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Making History



Harp*

There's a bit of history connected to *Harp*, Mike Mannix's Catalina 38. Mike has owned the boat since he bought her new in 1984. And *Harp*'s distinctive spinnaker graphic, based on an emblem on an 18th century Irish flag, make it a familiar image on the Bay.

There's a bit of history connection *Harp* to Pineapple Sails, too. Beginning in 1996, Mike began replacing his sail inventory with the purchase of a new Pineapple genoa. Stringing his sail purchases out over the years, *Harp* is now fully Powered by Pineapples.

Golden Gