to watch the race," I agreed. "But following it all might turn out to be just as much mental effort as actually sailing a race."

"Sensory overload would be very good in this context," she conjectured. "And it would totally add a lot of value to yacht club access during the races, so the clubs could finally find a way to benefit from this circus."

"Actually, Lee, my club is already working out the details of an 'America's



GILLES MARTIN-RAGET / ACEA

AC45s sailing round and round on a time trial course is Max's perfect insomnia cure.

Cup Membership,' good only for July, August and September of '13. But you add an interesting new element — I wonder if we can attract enough new members to buy all those additional big screens"

"We're talking 18 months from now," Lee reminded me. "Screens will be bigger and cheaper."

"Anyway," I yawned, "I'm going to bed. See you at the next midwinter race."

Lee said goodnight and I thought I was done for the evening, but the phone rang again a minute later.

"One more question," said the annoying crew. "I have one more question: How much are yacht club dues these days? I'm thinking I might join, and I need to know how much the dues are. And the initiation fee too, because I might join the yacht club."

I had no choice but to quote the club's dues and initiation fee. And I added "You also have to write a 250-word essay, titled 'Why I Want to Join the Yacht Club.'"

The next time I have trouble falling asleep, I'm going to imagine sheep sailing AC45s on a time trial course. And I'll turn off the phone.

— max ebb

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THE RACING

With 2011 in the books, we take a look at some of December's racing action before diving into the new year. We've got **Midwinters reports** and an update on the **Volvo Ocean Race** for you. Enjoy!

Midwinters Notebook

Golden Gate YC Manuel Fagundes Seaweed Soup Series — Racers got summer-like breeze from a winter-like direction on December 3. With a northerly in the high teens, 62 boats blitzed their way off the line on reaching starts near the club under sunny skies. They sailed three different courses that resembled Rolex Big Boat Series bay tours more than the typical windward/leeward. Add in a ripping ebb that threw more than one tactician for a loop, and it was a crazy day on the Bay.

In the eight-boat PHRF 1 Division, Brad Copper's Tripp 43 *TNT* put up an impressive result, taking both elapsed and corrected time honors, the latter by four minutes. Scott Easom's Farr 30 *Eight Ball* was tops in the 11-boat PHRF 2 Division, and Scott's uncle Hank Easom, and the latter's venerable 8 Meter *Yucca*, took PHRF 3 by over three minutes. The 13-boat PHRF 4 division was won by Steve Waterloo's Cal 40 *Shaman*.

There were four one design divisions, and the IODs took the runner-up prize for most entries with five. James Hennefer's *La Paloma* emerged victorious over her fellow IODs. Nine Catalina 34s showed up and Chris Owen's *Mottley* ended up on top, winning by 39 seconds. The Knarrs only drew two boats and Chris

When power reaching on a Volvo 70, the only person looking forward is the driver and the "firehose" analogy is very appropriate.

Kelly's *Flyer* beat Mark Malcoun's smart-looking *Gossip*. In the Folkboats, Chris Herrmann's *Thea* beat two other boats for the win.

MANUEL FAGUNDES SEAWEEED SOUP SERIES GOLDEN GATE YC (12/3)

PHRF 1 — 1) *TNT*, Tripp 43, Brad Copper; 2) **California Condor**, Class 40, Buzz Blackett; 3) **Tiburon**, SC 37, Steve Stroub. (8 boats)

PHRF 3 — 1) *Yucca*, 8 Meter, Hank Easom; 2) **Ohana**, Beneteau 45f5, Steve Hocking; 3) **Hawkeye**, IMX 38, Frank Morrow. (4 boats)

PHRF 4 — 1) *Shaman*, Cal 40, Steve Waterloo; 2) **Arcadia**, Santana 27, Gordie Nash; 3) **Uno**, Wyliecat 30, Steve Wonner. (13 boats)

IOD — 1) *La Paloma*, James Hennefer; 2) **Xarifa**, Paul Manning; 3) **Hecate**, Gregory Meagher. (5 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen; 2) **Queimada**, David Sanner; 3) **Crew's Nest**, Ray Irvine. (9 boats)

KNARR — 1) *Flyer*, Chris Kelly; 2) **Gossip**, Mark Malcoun. (2 boats)

FOLKBOAT FLEET — 1) *Thea*, Chris Herrmann; 2) **Emma**, George Cathey; 3) **Nordic Star**, Richard Keldsen. (3 boats)

Complete results at: www.ggyc.com

Sausalito YC Mids — It was a banner day on December 4, and 26 boats in five divisions showed up to enjoy it.

In Spinnaker A, Ron Anderson's J/105 *Streaker* took the honors, while Spinnaker C went to Jeff Hutter's Tartan 10 *Gammon*. Magnus LeVicki's Hanse 370 *Min Flicka* was tops in Spinnaker D. The sport boat division went to Daniel Thielman's Melges 20 *Kuai*, and Frank Lawler's Santana 22 *Tackful* carried the Non-Spinnaker Division.

Although it was a beautiful day for a sailboat race, it wasn't without a little drama, at least



IAN ROMAN/VOLVO OCEAN RACE

for Michael Campbell's Lancer 30 *Geronimo*.

"*Geronimo* lost her steering on the upwind leg," said Race Chair Dave Borton. "But her crew still managed to finish the race with the emergency tiller, and that even included under spinnaker from Blackaller to Knox."

SAUSALITO YC MIDWINTER SERIES (12/4)

PHRF A — 1) **Streaker**, J/105, Ron Anderson; 2) **Willow**, Centurion 40s, Bob Braid. (7 boats)

PHRF C — 1) **Gammon**, Tartan 10, Jeff Hutter; 2) **Grey Ghost**, Hanse 342, Doug Grant; 3) **Serendipity**, Cal 29, Phil Hyndman. (9 boats)

PHRF D — 1) **Min Flicka**, Hanse 370, Magnus LeVicki; 2) **JR**, Moore 24, Richard Korman; 3) **Rigadoon**, Morris 36, Matthew Naythons. (5 boats)

PHRF E (NON-SPINNAKER) — 1) **Tackful**, Santana 22, Frank Lawler; 2) **Shockwave**, Santana 525, Mark Miglio; 3) **Willin'**, Catalina 30, Mark Tishler. (3 boats)

SPORTBOAT — 1) **Kuai**, Melges 20, Dan Thielman; 2) **Ragtime**, J/90, Trig Liljestrand. (2 boats)

Complete results at: www.syonline.org



YANN RIOU/VOLVO OCEAN RACE



The Volvo Ocean Race fleet blasts out of Cape Town in the shadow of Table Mountain. It's been a trying Leg Two for the six teams in the race, but nowhere near as bad as Leg One, so far.

Berkeley YC Mids — The Berkeley YC mids were up for their second installment December 10-11. Race Committee chair Bobbi Tosse checked in with this report:

"It was a super sailboat racing weekend! The water was flat and the winds were reasonably Goldilocksish— not too light and not too heavy.

"On Saturday, the 74 boats started on time and all finished an eight-mile double windward/leeward in 8 to 12 knots of breeze under sunny skies. The 18 Express 27s scared, er . . . delighted, the race committee with a tight start although no one was over early.

"On Sunday, the temperature had dropped a bit, the wind had backed to come from around 220 and large black and gray clouds appeared to threaten us with rain. However, the sun would make

occasional stabs through these clouds and light up the spinnakers. We were able again to start on time and all of the 27 entrants completed an 8-mile double windward/leeward race with the last boat finishing just a bit past 2 p.m.

"At the halfway mark of the Saturday series there are only a handful of contestants that appear to be getting set to run away with all the trophies. Andrew Macfie's Olson 30, *Hoot*, Falk Meissner's Olson 25 *Sharks on Bluegrass* and Richard vonEhrenkrook's Cal 20 *Can O' Whoopass* all have only bullets in their divisions. The remaining six divisions show some exciting podium possibilities for many of the contenders.

"At the halfway mark of the Sunday series, it seems like anyone could run away with the loot. There are ties for first place in all but one of the divisions, and that one has very close results on the leaderboard."

BERKELEY YC MIDWINTER SERIES SATURDAY (CUMULATIVE 2r. 0t)

DIVISION A — 1) **Sweet Okole**, Farr 36,

Dean Treadway, 4 points; 2) **Ragtime**, J/90, Trig Liljestrand, 7; 3) **Family Hour TNG**, Henderson 30, Bilafer Family, 8. (10 boats)

DIVISION B — 1) **Hoot**, Olson 30, Andrew Macfie, 2 points; 2) **Shameless**, Schumacher 30, George Ellison, 5; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells, 6. (10 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zach Anderson, 7 points; 2) **Peaches**, John Rivlin, 7; 3) **Wile E Coyote**, Dan Pruzan, 10. (17 boats)

MOORE 24 — 1) **Armored**, Pete Rowland, 6 points; 2) **Wet Spot**, Michael O'Callahan, 7; 3) **Twoirrational**, Anthony Chargin, 7. (7 boats)

OLSON 25 — 1) **Shark on Bluegrass**, Falk Meissner, 2 points; 2) **Synchronicity**, Steve Smith, 5; 3) **American Standard**, Bob Gunion, 6. (5 boats)

DIVISION C — 1) **Hard N Fast**, Merit 25, Tim Harden, 3 points; 2) **Pocket Rocket**, Mull 22, Brad Cameron; 3) **Twilight Zone**, Merit 25, Paul Kamen, 6. (10 boats)

DIVISION D — 1) **Crazy Horse**, Ranger 23, Nicholas Ancel, 4 points; 2) **No Cat Hare**, Catalina 22, Donald Hare, 8; 3) **Huck Finn**, Bear, Margie Siegal, 8. (6 boats)

CAL 20 — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook, 2 points; 2) **Recluse**, Cal 20, Howard Martin, 4; 3) **Fjording**, Cal 20, Tina Lundh, 6. (4 boats)

J/24 — 1) **Phantom**, John Guilford, 5 points; 2) **Shut Up and Drive**, Valentyn Liulevych, 5; 3) **TMC Racing**, Michael Whitfield, 7. (6 boats)

BERKELEY YC MIDWINTER SERIES SUNDAY (CUMULATIVE 2r. 0t)

DIVISION 1 — 1) **Stewball**, Express 37, Bob Harford, 4 points; 2) **Hoot**, 7; 3) **Split Water**, Bénéteau First 10R, 8. (9 boats)

EXPRESS 27 — 1) **Luffing Outloud**, Ray Wilson, 5 points; 2) **Motorcycle Irene**, 6; 3) **Wetsu**, Phil Krasner, 7. (8 boats)

DIVISION 2 — 1) **Twoirrational**, 4 points; 2) **Nicole**, Orion 35, Mel Morrison, 4; 3) **American Standard**, Olson 25, Bob Gunion, 4. (4 boats)

DIVISION 3 — 1) **Frogflips**, J/24, Richard Stockdale, 6 points; 2) **Twilight Zone**, Merit 25, Paul Kamen, 6; 3) **TMC Racing**, 9. (9 boats)

Complete results at: www.berkeleyyc.org

RegattaPRO/Sausalito YC Mids — Sailors had a champagne sailing day on December 10. Six J/120s, 17 J/105s, five Melges 24s, and four Antrim 27s made it out for flat water and breeze that range from 8 to 12 knots on the Southampton racing area. All four divisions sailed a pair of double windward/leewards that saw almost everyone back at the dock by 2 p.m.

Barry Lewis' *Chance* handily scored a pair of bullets to carry the day in the J/120 fleet, while Tom Kennelly's *Wonder* was the top J/105 on the day with a 2-1. Dan Hauserman's *Personal Puff* scored a pair of bullets to extend their series lead in the Melges division, while John Liebenberg's *Always Friday* did the same in the Antrim 27 division.

THE RACING



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

Clockwise from top-left — With three different courses, you'd think that the Golden Gate YC's Manuel Fagundes Seaweed Soup Series would have featured less hectic mark roundings; the big boats power reaching off the line; 'Double Trouble' crosses tacks with the competition; Alcatraz played a role in just about everyone's course given the northerly wind direction; the big boats stacked up with kites up; 'Spirit of Elvis' takes advantage of the postcard-perfect conditions; 'California Condor' leads 'Deception' into a mark rounding; the Catalina 34s drew the largest one design division, at nine boats!

REGATTAPRO/SAUSALITO YC WINTER ONE DESIGN SERIES (CUMULATIVE STANDINGS, 4r. 1t)

- J/120 — 1) **Grace Dances**, Dick Swanson, 5 points; 2) **Desdemona**, John Wimer, 6; 3) **Mr. Goo**, Steve Madeira, 9. (6 boats)
- J/105 — 1) **Wianno**, Ed Walker, 7 points; 2) **Walloping Swede**, Theresa Brandner, 8; 3) **Wonder**, Tom Kennelly, 9. (17 boats)
- MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 3 points; 2) **Wilco**, Douglas Wilhelm, 5; 3) **Smokin'**, Kevin Clark, 15. (5 boats)

- ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 3 points; 2) **Abracadabra**, Ian Chamberlin, 6; 3) **E.T.**, Tony English, 8. (4 boats)

Complete results at www.regattapro.com

Volvo Ocean Race Update

Since last month's *Latitude*, the Volvo Ocean Race has gone through some major evolutions. Leg One from Alicante, Spain, to Cape Town, South Africa, was decided after we went to press last month.

Iker Martínez' Spanish entry *Telefónica* grabbed the top spot, followed by Chris Nicholson's Kiwi entry *Camper* a little less than a day later, and Franck Cammas' French entry *Groupama 4*, which could never recover from their flier down the African Coast. But what was undoubtedly the bigger story was that the three boats which suffered leg-ending damage on the



long haul south were back in the game by the time the in-port race preceding Leg Two came around. Mike Sanderson's Chinese entry *Team Sanya* got busy repairing her damaged bow section, Ken Read's American entry *Puma Powered by Berg* got her spare rig up and — theoretically at least — tuned, and Ian Walker's *Abu Dhabi Racing* was also able to get her spare rig set up in time.

The in-port race turned out to be a good one, and *Telefónica* picked up right where they had left off, followed by

Camper and *Puma*, leaving the Spanish entry with a three-point lead over *Camper* going into Leg Two. The six-boat fleet got off to a fast start for Leg Two on Sunday. After an uncharacteristic stretch of light-air beating around the tip of the African continent, the fleet was met with some wild running through the wicked Agulhas Current, which flows against the prevailing wind direction. None of the boats reported serious damage as they traversed the Agulhas in breeze that topped out in the mid-30s and stirred up 20-ft waves.

But that was about to change. Some five days later, *Sanya* threw the fleet a

curveball, backtracking in order to get a favorable angle from a tropical depression that formed off the southern tip of Madagascar. The move looked to be paying big dividends for the only boat that sailed the last edition of the race, and has so far proven to be off the pace. But it required sailing into breeze that reached the 50s at times — in a boat that suffered Leg One-ending hull damage in similar conditions! But perhaps most surprising was that *Sanya* uses the same mast and standing rigging as Ian Walker's *Abu Dhabi Racing*, and the latter lost hers in the same conditions on Leg One. So it wasn't exactly

THE RACING

surprising to find that *Sanya* suffered rig damage — a broken D2 intermediate shroud — during their departure to the north. Although the crew has saved the rig and made landfall in Madagascar to effect a replacement, their leg is done.

After their disastrous first leg, when the skipper and navigator tried the coastal route down the North Atlantic and ended up hundreds of miles behind the leaders, one would have thought that Franck Cammas' *Groupama 4* would play this one a little more conservatively. But, no. Five days into Leg Two, Cammas and navigator Jean-Luc Nelias bailed south to try to get around a trough that had been plaguing the fleet for a couple of days. Instead of sailing the leg like a buoy race — at the time all six boats were practically within spitting distance — the French team elected to take their flyer, which ultimately saw them get farther away from the waypoint than they were at the start!

This bold stroke proved to be a big gain. Sailing all those extra miles turned up roses for *Groupama 4*, which used a favorable breeze angle to effect an

ANDRES S/VOLVO OCEAN RACE



'Team Sanya' fell victim to damage again. This time it was the port D2 shroud that let go. They saved the rig, but had to drop out of Leg Two.

end-around on the fleet. The crew had rocketed into an 80-mile lead by the time they reached the doldrums. At the same time, they consolidated their gains by positioning themselves in front of the

rest of the pack as they crossed over into the virtual blackout intended to protect the fleet from piracy. Coinciding with the doldrums is the "stealth zone," an area where the weather overlay will be removed from the tracker, and the field of view will not zoom out large enough to ascertain the fleet's whereabouts. In this zone lies the safe haven port which, judging by the boats' tracks, will likely be somewhere in India. At the safe haven port, the boats will be loaded onto an armed ship bound for the Persian Gulf and a restart about a day's sail from Abu Dhabi.

Puma was the next boat into the stealth zone, followed by *Telefónica* not far behind and *Camper* not far behind them, although the pack was spread out about 100-miles west to east at the point of entry. Ian Walker's *Abu Dhabi Racing* was just over 160 miles behind *Groupama* as of this writing. Due to the split nature of the leg, 80% of its points will count for the first segment, and 20% for the second, which means there should be some good opportunities for the teams who come up short on this leg. You can follow it all at www.volvoceanrace.com.

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We bring you a special report this month on chartering in the **Greater Puget Sound region**, including reader tips and suggestions.

Scenic, Serene, and So Close to Home

If the faraway tropical charter destinations that we often feature in these pages are beyond your reach — either financially or timewise — this month's subject should pique your interest. Just a few hours' flight to the north of us lay vast cruising grounds renowned for their unspoiled natural beauty, mellow sailing conditions, and friendly waterside towns.

It's no exaggeration to say that the Greater Puget Sound region offers the most expansive area of protected, navigable waterways on the West Coast. And within its 150-mile maze of inviting coastal contours and forested islands lies a great variety of destinations for boaters. As is often said, it's truly a gunkholer's dream.

Within this expanse, the American San Juan Islands are the most popular sailing area, offering both quiet, semi-secluded anchorages and bustling marinas with shopping, restaurants and nightlife ashore. Just to the north lay the Canadian Gulf Islands which are similarly verdant, but with fewer water-borne visitors and less shoreside infrastructure.

Farther north you'll find the dreamlike fiords of Desolation Sound, a pri-

Believe it or not, water temperatures in Desolation Sound are often 70 degrees or higher. And inland lakes can be even warmer.

meval wonderland of steep-sided forest canyons, cascading waterfalls, and almost no shoreside development — an ideal place for weary workaday warriors to bask in the serenity of Mother Nature's handiwork. If you have two or three weeks to spare, there are other magical cruising grounds even farther north, such as the Broughton Islands Archipelago.

Roughly a dozen bareboat charter operations are sprinkled between Seattle, in the south, and Comox, about halfway up the inland shore of Vancouver Island. All offer a variety of monohulls for chartering, and several firms have also added a few multihulls in recent years. If you're wondering, we're plugging this summertime destination now — in the dead of winter — because the May-to-September summer sailing season is relatively short, and these fleets are not huge, so we strongly urge you to make plans now in order to have a good choice of vessels.

The fact that the sun doesn't set until 9 p.m. or later during the summer months means you'll have extraordinarily long days in which to enjoy outdoor activities. In addition to sailing, there are hiking trails everywhere — some leading to inland lakes and waterfalls — and picturesque towns and outposts where you can grab a meal, hear the local gossip, or buy some fresh-caught seafood right off the fishing boats. Speaking of which, this may be the only charter destination in the world where a crab trap comes as a standard piece of a bareboat's equipment.

We should mention also that bringing along a kayak or two is an option with some companies. Kayaks are a great means of exploring these relatively tranquil waters.

Wind conditions tend to be light, yet changeable, so you do tend to do a bit of motoring. But when the breeze does kick in over the region's protected waters, the sailing is glorious. And while air temperatures are not tropical, it's often



INSET LATITUDE / ANDY

sunny, and warm enough to work on your tan.

Channels and hazards are extremely well marked, and in our experience many bareboats now come equipped with chartplotters. So navigation is straightforward enough that most first-time charterers can handle it, although it's wise — if not *essential* — to plan your movements with the often-strong currents. And you need to pay close attention to the tide charts when anchoring.

Environmentally protected marine parks are found on both sides of the international border, most of which offer overnight mooring balls (in addition to anchoring) and well-maintained facilities ashore, such as barbecues, fire pits, and sometimes heads and showers.

We've sailed in various parts of the Northwest, and each time we had a wonderful experience. But we certainly don't consider ourselves to be experts on the



DAVID KORY

OF CHARTERING



DAVID KORY

Ever anchored at the base of a waterfall? This photo is evidence that in the Northwest you can easily do that.

region, so we enlisted the help of readers to share their tips and insights:

Carole and I did an 'off-season' charter a few years back out of Anacortes in late September. That is late in the season, but it paid off. We had the San Juans almost all to ourselves and the weather was better than San Francisco Bay in mid July. We did have to use the 'iron genny' a bit, but a front came through that gave us some great sailing, too.

Chartering at off-season rates is a good way to get more bang for the buck (like getting to try a larger boat that you might be thinking of buying).

— pat mcintosh

I live and work on Decatur, a small

island in the San Juans not serviced by the state ferry system. Friday Harbor on San Juan island is civilization for us: groceries, supplies and fuel are all readily available on the hoof, not to mention the very kind people.

Needless to say, it's easy to get distracted on the way there. Sucia is the favorite of many and I'm no different. Watmaugh Bay, on the SE corner of Lopez Island offers a breathtaking summer sunrise, and a kayak paddle around the corner will take you to another planet.

Stuart is also a must, with the brilliant hike to the lighthouse looking at Can-

ada and the groovy schoolhouse with postcards and T-shirts still sold on the honor system. The last time we were at Stuart, we rounded to the west and stitch-tacked across the border line all the way to Sucia; very rare indeed.

— steven phillippi

If you time it right, The Indian Summer up there is too good to describe. Daily clear skies, moderate temperatures, unbelievable sights can all be yours. It's not uncommon to have a pod of killer whales come and look you over, or see deer swimming between the islands.

I'd suggest you leave yourself some free time as there will be times — guaranteed — that you will want to linger and enjoy the scenery.

— steve denny

I'm a former Bay Area sailor who moved up to Vancouver, BC, back in 2004. Before then I'd heard of the Pacific Northwest as being a nice place to cruise, but always thought San Francisco Bay was already cold enough, so why make the trek north? After my first summer here, I realized I'd been missing out, big time.

For visiting boaters, there are gazillions of coves, anchorages, marinas and good weather, though there are hazards of the nautical and bureaucratic variety that are good to be wary of.

British Columbia's capital, Victoria, which is located at the southern end of Vancouver Island, is awesome and is best described as a British theme park with palm trees. It's a good place to get some

From Tenedos Bay you can take a great walk up to Unwin Lake. Along the way the adventurous can take a dip in a natural Jacuzzi.



MIKE KEW

WORLD

rest, visit some pubs, and spend some cash.

Friday Harbor on San Juan Island is one of the big draws in the American islands, with a huge boat basin and an actual town — it's more of a city than a remote getaway.

Across the border in Canadian waters, Pender Island — actually two islands — is my favorite. It's a little less developed, but has plenty of options for provisioning and entertainment ashore. The Port Washington Bar and Grill is a definite must-visit, as it's along one of the big anchorages on Pender.

Salt Spring Island is similar to San Juan, with lots of shoreside attractions, a big marina, and lots of arts and crafts to spend your cash on.

For more remote destinations, Gabriola Island is unspoiled and awesome. It is just offshore from the Vancouver Island city of Nanaimo.

The west coast of the British Columbia's mainland north of Vancouver is called the Sunshine Coast. Starting at



Bowen Island, which is a suburb for the *nouveau riche* of Vancouver, you have a small island town which is nice for an afternoon stop.

Heading north across the Haro Strait, you hit Gibsons which is the true start of the Sunshine Coast. There is a huge anchorage and a big marina (which is the new home of *Latitude's* former Ocean 71

Big O). It has plenty of restaurants, shopping, and services. Heading north from Gibsons is a haul along the coast to Pender Harbour and Secret Cove which is a fine place to hang out for a day or two. The spa at Secret Cove is a definite favorite of the more genteel crew who would appreciate a little pampering.

There is much more north of Secret Cove that I have yet to explore, but it will have to wait for another cruising season.

— ben jones

My recommendation is to get north. As nice as the San Juans are, they get a bit crowded for me, and I think the Gulf Islands, just to the north, are nicer and less crowded. Desolation Sound is a must if you have time to get that far.

If you have more than two weeks, I would say get as far north as you can. The Sawyer glaciers are fantastic, and bumping into icebergs and watching the glacier calve is simply stunning. The

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smaller towns and villages to the north are terribly hospitable, with great little cafes, lots of friendly folks, bears, eagles and wildlife, and fresh fish for a song. Up there the currents through some of the narrows are exciting and awesome if you like a well-planned adventure, but terrifying if you don't, as they can run to 12 knots in places!

— david kory

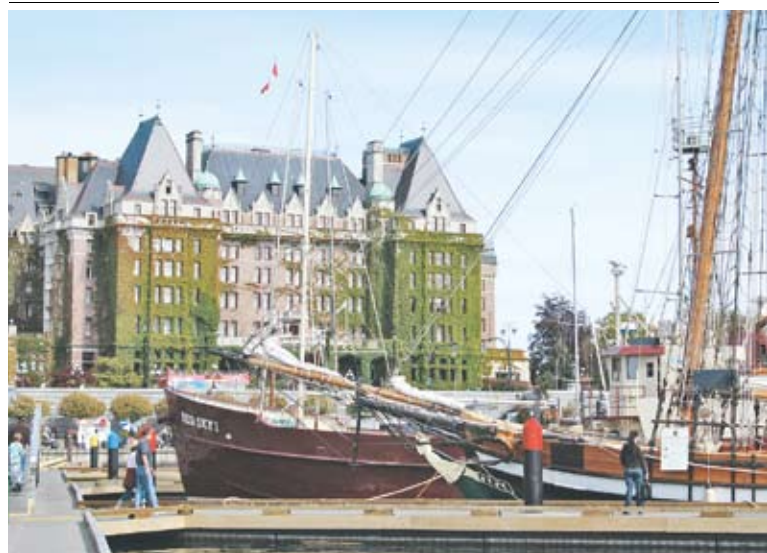
While I've sailed in the southern Gulf Islands, and even a little in the San Juans, the area I know well is Desolation Sound and the northern Gulf Islands. What follows is a description of just a few of the features of that area.

One of the most interesting things about Desolation Sound and the northern Gulf Islands is the summer ocean temperature. It is extremely warm and typically you can swim in the ocean from about June 1 to mid- or late September. This combines nicely with access to many small lakes a short hike from tide water that you can swim in when you want to get the salt out.

There are ample sheltered anchorages and I would encourage people to try some of the smaller coves — gunkholing. Typical anchoring is done with the stern tied to a tree or boulder on shore to make certain there is enough room for fellow boaters.

Some of my favorite spots are:

- Gorge Harbour on Cortes — look for the pictographs on the cliff that forms the west of the entrance;
- Tenedos Bay with its great walk up to Unwin Lake and the stream we call the Wild Jacuzzi;
- Homfray Channel — last time there we tacked in close to the north side and got to watch a huge blond grizzly hunting



LATITUDE / ANDY

If tides and timing allow it, we're sure that a visit to charming Victoria will be a highlight of your trip.

along the shoreline;

• Mittenatch Island — just at the north end of Georgia Strait/Salish Sea is home to many nesting seabirds and is a wildlife refuge.

Fishing isn't too bad in places. But I

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WORLD OF CHARTERING

have found the best way to get seafood is to pull into the oyster farms or find a prawn boat and pay for your catch. There are lots of fishermen around who are only too happy to cut out the middleman and sell direct.

— mike kew

Many northwest sailors motor for several long days to get to Desolation Sound and other Canadian inlets, where snow-covered mountains come down to the beach and the water is reasonably warm.

I have never understood why they overlook a similar beauty and warmth about eight hours sail from Seattle: the Hood Canal, which isn't really a canal.

In the summer, an afternoon northerly fills in whenever the weather is good (high pressure). We like to motor up Puget Sound to Foul Weather Bluff, where Hood Canal and Puget Sound meet, then catch the northerly for a 20-mile spinnaker run down the Canal to the Dabob Bay area. In the summer, it seems like there is often an afternoon



It's not always breezy in the Northwest, but when it is, the sailing is glorious. Everywhere you turn the landscapes are lush and green.

flood tide.

The east span of the Hood Canal Floating Bridge has 50-foot vertical clearance at the floating end and about 60 at the fixed (shore) end when the tide is low. Taller masts can call the bridge tender

two hours in advance to have the center span opened.

In summer, both the air and water temperatures in the Canal are noticeably warmer than Puget Sound. The best kept secret in Western Washington is the surface water temperature in Dabob Bay. It's over 70° from July to early September. The bay is famous for its oysters and there are plenty of State tidelands. (Last year, we saw Dabob Oysters selling in a Fillmore Street restaurant for \$3 each, but they're free on State tidelands.)

We like to mix nights on anchor along the western shore of Dabob, where we can watch sunsets over the Olympic Mountains, with nights in the Pleasant Harbor Marina where there are swimming pools, showers, a grocery store, and friendly local people.

— terry dolan

Thanks to one and all for the great tips. We'd love to check out each and every one of them ourselves this summer. Perhaps you should too.

— latitude/andy

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CHANGES

With reports this month from **Drei** on getting an outboard replaced in Baja; from **Mystic** on adventures before, during and after Minerva Reef; from **Cadence** on Papua New Guinea; from **Nakia** on seven years of cruising after the Ha-Ha; from **ShantiAna** on — yep, another one — replacing an outboard and a dinghy in Baja; from **Beaudacious** on seeing really big yachts in the British Virgins; and **Cruise Notes**.

Drei — Corsair UC Gary Kahler Outboard Replacement Blues (San Diego)

My first experience with La Paz was a brief but nonetheless interesting one day. As Ha-Ha participants may recall, we three 'Buds' on the good ship *Drei* lost our outboard — brand new, by the way — in the waters of Bahia Santa Maria the night before the start of the last leg to Cabo. After several hours of free-diving to try to retrieve said motor, we decided we'd have to donate it to BSM as an artificial reef.

We figured we could buy a replacement outboard in Cabo. That was before we found out that small outboards just aren't available in Cabo. Everyone told us not to worry, because we'd have better luck in La Paz, which is home to a much larger cruiser community. We three Buds had to fly home from Cabo, so we gave the boat and the outboard-replacement task to Colorado friends Bo and Libby, who were about to start a pre-planned six-week cruise of the Sea of Cortez.

Alas, when the engineless Bo and Libby got to La Paz, they discovered that outboards were almost as scarce there as in Cabo. The best 'deal' they could find

'Drei' on the run. Corsair 31s have been popular Ha-Ha boats. Note the 'Thanks Patsy' on the chute — because she repaired a tear in it.

was a 2.5-hp for \$1,400 — and it was a two-cycle. No way was I going to spring for that.

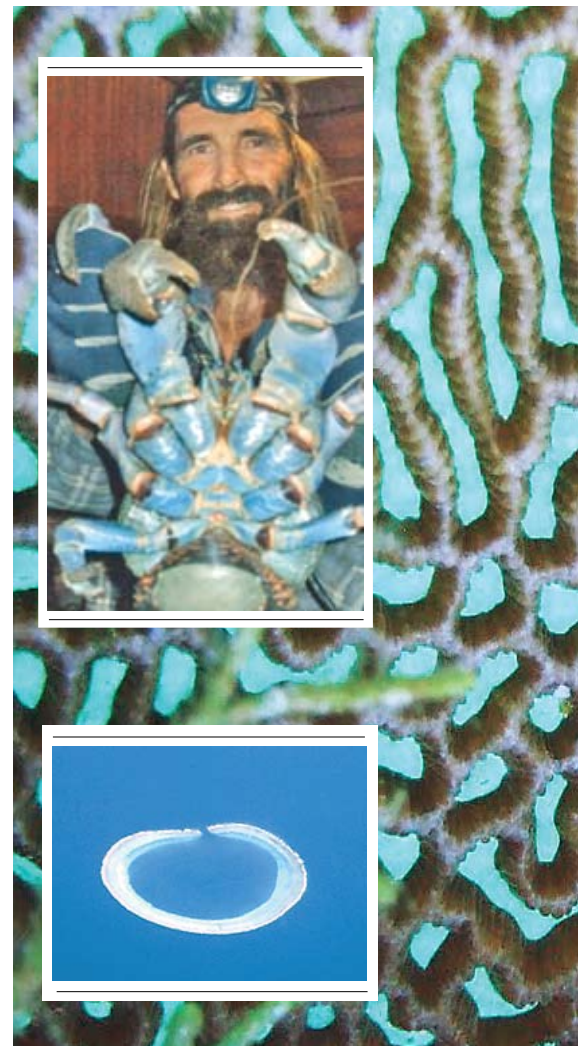
Knowing Bo and Libby wanted to get going on their cruise, I visited my local outboard dealer in Oxnard and begged for sympathy. He's a friend of mine, so he sold me a 2.5-hp *four-stroke* for \$600. All I had to do was get it to La Paz quickly. I was smiling when FedEx told me they could ship it to La Paz on next-day air for \$200. I stopped smiling when they told me that Customs in Mexico could hold it for 30 days before releasing it. OMG!

That did it. I decided I'd fly to La Paz with the small outboard — wrapped in a sleeping bag and stuffed in a duffel — as check-in baggage and deliver it to Bo and Libby myself. I got a ride to LAX and had standby status on the 11 p.m. flight. Who knew so many people wanted to go to La Paz? I struck out, which afforded me the opportunity to spend the night on a wooden bench at LAX. Fortunately, I was able to catch a flight to La Paz the next morning. Unfortunately, it went by way of Mexico City and took, including four hours in the terminal in Mexico City, a total of nine hours. Fortunately, I had no trouble transporting the outboard on the plane — because it didn't have any gas or oil in it.

Customs officials in Mexico City wanted to charge me duty based on the value of the motor. I convinced them it was only worth \$300, which is the maximum value allowed before duty is charged. Ironically, they gave me more trouble about the little tool kit that comes with the outboard than the outboard itself! But they let me go.

It was 5 p.m. before I finally showed up at *Drei* in Marina de La Paz with the outboard. Bo and Libby had the outboard installed and running in less than an hour.

While hanging around the dock during that hour, I bumped into several Ha-Ha folks, and we decided to get dinner together. My having been back home in the States for all of 10 days, it was like Ha-Ha Part II for me. After drinking beer and eating tacos at a great outdoor stand, I spent the night on *Drei's* tramp sleeping under the stars. 'What a life!' I thought to myself.



Wanting to get an early start, Bo and Libby dropped me off at 5:30 a.m., 12 hours before my flight. With nowhere to go, I decided to walk the *malecon* — from where I got to watch my friends and boat sail off toward the islands.

— gary 'g-bud' 12/05/11

Readers — While it may not have worked in Gary's case, there are many more flights to Los Cabos than to La Paz, and once in Los Cabos, there is frequent luxury bus service to La Paz for \$16 U.S.

Mystic — Mariah 31 Jenny Haldiman, Randy Ramirez Samoa, Tonga and Minerva Reef (Stockton)

We arrived at Minerva Reef — hundreds of miles from any real land — on November 7 after a beautiful four-day sail from Tonga. Minerva Reef is the last possible stop before the 800-mile — and

LATTITUDE / RICHARD



Two Green Dreiman scan BSM for their outboard.

SOJOURN





PHOTOS COURTESY OF MYSTIC AND NASA

Spread; Beautiful South Pacific coral. Insets clockwise from above; Black tip reef sharks swim past 'Mystic's' keel. Shark populations have been decimated in the South Pacific, but there are still enough to thrill you. Minerva as seen from the air. Randy the hunter with a giant coconut crab.

sometimes difficult — passage the rest of the way to New Zealand. Most South Pacific cruisers make this migration in November to avoid the tropical cyclones of the South Pacific summer.

We thought Suwarrow was remote, but it was a reasonable size island with solid ground, lots of coconut palms, two rangers, and cruisers coming and going on a daily basis. Minevera, on the other hand, is just four miles across, and has no islands, no *motus*, no palm trees and no rangers. It's 99% ocean!

It's true that there were nine other boats taking shelter inside the reef when we arrived. But within an hour of our dropping the hook, they'd all left. It wasn't that we had body odor; they'd simply just gotten word that it was a good time to make a dash for New Zealand. That meant we were left

completely alone in a calm anchorage in the middle of the South Pacific. It was strange and beautiful at the same time. As we write this there are a total of four boats here.

We're told that tiger sharks, one of the most dangerous species of shark, are common at Minerva. So I'm really glad that Randy got the mahi and we don't have to spear fish for dinner. But the possibility of tiger sharks hasn't kept Randy from making night dives on the reef for lobster. Last night he came home with three. Yum!

Wait, I didn't tell you about 'the mahi'

yet, did I? During a night watch on our passage from Suwarrow to Samoa, my headlamp shone on a group of mahi trailing *Mystic*. Randy, who did the '06 Ha-Ha aboard his Flicka 20 *Dulcinea*, the smallest boat ever to do that event, had always wondered if he could spear a fish from a boat. After using a bright light to attract the fish, he managed to shoot one. Unfortunately, the powerful fish snapped the mono line, and took the spear with him to what we presumed would ultimately be Davy Jones' Locker.



Jenny checking out the sights.

So imagine our disbelief when we landed the monster mahi days later — and noticed that it had a wound in his head. A small circular wound about the size of a spear shaft! It had to be the same mahi, because how else could it have a spear-shaped wound that entered and exited his skeleton? So it appears that Capt Randy got his great white fish after all. Amazing!

To backtrack a bit, after Suwarrow we spent almost six weeks in Pago Pago, American Samoa. We didn't do any sailing there, and only dove a couple of times. We had read many negative reports about Pago Pago being dirty and such, but we found it to be surprisingly enjoyable. It just goes to show that cruising opinions and experiences can vary.

One of the things we really enjoyed about Pago Pago was how friendly and warm the Samoans were. Riding the buses, for example, was always an in-
These are the two rangers who supervise Suwarrow Atoll. They've got the ZZTop and ultra casual ranger uniforms nailed.



MYSTIC

MYSTIC

CHANGES

teresting community experience. The buses are custom built on the chassis of pickup trucks, brightly painted, and feature unusual — for the States — decorations. It was not uncommon to see



Rolling Samoan lap-dance machine.

buses festooned with fans, feathers and stuffed animals. And the powerful sound systems thumped out hip-hop and reggae music. Some even played videos, which included Samoan movies, music videos — and even drag queen shows! The buses are small and the Samoans are really big, so it was not uncommon for people to be stacked two or three high on each others' laps. If the person on the bottom of the stack needed off, everyone would pile off the bus, then reload.

Other things going for Pago Pago are the national park system (which maintains gorgeous hiking trails), inexpensive provisioning, and unbelievably inexpensive health care. Randy and I both decided to take advantage of the low prices. He had a hernia repaired and I got much-needed dental care.

After Samoa, we headed straight for Tonga, where we spent three seemingly short weeks in some of the most beautiful waters we've ever seen. We were in Vava'u, the northernmost island chain, where the sailing was idyllic. There were over 30 small islands with 100 different anchorages, all within a couple of hours' — or much less — sailing time of each other. Most of the sailing was in calm seas because the numerous islands practically eliminate the swell.

While in Tonga, Randy and Jenny enjoyed fine diving in some of the bluest water they've ever seen. The sailing was idyllic, too.

TONGA TOURISM



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The diving in Tonga was spectacular! The water was the most intense shades of blue, and the visibility was up to 80 feet. There were so many gorgeous corals and fishes, as well as giant clams and schools of squid. Although we didn't see any whales, we often heard their songs. But when it came to edible stuff, the pickings below the surface were slim. There were very few fish of any size, and the bugs had been well picked over. Our stay in Tonga was short but sweet, so we're hoping to make our way back up to spend all of next season between Tonga, Fiji, New Caledonia and Vanuatu.

We plan to stay another week here at spectacular Minerva waiting for a favorable weather window to New Zealand. Besides we have provisions that we need to consume before we arrive in New Zealand, which has strict biosecurity laws.

Once we get to New Zealand, we'll be taking a 30-day bike trip around the North Island with cruising friends James and Kim on *Doin'*. Then it's to work for us, as we have depleted our sailing kitty. Based on conversations with the numerous Kiwis we've met cruising, it sounds as though Randy — given his skills — will be a hot commodity. I'm optimistic that I'll find something fun and interesting.

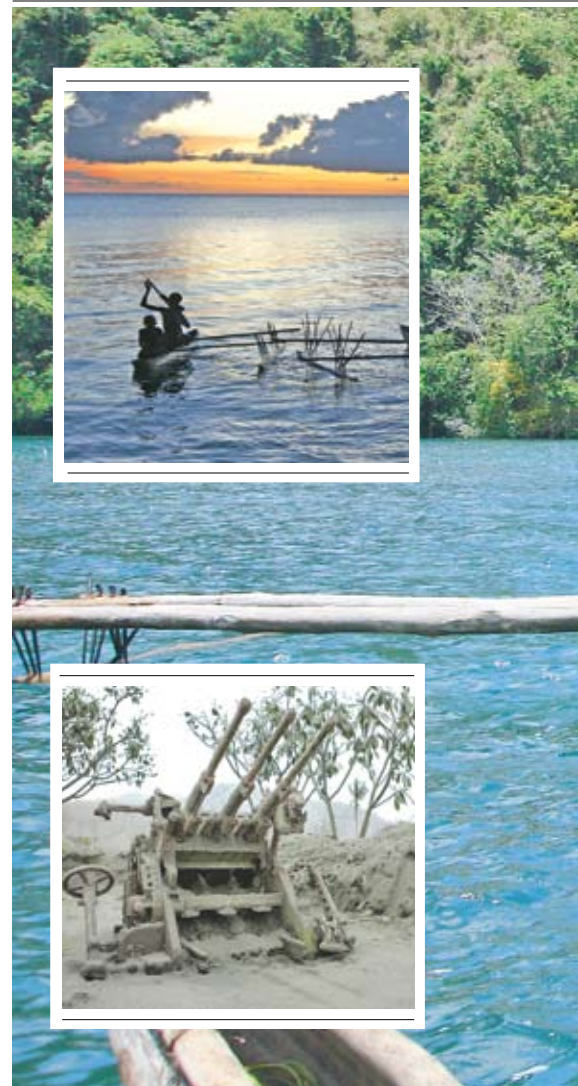
So far *Mystic* and our Fatty Knees *Salty Bean* have taken good care of us. We've done some amazing sailing and love having the Fatty Knees. But once we get to New Zealand, it will surely be time for some TLC for *Mystic*.

Although even pirates get a little homesick from time to time, it's still a pirates' life for me, as cruising has truly been liberating.

—jenny 11/25/11

Cadence — Apache 40 Cat Frank Ohlinger Palau to Cairns, Australia

(ex-Monterey/Koror, Palau)
Day 14 of our trip from the Republic of Palau to Cairns found us running out Steffen Strait and down the west coast of New Ireland, one of the larger islands of Papua New Guinea. We were bound for Rabaul, one of the more famous places in PNG. For one thing, it was the main base of Japanese military operations in the South Pacific during WWII. Second, the old provincial capital was reduced to insignificance when the



volcano on which it's located erupted in spectacular fashion in '94.

Toward evening we found a secure anchorage in a nondescript bay near 3°38'N, 152°20'E. We were off a small village where the children swam out to laugh and stare and wonder at the strangers in their midst. Mr. Po, the schoolmaster, came out in a dugout and joined us for sunset libations. We caught up on local issues and politics.

Apparently the village is in shock from a recent incident of cannibalism. Tragically, one older resident was "ordered by a voice" to eat a child. Another wider issue is seabed mining. Saint George's Strait will soon see the world's first deep sea dredging operation, a gold mining venture, and concerns about its impact on fishing and the environment are prominent. The arrogance and negligence of the logging operations in the area are still fresh in everyone's mind.

Underway at sunrise, we were an-

IN LATITUDES



ALL PHOTOS COURTESY PNG TOURISM

If you want wild, Papua New Guinea is for you. Spread; Two tribesmen and their dugout look to be from a cheap Hollywood set, but they are the real deal. Inset left: An old anti-aircraft gun remains from the war that ended 65 years ago. Inset top; A soothing South Pacific dusk.

chored by mid-afternoon in the open roadstead off Kokopo. We hiked up the beach to the main road, which is lined with well-stocked supermarkets. We bought dinner fixings and a WiFi card. I spent the evening answering email and downloading satellite images of the Louisiades Group, which has always been popular with cruisers. With poor charts and poor water clarity, I find that a properly geo-referenced JPG file of an island is the best navigation tool available.

Kokopo is about 20 miles down the coast from Rabaul, and is springing up to replace that damaged city as the provincial capital. We drove into Rabaul the following morning. Curiously, no one seems to notice the Japanese armored tank parked on the shoulder of the highway — where it was left in '45. The center

of the city is still digging out from the volcanic eruption of '94. When the sun is high, dust devils swirl down the empty streets. This is Pompeii, on a smaller scale perhaps, but just as devastating for the 5-by-10-mile metropolitan area downwind of the eruption. Yet the harbor area is largely unaffected.

Rabaul is still a working port, and the yacht club is still in operation — though three-foot tall ash piles surround the barren grounds. Even in the post-apocalyptic landscape, they serve the coldest beer in town, and from the bar you can see the wisps of steam coming off the volcano cone only a few miles away. The town was evacuated at the time of the eruption, and from across the straits it was said

to look like Hiroshima. The sky became dark at midday, with lightning flashes all around. Later pumice floated in and killed the reef fish

"PNG yesterday, PNG today, PNG tomorrow. Suppose you sellem what belong you, you sellem life belong your children (pikinini), before long you long for behind time." Or so the wise locals say.

The Greenpeace ship *Esperanza* was in port when we visited Rabaul, as were three Royal New Zealand naval vessels. Greenpeace is here to mediate a protest by the villagers of Pomio, who claim their land was stolen. According to the newspaper, government agents brokered 'Special Business and Agricultural Leases' between landowners and a foreign business group. The terms included clearing the land and building farms, factories, schools and roads on 300,000 hectares — in return for mineral and logging rights for 99 years. When the land was cleared and the trees loaded onto ships for China, everyone involved disappeared. The villagers got nothing except flash floods and sun-bleached fields.

As for the Kiwi navy ships, they are purportedly on a mission to clear the heaps of unexploded munitions in the area. However, it was no secret that their inport coincided with the Rugby World Cup final between the All Blacks and the *Les Bleus*. This was a passionate game both on the field and in the bar. The French team played well enough to redeem their tarnished reputation, but

Some who saw the volcano at Rabaul go off said it reminded them of what Hiroshima must have looked like. The colors were foreboding.



'Esperanza', the Greenpeace ship.

GREENPEACE



TOM EFRAM

CHANGES

when they attempted a winning field goal, the Kiwi gent at the next table was literally on his knees pleading for divine intervention. The French choked. But forget the NFL and its shoulder pads, commercial breaks and lawyers. You just have to love a sport where the players just tape their ears back with electrical tape from a hardware store.

PNG is a nation where masks, feathers and bones-in-the-noses meet the internet and cell phones. The people are

VIVA!



PNG colors are vivid.

in their own world, one that's developing so quickly it would make your head spin. In some ways they are Huck Finns and Tom Sawyers living on the frontier, and wondering what to make of this 'civilization' thing. They are a proud people, and they fully intend to continue wearing bones and feathers when they open their Facebook accounts.

Much has written about the violence in New Guinea, both between tribes and on visitors. All I can report is that we felt no threat in Kokopo, either on land or at anchor. Nor did we feel in any danger at any of the towns we stopped at. We only visited Rabaul for a day by car, and heard nothing disconcerting while at the yacht club. I know there are horror stories out there, but I think they get too much schoolyard press. My advice? Hoist your dinghy at night and don't wear a Rolex into town. Besides, it seems to me the 'dangerous' places tend to be the most interesting and hospitable — with a few exceptions such as some big Third World cities and remote Micronesia.

Two 'pikinini.' When they grow up, they're likely to be a mix of the traditional and the new: the bones in the noses and the Facebook pages.

PNG PHOTO



Even though we had another week to traverse the Solomon Sea and the Louisiades Group before making the jump to Cairns, we did the departure formalities in Rabaul, the last town of any size we expected to see. Again, Customs and Immigration were polite and professional, and the service was *gratis*.

The rest of our trip — a quick but lumpy four-day reach into Cairns after anchoring off a few uninhabited islands in the Louisiades Group waiting out a storm system — was anticlimactic. It did occur to me, however, how amazing it is to reach into the Jaws of Death — a.k.a. the Great Barrier Reef — on GPS, when just a generation ago you'd have had to feel your way in with noon fixes, Decca, radio bearings and so forth. The pucker factor would've been considerable, and the probability of standing off in 20 knots of wind for daylight would have been very real. Now the approach is a no-brainer day or night, and there's cold beer and hot showers on the pier when you clear Aussie Customs. Wow, are we spoiled!

—frank 11/15/11

Nakia — Hans Christian 33 John Gratton and Linda Hill Seven Years In Eastern Pacific (Redwood City)

John and Linda are the ultimate in fast-responding pick-up crew. On our way to the start of the first of the three Banderas Bay Blast fun races with *Prof-ligate*, we passed their boat *Nakia* on the hook at Punta Mita. Having not seen them since the '04 Ha-Ha, we hollered for them to come along with us. It took them about two seconds to accept our offer, and just a few more minutes to gather what they needed for three days of fun racing. Given their considerable experience, they were terrific crew. Since we had them as a captive audience for three days, we pressed them for what they've been up to the last seven years.

"Well," replied John, "after the Ha-Ha we spent four winters and three summers in Mexico, all of the summers being up in the beautiful Sea of Cortez. In the spring of '09, we continued down to Ecuador, then sailed back up the Pacific Coast of Colombia to Panama. We next set sail for the Galapagos, and continued on to the Marquesas and Hawaii. We liked the



Marquesas, so we sailed back there from Hawaii, and continued on through much of French Polynesia. Late last year we sailed back up to Hawaii, then in December and mostly January, we made a 34-day passage from Hawaii to Manzanillo."

A lot of drugs come out of the sparsely populated Pacific Coast of Colombia, so we asked John if it seemed dangerous.

"Linda and I felt very safe," he replied, "in a large part because of the U.S.-funded drug interdiction efforts. For example, at every place we anchored between Tumaco and Bahia Salano, there would be five Boston Whalers with .50 caliber machine guns mounted on their bows. And there would be a battalion of Marines stationed ashore. The Marines were always friendly, and told us to call them if we ever had any trouble.

"Prior to going to Colombia," continued John, "we'd contacted some officials in the Colombian Navy and asked them how safe it was. We were advised to stay

IN LATITUDES



PHOTOS LATITUDE / RICHARD

Spread; Punta Mita Yacht & Surf Club Commodore Katrina points to the formerly salmon-colored Pusser's Rum hat that John Gattton received during the '04 Ha-Ha. John was despondent when he lost his equally old Ha-Ha hat two years ago. Inset left; Linda Hill, looking aft on 'Profligate'.

away from the very lightly populated 150-mile stretch of coast between Tumaco and Buenaventura, because there was lots of drug activity in the region. Tumaco is the place where several narco semi-submersibles have been found.

"We always felt very safe while ashore," adds Linda. "And I really liked Colombia because the people, culture and food were so different from that of Latin America."

"Apparently the Pacific Coast of Colombia used to be more dangerous," says John, "because much of the narco activity has moved north to the Darien jungle area of Panama. We're were told that many of the local people were relocated because it had become too dangerous."

We asked the couple about their Hawaii to Manzanillo passage, one of the longer and more unusual ones we've heard about.

"We have some friends who live in Santiago Bay, just around the corner from Manzanillo," said John, "so we decided we'd sail over and visit with them. But it did take 34 days."

"Spending 34 days at sea just to visit friends seems like a pretty stupid idea," laughed Linda good-naturedly.

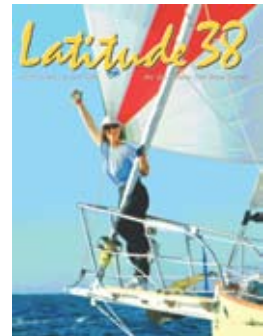
"We did most of our sailing in January," explained John, "so there were lots of fronts that came through, allowing us to sail east if not northeast until we got to the edge of the Pacific High. Once we reached the edge of the High, we could crack off."

The couple say they will be making yet another Pacific crossing in the spring as part of the Pacific Puddle Jump. "We really like the Marquesas," says John. "After that, we'll sail up to Hawaii and figure out what to do

next. We've had a hard time committing ourselves to going west from there."

We asked the couple about the possibility of sailing to Southeast Asia, an increasingly popular yet inexpensive cruising area.

"That had always been our plan, but we have a cat, and cats aren't allowed in New Zealand or Australia, which would have been our stepping stones to Southeast Asia," responded John. "But we've thought about going to Micronesia, Indonesia, Malaysia, Thailand and all that. In fact,



Linda in a 'Latitude' cover shot from '04.

we met some Kiwis who, prior to doing a circumnavigation had spent years sailing an Indian Ocean circuit that included Malaysia, Thailand, the Andaman Islands and the Chagos Archipelago. They said they loved it, so it's tempting. We've also heard good things about the Philippines. It's not only supposed to be beautiful, but we're told you can hire good woodworkers for \$3 a day."

Speaking of money, we asked the couple about their cruising budget. "We try to keep it down to \$2,000 a month, but we usually end up spending about \$2,500 a month," said John. He was one of those who got in early with a tech company and was able to walk away with a bit of a nest egg.

John and Linda have owned and lived aboard their Hans Christian 33 for 20 years. The 33 is heavier than most modern cruising boats, but John says she did just fine on the long, upwind sail from Hawaii to the Marquesas. "We stopped trying to make easting when we

John and Linda love the Marquesas, so they found the beat from Hawaii to be worth it. But John recommends making lots of easting.



TERRASOL

CHANGES

got to 140°W because that's what Jimmy Cornell recommended. We should have held on all the way to 138°W or even 137°W, because we ended up having to tack a few times."

Would he and Linda do the same passage again? "If our friends were there and wanted to see us, that's what we would do."

— latitude 12/05/11

ShantiAna — Columbia 38 The Bartlett Clan The Stolen Dinghy (San Francisco)

We have quickly learned that nothing is black and white in the world of Mexico officialdom, but rather many pleasant shades of gray. Let me give you a couple of examples.



Small outboards are dear in Mexico.

After doing the Ha-Ha with my husband Bill, his son Keene, 20, my children Paddy, 13, and Chelsea, 11, and our cat Lily, we took a berth in the marina for a big boat and personal clean-up. For some reason, we thought the restrooms everyone used during the Ha-Ha Awards ceremony were the bathrooms and showers for the marina tenants. After I complained to Bill that the ladies' restroom was full of boxes and mops, and there was no door on the shower, he said he'd stand guard while I took a shower in the men's restroom, which at least had doors. So I got naked, turned on the hot water — and got drenched with rusty water. I really

"We're from San Francisco, but we're not gay," Shanti Ana and Bill told Cabo police. "Not that there's anything wrong with that."

needed a shower then! The water clarity eventually improved, but I was none too happy and got out of there quickly. Alas, we would soon find out that those *banos* were the locker rooms for the marina employees, not the marina tenants! There were other facilities for marina tenants, which were clean, had doors on the showers, and had plenty of hot water.

Then there was the matter of our dinghy disappearing on the night of November 7, after our son borrowed it with our permission. He pulled it up on the beach out in the bay, but when he returned 20 minutes later, it was gone. We assume that it was stolen.

I didn't care that it was midnight, I insisted that we go directly to the police station to report the theft. We were directed to the *Bomberos* — the fire fighters — which the locals told us was the same as the police department in the middle of the night. When we arrived at the fire department, a fireman responded to our ring by twirling down a classic fireman's pole from the second floor. He even had a spotted Dalmatian.

The *Bombero* took our report, but advised us to report the theft to the Navy also. The fact that it was now 2 a.m. wasn't going to stop me, so we took a taxi to Navy headquarters and banged on the iron gate. It was opened by a troop of sailors with machine guns. Using our best Spanglish, we reported our loss. They took the info and told us to return in the morning. Nonetheless, they immediately got on their Navy boats and started searching the bay. According to friends who were anchored out, they checked the stern of every anchored boat looking for our dinghy.

At 10 the next morning, I took the entire family to the Navy. They wrote a more thorough report, and promised that they would search from Cabo San Lucas to San Jose del Cabo to try to recover it for us. We were very impressed with the Navy. But then things got so strange that not even Hollywood could make it up.

That afternoon three plainclothes police officers — except for their machine guns and bulletproof vests — came down to our boat and asked for Bill. They had a two-page report, in Spanish, in their hands, titled *Billah-BarsllettShantiannsa*, with the name "Paola" near the top. They said that according



to the report, an individual named Paola had stolen \$70 dollars from us.

I understand some Spanish, so I told the officers that we hadn't had any money stolen, just our dinghy. They nonetheless took us to the police station to identify Paola. I didn't want to go, but Bill was worried sick that his son had somehow got himself in some kind of trouble. So they put Bill in the back of the police truck and me in front between the two police officers. Each of them apologized for having to lay their machine guns next to my legs.

While driving to the police station, I causally let them know my dad and stepmother were police in the States, hoping they would understand what side of the law we were on. I also asked to read the report using my Spanish dictionary, but got nowhere. The officers did, however, tell me that Paola was a gay man who had surgically been transformed into a female! Then they asked where we were from, and I answered truthfully, "San Francisco." They laughed and said some-



SHANTIANA

IN LATITUDES



PHOTOS COURTESY SHANTIANA & CHARISMA

thank the Grand Poobah and staff for the great adventure that was the Ha-Ha. I'm a pretty seasoned traveler, and I had never done or experienced anything quite like it. And we can appreciate all the thought and effort that had gone into it.

— shantiana
12/10/15

Beaudacious — Catalina 470 Paul and Lynne Klein Cruising the British Virgins (Carmichael)

It's been a busy couple of months for us, what with having done the Caribbean 1500, taking our crew on a week's cruise of the British Virgins, and having to do a quickie haulout to fix a blemish on the keel. It was only while enjoying a sundown by ourselves at glorious Virgin Gorda that we began to appreciate our accomplishment. We'd completed what had been a difficult 1,500-mile — rhumbline — trip from Virginia to the Virgin Islands, and done it in 11 days. Not bad. Just then, we suddenly saw not just a big yacht, but a *huge* yacht dropping her sails. We could hardly wait for morning to check her out.



Paul, Lynn, and the mighty 'Hetairos' at the British Virgins.

It turned out that the first Superyacht TransAtlantic Regatta from the Canary Islands to the British Virgins was finishing right next to us at the brand new — and very exclusive — Yacht Club Costa Smeralda. Seven of the big boys — 150-ft and longer — had already arrived and more were coming. These were magnificent sailing vessels, each and every one

The great yachts can be seen at the Costa Smeralda YC, which is just a short dinghy ride from the Bitter End YC in Gorda Sound.

Spread; It was from the doghouse to the stage for Keene, who was on watch when 'ShantiAna's dinghy went missing in Cabo, but was live at The Shack, a popular cruiser BBQ destination, in La Paz a week later. Insets: Bob Johnson of 'Charisma' has a brisket while Ann Adams has a burger.

thing to the effect of wasn't everyone in San Francisco gay? They also asked if I liked women. I reassured them, using my wedding ring, that I was on the hetero team, and pointed out that I was married to the man in the back of the truck.

The police station was about 10 miles from the marina. Once inside, Bill and I were taken to separate back offices separated by a wall. Nonetheless, I could hear them ask if he understood Spanish. When he said he didn't, they pantomimed massage and inappropriate sexual hand gestures with regard to Paola. Hearing this, I got up and went into the office where they had Bill, and tried to explain for the third time that it was our dinghy. We hadn't had our money stolen by a transgender or anyone else. Further, we'd never seen or heard of anyone named Paola.

We finally got through to them, as one of the men finally wrote a three-page

report saying there had been some sort of confusion, and that we hadn't had any money stolen. We were told they were going to launch an investigation in to the loss of our dinghy. We had to sign the report, even though it was in Spanish and we didn't really understand it. After we signed it, the police walked away, leaving us sitting there in their office.

We finally asked a young man, the secretary, if he could take us back to the marina. He said he could — right after he added water to his car's battery and got someone to jump start the engine.

All this was a bit disturbing, to say the least. Despite this, we plan to continue cruising Mexico and do the Puddle Jump in the spring.

P.S. We would like to



SMERALDA YC

CHANGES

of them!

We subscribe to the notion that it's 'better to ask forgiveness than permission', so we barged ashore to have a look around and take some photos. We got a photo posing with the 219-ft *Hetairos*, the ultra-modern, semi-retro looking yacht that took line honors. Not only did we not get kicked out, Paul even got the



Busy Nanny Cay has all the parts and services a boatowner could need.

chance to chat with some of the crew and at least one owner! He found out that these multi-million-dollar sailing machines with professional crew had crossed the Atlantic in an average of about eight days! Twice our distance in less time. It seems that most of the boats were headed to St. Barth and the Caribbean Maxi Series.

We then headed back to Nanny Cay at Road Town. This is ground zero of bareboat chartering, so they have outstanding facilities and services. It was a good thing because we needed to have our Spectra watermaker and Raymarine autopilot looked at, and our starter battery replaced. Paul is getting grouchy about the 'boat units', but we've got friends arriving from California for 12 nights — including New Year's at Foxy's on Jost van Dyke. Next New Year's we plan to be at St. Barth.

— Lynn 11/29/11

Paul and Lynn— We used to do every New Year's at St. Barth, and they were epic — until the early '00s. Since then

This is the 219-ft 'Hetairos' sporting the new look in mega maxis. The previous 'Hetairos,' 135 feet, was the last big all-mahogany yacht.

much of the fun seems to have been displaced by money and 150 or so mostly soulless \$20- to \$500-million motoryachts. Given all the pretense and \$10,000 bottles of champagne, most of our sailing and riff-raff friends now give it a pass.

In our opinion, the best times to visit St. Barth are: 1) The St. Barth Bucket, March 24-27, where 40+ invited mega sailing yachts do a three-race series. It's the greatest sailing spectacle in the world. 2) The Voiles de St. Barth, a French version of Antigua Sailing Week, April 2-7, just a week later. If you're female or look the part of a sailor, there's a good chance you can get a ride on something like a Santa Cruz 70. Sail all day and party Barten-style on the quay all night. Ooh-la-la! 3) Carnival, which this year is Feb. 20-21. Don't forget to go all out on your costume! 4) Any other time from mid-February to June, when the weather is best and the island is mellow.

Cruise Notes:

Could we get a round of applause for Jenny Haldiman and Randy Ramirez of the Stockton-based *Mariah 31 Mystic*? The couple — who have the second *Changes* in this issue — burned just 12 gallons of diesel on their nine-month voyage from Mexico to New Zealand. Brilliant! To give you an idea of their cruising style, when they were just 10 miles from completing their 8.5-day voyage from Minerva Reef to Opua, New Zealand, the wind died. Instead of firing up the donk so close to landfall, they appreciated the fact that the sun had come out, they enjoyed watching new-to-them species of birds diving for fish, and took time to decompress and think about the new country they were about to visit. And despite the fact the wind was blowing a chilly and blustery 25 knots when they were released from Quarantine, they sailed off the dock and dropped the hook under sail in the anchorage.

"Sailing into anchorages and even up to docks has become something of a fad in these parts," reports Haldiman. "People have even told us they call it 'Doing the *Mystic*'. Sailing all the time instead of using the diesel is exciting and builds your confidence in being able to use your boat the way she was designed to be used. In addition to being good for the environment, it keeps you from relying on your noise-maker, which you can't always



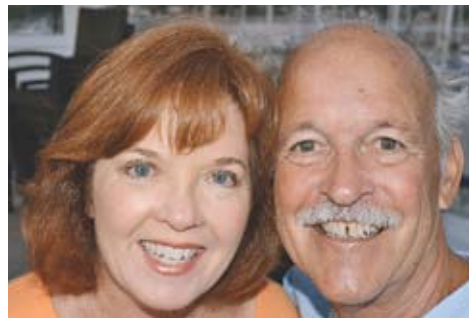
trust."

The next time we make some *Latitude 38* hats, we're going to make some green ones so we can present them to true 'Soul Sailors' such as Jenny and Randy. You two are the bomb! Any other genuinely 'green' cruisers out there?

There is good and bad news to report from December's **Banderas Bay Blast**. The good is that more than \$3,000 — \$1,000 of it in the name of last year's Ha-Ha fleet — was collected to support the primary schools in the Punta Mita area. The bad news is that only about 15 boats participated, a pathetic number given the fact that the event is free, is for a good cause, is held in such a great sailing venue, and included free berthing at the **Marina Riviera Nayarit** and **Paradise Marina**. The winners of the three divisions were proclaimed rather than calculated, yet there was no dissent when Race Committee Chairman Randy Hough declared the victors to be Dorr Anderson's Vallarta-based Jean-



IN LATITUDES



LATITUDE/RICHARD

back to mid-December next year to give folks in chilly Baja time to get down to warm air and water for some 'nothing serious' racing.

The next major event on the Mexico cruising calendar is the **Zihua SailFest**, which traditionally has been the most successful cruiser fundraiser ever. The dates are Feb. 7-12, and every year a new class of cruisers is needed to keep the wonderfully worthy cause going. So don't miss it. And wait until you see the dramatic Zihua sunsets!



SCARLETT O'HARA

John and Renee in Thailand.

"We've been back in Thailand for almost a month now and have been enjoying it greatly," report John and Renee Prentice of the San Diego-based Serendipity 43 **Scarlett O'Hara**. "Despite this supposedly being the prime season with fine weather, we've had strong winds with rain, lightning and big seas. John braved the elements to help a woman, whose husband hadn't returned from Egypt yet, to re-anchor in 30 knots of wind. And the skipper of the boat he was to race on in the famous King's Cup Regatta got ill and backed out. It was just as well, as the night before the first race the fleet at Kata Beach was nailed by a nasty storm. Three boats ended up on the beach, many banged into each other, and a bunch of dinghies washed up on the beach. Some skippers were unable to get out to their boats, and had to stay in hotels while their boats fended for themselves. It was a real mess, and the second time in two years that it happened. We returned to more protected Chalong Harbor because of weather issues, and have been having a great time with friends. The beach is wonderful, an hour massage on the sand is \$10, and

The prostitutes are so eager in Thailand, the home of the 'Ten-Minute Girlfriend', that they are almost devoid of natural allure.



Clockwise from top left: 'Red Witch II' sails between the Commodore's legs; the victorious 'RotKat'; Thirty-year sailor, first-time racer, Bob Seddig of the Hunter 376 'Hasta Luego' with his wife Andrea; an overloaded 'Red Witch II'; Robin and Stephanie of 'Red Witch II'; the J-160 'Blue' on the reef with the bowman in the water; Greg Williams and Cori Raffaelli of the Ventura-based Spencer 52 'Kia Ora'— who were naughty and crewed on 'Tabu' instead of racing their own boat. And center, the \$7.50 dorado dinner plate at the Punta Mita Yacht & Surf Club. Mmmmm, delicious.

neau 40 **Bright Star**. Arjan Bok's San Francisco-based Lidgard 43 **RotKat**, and Robin Kirkcaldie and Stephanie Mortensen's 60-year-old Santa Barbara-based Bounty II **Red Witch II**. If any boat deserved overall honors, it was *Red Witch II*. Robin, who comes from generations of sea captains who sailed cargo vessels from New Zealand to England, and Stephanie, a former surf champ who for years battled countless male surfers on a daily basis to get her share of waves at Malibu, sailed the daylights out of the old girl. They were deadly fast in light air, not only rhumblining with a now class-illegal J/105 spinnaker, but also upwind.

But if one lesson was learned in the Blast, it was that you can't hug the north shore of Banderas Bay anywhere

within the general the vicinity of the La Lancha surf break. With sailmaker Mike Danielson calling tactics on the J/160 **Blue**, they gybed out to deeper water just before a reef, but had to gybe back when a line got fouled on the bowsprit. As a result, they hit a reef head-on. We watched in semi disbelief as the bowman did what appeared to be a 10-ft imitation of Superman right off the bow. This was followed by the mandatory getting a line fouled in the the prop, 15 minutes of bouncing on the reef, and an unscheduled trip to the boatyard.

In a move to increase Blast participation, officials from the sponsoring **Punta Mita Yacht & Surf Club** and **Vallarta YC** will probably move the Blast dates



CHANGES

dinner with lots of beers for John is \$15. We've also taken a taxi to Phuket Town to explore things such as Super Cheap, which is a huge building with hundreds of shops. They have everything under the sun, from total junk to real bargains. We'll be heading to Patong Beach for Christmas and New Year's, as it seems to be 'the place to be'. Patong Beach is probably the prostitute capital of the world, and the girls are not shy about what they offer! A sign at one massage parlor even advertised a 'Ball Massage'! We had lunch at a beach restaurant and watched the scene — it's crazy. We were surprised by the huge influx of Russians, but given Russian winters, we guess it makes sense. We plan to sail to South Africa, but may be dropping Sri Lanka from our route."

The 34-ft sloop **Waltzing Matilda** was lost on the rock at Punta Camarones in Matenchen Bay near San Blas on November 29, several cruisers reported. **Younger Girl**, Mark Sciarretta's San Diego-based Lagoon 380 was the first on the scene. "We found that it was an Aussie or Kiwi singlehander whose boat



KATIE HABEGGER / AVALON

An Aussie or Kiwi singlehander and his boat 'Waltzing Matilda' ended up on the rocks at San Blas in calm conditions.

had sailed onto the rocks while he slept. Although Camarones is sometimes the site of great surf, it was rather calm, yet the boat kept getting driven further onto the rocks. By the time we got there, *Waltzing Matilda* had lost steering and her drive shaft. I offered assistance with

my dinghy, but the skipper insisted on staying aboard as long as possible."

With Somali pirates having all but eliminated the **Red Sea to the Med** circumnavigation route, cruisers who still want to 'go around' are now left with having to cross the Indian Ocean, round the Cape of Good Hope, and make the long — but usually very pleasant passage — up to Brazil toward the Caribbean. And that means they've missed the Med. So what cruising options are left for folks looking to go beyond Mexico and Central America, the South Pacific Milk Run, as well as New Zealand and Australia, but who don't care about a circumnavigation? Ignoring the fact that there's at least a decade of great cruising in those already-mentioned areas alone, Henry Mellegers and Glenys Henry of the Oakland YC-based Cal 3-46 **Dreamcatcher**, vets of the '03 Ha-Ha, highly recommend **Southeast Asia**. In fact, next month we'll have a report on the cruising in the culture-rich countries of **Indonesia, Malaysia, Singapore, Thailand, Vietnam, Cambodia and Laos** — the latter three of

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which would need to be visited by land. One of the many great things about the area is the low cost of cruising.

"Our rough estimate for an annual cruising budget for a couple wanting to live a nice but not extravagant lifestyle aboard would be \$13,000 to \$15,000," reports Glenys. "This would include a week per month in a marina, food, booze, fuel and ground transport. We do not include expensive options such as a day at Universal Studios in Singapore or the cost of a haulout or major boat repairs." Sounds good to us. In fact, if we had a free year or two to kill, Southeast Asia would be our number one cruising destination.

During the Vallarta YC's early December Chili Cook-Off for Charity — their most successful ever — we got a chance to talk with Nicol Lyons about **homeschooling**. The Lyons family consists of Tom and Nicol, vets of a Ha-Ha aboard **Profligate** in '02, and son Max, 8, and daughter Mckenzie, 6. They have been cruising Mexico ever since right after Tom and Nicol completed the '09

Ha-Ha aboard their Hawaii-based Gulfstar Sailmaster 47 **Ohana**. They spent the last summer at a berth in Nuevo Vallarta's Paradise Marina. "It was hot and humid," says Nicol, "but not hot and humid like St. Louis in the summer." It helped that *Ohana* has air-conditioning and the family left Mexico for the month of September, the most unpleasant weather month of all.

"Home schooling is very challenging," Nicol admitted. "It's so difficult that I can see how it could force some families to give up cruising. I teach using the Calvert course, and school is in session on our boat from 8 a.m. to 2 p.m. — although that includes breaks, meals and recess. By 1:30 p.m., I've had about all I can take for a day. It's been my experience



Nicol with Mckenzie. 'Miss Lyons' takes care of the 'Three Rs' and more, while Dad provides instruction in the water arts.

that it's important to maintain a formal atmosphere, so when school is in session my kids must address me as 'Miss Lyons', and they have to hold their hand up and be called on before they can speak. Home schooling seems to go easier for Mckenzie, who is doing very well. Like most boys, Max is more restless, but he is keeping up with his level."



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After-school learning is much easier. "We lived in Hawaii for a couple of years before we started cruising, so the kids learned to swim when they were very young. And now one of the daily activities is for Tom to take the kids swimming. I just can't believe the size of some of the waves little McKenzie dives under and through, but her dad is right there to supervise."

The Lyons family plans to continue cruising Mexico, perhaps going out to the Revillagigedo Islands. Tom has visited the islands a number of times before, taking some spectacular photos and videos of the giant manta rays.

Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 **Mitu Kuuluu** report that they've already received 60 entries for this year's **Cruisers' El Salvador Rally** from March 10 to April 29. The event is free, and they've put together an extensive guide covering just about everything that a cruiser headed that way might need to know. "The most common reaction we've gotten from past participants is that they had no idea how fantastic El Salvador is. And by the way, the civil war in El Salvador ended in '92,



LA PALAPA

We're sure Roger Hayward of 'La Palapa' had more fun crossing the Atlantic than transiting the Gulf of Aden.

so nobody needs to worry about that."

What a difference a year can make in the 2,700-mile **Atlantic Rally for Cruisers (ARC)**, the granddaddy of all cruising rallies. Last year only two of the 200+ entries managed to make the 2,800-mile crossing from the Canary Islands off Africa to St. Lucia in the Eastern Carib-

bean in less than a pedestrian 16 days — and one of them was a motoryacht, which had inexplicably been allowed to enter. This year the fastest of the 217 boats were blessed with mostly excellent tradewind sailing conditions, and even the boats that were a little off the pace had fine tradewind conditions until the last couple of days when the winds went soft. Excellent and fine tradewind conditions mean squalls at night, of course, with big windshifts and big increases in wind speed, so there was still plenty of excitement. But thanks to the generally good weather, the injuries and breakages were on the low side.

Although the ARC is supposed to be a cruising rally — and for the most part is — the headlines go to the biggest and the fastest boats in the racing divisions. Russian Vladimir Kulinichenko's 100-ft super-maxi **Med Spirit**, with 16 crew, nipped Alain Hulmeau and his four crew aboard the Pulsar 50 trimaran **Rayon Vert** by a couple of hours for line honors, but still fell short of the 11-day, 5-hour course record set by the Italian maxi **Capricorno** in '06. Not that any of

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the sailors on the 180 non-racing boats — most of which were in the 35 to 55-ft range — could have given a toot. These folks were sailing for personal achievement rather than glory, and so to our thinking were the real 'winners'.

Fifteen of the ARC entries were from the United States, which is a typical number. The only one we recognized as being from the West Coast was Roger Hayward's Long Beach-based Catalina-Morgan 440 **La Palapa**. Hayward, a vet of both the '07 Ha-Ha and a serious Somali pirate threat last spring in the Arabian Sea, finished a gentlemanly 133rd. But knowing Roger, we're confident that he finished near the top in having fun.

"Sailing into Cabo 20 years after our last visit was totally mind-blowing," report Ned and Carol Backus of the Seattle-based Outbound 44 **Frannie B**. "The place has gone from a sleepy beach town to a Las Vegas-ville. Still, it was worth a short stay for a quick city glitz fix. We reminisced about signing some book in '91 and getting a Baja Ha-Ha T-shirt. Fortunately, the Grand Poobah convinced us that we hadn't lost our

minds by explaining that *Latitude* had a 'sort-of Ha-Ha with shirts before the 'real Ha-Ha' started in '94. Whew! On our way to La Paz, the usual stops in Frailes and Muertos helped to turn Ha-Ha acquaintances into real friendships. By the way, we'd had mixed feelings about signing up for the Ha-Ha because we're not joiners, but found it a great way to get ourselves out of San Diego by a fixed date and move down the coast at a reasonable pace with great rest stops. In retrospect, we're glad to have done the Ha-Ha, and thank everyone involved for an event so well run we can hardly think of anything we'd change. Maybe a bit more wind and some smaller t-shirts. The Poobah, Assistant Poobah and Doña, Chief of Security, did a great job in stressing safety and friendship over too much booze and craziness. But



The old volcano crater anchorage at Caleta Partida, about 25 miles from La Paz, is one of the more popular in the Sea.

that doesn't mean it was boring. We recommend the Ha-Ha to everyone.

"La Paz was as lovely as ever," Ned and Carol continue, "maybe even better than in '91 as the sidewalks are less treacherous now. Maybe it's just that back then we were trying to negotiate the streets with a baby stroller and six-year-old in tow. Marina de la Paz is as good as ever, too, and Mary Shroyer, unlike the rest of us, seems to have not aged at

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all. The newly finished *malecon* makes cycling or jogging from Marina de la Paz to well past Marina Palmira a delight. The Saturday/Tuesday market across from the Post Office is very small, but the hydroponic lettuce is worth the trip, as good lettuce is hard to come by in Baja, and the heads we bought were still crisp and beautiful after two weeks. We know everybody raves about **Rancho Viejo** — five locations — but we think the best restaurant in La Paz is the **La Marmolera** on Cuauhtemoc and Serdan. They have wonderful coffee and breakfasts, and a 70 *peso* — about \$5.50 — lunch that is to die for. It was tough to leave La Paz, but the Poobah recommended getting up into the Sea while the water was still warm. So we've been on a quick lap. The water did cool off to about 72 degrees, but it was still all right, and the air temp was a lovely 70s during the day and 60s at night. Great temps for hiking and pleasant temps in the cabin. It seems as though we've been sailing in the Grand Canyon, with the sunrises and sunsets especially colorful. And there are too many great anchorages to mention. We're sorry to say that we think we were the

only Ha-Ha boat that made it to Puerto Escondido for the **Thanksgiving Pig Roast**. It was the easiest Thanksgiving meal we didn't cook!"

Correction: We previously forwarded word that the **Grand Marina in Barra de Navidad** had been sold. It turns out that marina — which is part of the complex that owns the big hotel, the golf course, and much of the nearby real estate — is merely under new management.

Here's a little story that illustrates how happily **service-oriented Mexicans** can be. We pulled into a Pemex station on our Honda 250 dual sport motorcycle, and as normal, the attendant pumped the gas and checked the oil. It turns out the oil was overflowing the crankcase. We found a straw and began to extract the oil a few drops at a time using the 'stopper method'. The attendant would have nothing of it. He found a quarter-inch diameter hose attached to a clear, open-ended container the size of an orange-juice can. He then proceeded to suck the extremely hot and toxic oil out

of the crankcase. Not all the way into his mouth, mind you, but until the clear plastic container was filled almost to his lips. He removed about a quart this way — without our having asked him. Yes, we gave him a tip.

Some of the things this year's cruising class seem to have in common is the realization that **life can be less complicated when cruising**, and you don't have to endure many of the stresses that are so common 'back home'. And, that it's great friends and experiences, not material goods, that bring **real pleasure and contentment**. And finally, that you can enjoy this often better quality of life **for much less money** than the 'old life' up north. Nobody is suggesting, of course, that cruising doesn't have its frustrations or that it's all cocktails and sunsets, because it's not that way at all. But on the whole, it's a much more natural life.

Personally speaking, we can't remember meeting such a great bunch of people, from all walks of life, on all kinds of boats, with so many different plans. If it ever comes your time to cruise, we think you'll love it!

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24-FT FLICKA, 1983. Alameda Marina. \$30,000. Yanmar 1GM, bronze ports, brown hull, barrier coat, teak ceilings, Hogan main & 80%, storm jib, trysail, drifter, cruising spinnaker, 120%, 140%, small dodger, Bruce 22#, all lighting LED, 2 AGM batteries, winter and summer boom tents. Contact (510) 703-7050 or flickasf@aol.com.

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28-FT ALERION EXPRESS, 2007. Sausalito. \$89,000. *Lizbeth*. Hull #359. One of a kind, fully loaded. Seeing is believing. Bristol, fully maintained and varnished yacht. More at www.lizbeth359.com. Contact Michael at (415) 608-6919 or miland2@ix.netcom.com.



26-FT MACGREGOR, 1995. Redwood City. \$5,000/obo. Clean inside and out. Centerboard has been reworked for greater strength and less play when tacking. With Yamaha 4-stroke, 8hp outboard. Neil Pryde sails are in good condition. Main, 100%, and 120% (?). Taylor Made bimini (needs new fabric). Siemens PV battery charger. Alcohol stove, Magma BBQ. (650) 208-1916 or (650) 522-7229 or oddwahl@yahoo.com.

27-FT CATALINA 270, 1994. Richmond Marina Bay. \$24,000. 29-horsepower Perkins diesel, 465 hours, shoal draft wing keel, new Quantum 110% furling jib, asym spinnaker, jiffy reefing, two-blade feathering prop, depth, speed, wind speed, autopilot, boom brake, life-sling, Dutchman system, two anchors, hot and cold pressurized water, two-burner gimbaled stove, shower, new radio/CD, barbecue, companionway Plexiglass window, more. Clean boat, in very good condition. (530) 265-5146 or richacamp@aol.com.

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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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32-FT WESTSAIL, 1975. Berkeley. \$35,000. Beta Marine 1505 diesel, <200hrs., SSB, Viking raft, Monitor wind-vane, GPS/radar. <http://xenotropic.net/sinamara.html>. Contact (510) 517-9217 or joe@xenotropic.net. 1331 Haskell Street.



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36-FT CATALINA, 1989. Emeryville. \$59,000. Well maintained, autopilot, asymmetrical spinnaker, low engine hours, flat screen TV, and heater. New water heater and FW pump. (925) 200-0083 or wcgabes@ca.astound.net.

37-FT ENDEAVOUR A-PLAN, 1979. Marina Mazatlan. \$44,500. Strong, safe cruiser, roomy liveaboard, Caribbean/Mexico vet. Extensive re-fit 2008, fully cruise equipped. Kyocera 125 solar panels, air marine wind generator, Avon 10'2" RIB, Yamaha 15, full cockpit enclosure, many extras. Contact (831) 600-7232 or nettlemont@hotmail.com.



36-FT PEARSON, 1985. Sausalito. \$56,800. I've owned her for 15 years and am the second owner. Have original purchase receipt, owner's manual, sail plans, etc. Hauled and painted Oct '10 along with new outlast 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.

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 roystark@aol.com or (510) 523-4081.

37-FT C&C, 1985. Emeryville. \$53,900. Excellent condition, lovingly maintained, pure sailing joy, major refit 2009, fully equipped, all modern electronics, solid rod rigging, hydraulic backstay, 2011 N-S main and self-furling N-S jib, lines to cockpit, Yanmar 840 hrs, owner. Contact cookmmm@aol.com or (925) 788-6776.

HANS CHRISTIAN 38 MK II, 1983. San Diego. \$45,000. Priced to sell. Email for full info: slowwind@mail.com.



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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.



40-FT VALIANT 40-112, 1975. Long Beach, CA. \$119,500/asking. Ready for immediate cruising! Pre-blisther V-40 built in Bellingham, WA. Features include fully battened mainsail, roller furling jib and staysail and navigation computer. Major upgrades to all systems - high output alternator, refrigerator, 3-burner propane stove, AIS, autopilot and anchor windlass. Contact Gary Schneider. See website for more information. <http://bit.ly/vMLFzU>. Contact captaingary1@hotmail.com or (562) 212-3783.



48-FT ISLANDER, 1985. Sausalito. \$179,000. This is a classic Ted Brewer design built by Islander. Pristine condition, 3-year renovation just completed. Just about everything is new, sails, rigging, plumbing, pumps, etc. Call or email for all the information. (415) 846-6919 or (415) 331-6200 or sailonbaby@gmail.com.



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. (831) 915-4984.



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 kelvinahillips@yahoo.com.



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! (530) 318-0730 or amgjohn@sbcglobal.net.



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>. Contact tuesday1995@hotmail.com or (206) 295-1024.

CATALINA 36 MK II, 2001. Santa Cruz. \$109,000. Very clean. Autopilot, GPS chartplotter, windlass, dodger, roller furling jib, asymmetrical spinnaker. Universal 35hp diesel 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.

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50-FT NEWPORTER 40 KETCH, 1957. Berkeley Marina. \$57,000/obo. Isuzu inboard diesel engine, 13 sails, Dickinson heater, freshly painted, beamy cushioned salon, galley, dinette, head, ample supplies, equipment, storage. Full-cushioned cockpit, bright, warm pilothouse. Contact (415) 971-0361 or (508) 776-2440 or chris@newmariner.net.

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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.



37-FT COOPER LIMITED EDITION. Pilothouse 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.



42-FT TARTAN T.O.C.K., 1976. \$89,900. S&S design to world cruise (great live-aboard). 80hp diesel, 160 gal water, 130 gal fuel, 20 gal holding. Two companionways, 3 hatches, 17 S/S opening ports. Major upgrades. Sails, fuel system, refrig/freezer, etc. Go to Yachts Offered website, <http://yachtsoffered.com>, listing #1291773. Contact (510) 834-3261 or rhumphrey@sbcglobal.net.



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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 IRWIN, 1984. La Cruz, Mexico. \$265,000. Gorgeous Irwin 52 ketch. Love the boat and would rather have a 50% partner than sell outright. Tons of upgrades. See website for all the info. www.freya52.com. Contact (530) 342-1665 or freya52@live.com.



46-FT MORGAN 462, 1981. Vallejo Marina. \$146,000/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.



42-FT CATALINA, 1994. Richmond. \$119,000. Beautiful condition, wing keel, A/C, heat, generator, radar, depth, new canvas, new main, windlass, refrigerator, flat screen, surround sound, Pullman, separate shower. Email or call Bob for photos at rjacoby1@sbcglobal.net or (916) 849-0870.



44-FT ANTIGUA, 1985. Southeast Asia. \$172,000. Fully-equipped, well maintained cruising yacht. Conveniently located in a beautiful cruising ground. Loads of storage and head room, walk-in engine room, huge center cockpit. Ideal for cruising. See website for details. www.totalgood.com/australis. Contact (904) 297-3229 or larissa@totalgood.com.

51 FEET & OVER

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CLASSIC BOATS



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>. Contact (510) 846-4178 or jmcrnsh@earthlink.net.



53-FT ROSSBOROUGH, Gaff Rig Schooner, 1980. Emeryville Marina. \$50,000. Old world grand pirate ship! Amazing sailing vessel/home featuring: Detroit-diesel, 7 sails, teak/brass/bronze appointments, luxurious/spacious interiors, sleeps 8, galley/bath, new bottom. Call Chris at (510) 383-0175 or Claudia at (510) 967-2030 or email stylesurfing@gmail.com.



63-FT STAYSAIL SCHOONER, 1976. Coronado, CA. \$125,000, asking. 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.

MULTIHULLS



30-FT AUGNAUGHT, 1995. Moss Landing, CA. \$34,500. Monohull monotony got you down? Looking for something a little faster? Want to fly across the Bay with your hair on fire screaming yeeehaaaaah! Zoom just may be the medicine you need, and as a trailerable boat you will have access to many fresh water venues as well. The current owner needs to slow down for a while and wants it sold now! This boat is ready to go now. Priced from \$34,500. For more info, go to website www.yachtsoffered.com, then to listing #1291771. Call Captain Hawk (831) 247-7939 or hawknest1@prodigy.net.

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.



36-FT RICHARD WOODS SCYLLA, Cat, 2003. Clearwater, Florida. \$59,900. Epoxy-cedar-okkume, totally upgraded, new everything of high-quality! All bugs worked away. Great cruiser, has crossed Atlantic. 8000#, 20.5' beam. Daggerboards. Ready for islands. Quality for adventurous sailor. Huge open cockpit. Galley and 2 berths port hull, head and 1 berth starboard. Cutter, OB, Solar. T-top. 6 Lewmars. Achilles. No slamming! Email georgetheleo@hotmail.com.



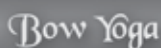
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897 SQ FT GENOA. Berkeley Marina. \$2,000/obo. Genoa sail in good condition. Just serviced by North Sails. Has slightly worn leech and a few minor rusty colored areas near the tack. It's a Marathon 300 series made out of NL 70XW and is as follows I: 62.99ft, J:18.99ft, L/P: 150%. It's outfitted with bronze hanks. Contact loopy4sailing@yahoo.com or (207) 266-1149.

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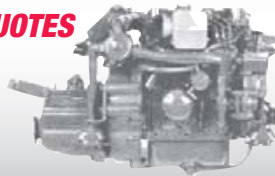


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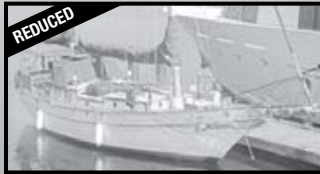
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42' BERTRAM F/B MOTOR YACHT Aft master strm, twin helms, twin dsl, Onan, PH, aft enclosure. Absolutely loaded w/gear & features incl radar, GPS, A/C & heat, washer/dryer & more! Beautiful & highly desirable vessel in good condition. Asking **\$99,500**



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36' ALLIED PRINCESS Sloop. Dsl, wheel, inverter, full keel w/cutaway, famously seaworthy & dependable design, fast & easy handling on & off the wind, exceptionally strong solid glass construction. An excellent cruising boat w/very comfortable layout. Outstanding value! Asking **\$29,950**



30' CAPE DORY Cutter. Carl Alberg, NA design: One of the finest smaller cruisers ever built. Famous for comfort, durability, seaworthiness and stout glass construction. Good sail inventory, diesel, autopilot, full lifelines and pulpits, enclosed head, wheel steering and MORE! Asking **\$27,950**



REDUCED!

44' STEEL Canoe-stern cutter by Geo. Buhler/Fred Lagier & Sons. John Deere diesel. Stout steel construction. Awesome bluewater cruiser built to go to sea and stay there. Radar, GPS, etc. Here's your world beater! Asking **\$62,950**



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49' CUSTOM Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser in great shape. Built '91. Yanmar diesel, furling, self-tailers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. Asking **\$99,950**

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With your boat out of the water it is a great and cost efficient time to have KKMI brighten up your pride and joy. No matter what type of material your vessel is made of, regular maintenance will extend the life of the finish material. We will detail your vessel using only the finest manufacturer recommended products. Bring us your oxidized fiberglass hull or scuff marks and let our Team make your boat look like new.

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'ROUND THE YARD: We are proud to report that the restoration of the 1922 Bird Boat Kookaburra is well underway in Pt. Richmond. All of her frames have been replaced, a new stem has been expertly fitted and her mast rebuilt. The project is more than a labor of love...it's the preservation of SF Bay's nautical history. With our sailing future gaining more attention as a result of high-speed catamarans...it's equally important to celebrate the past. The restoration of Kookaburra is such a celebration. Join KKMI's Facebook page to check on her progress.

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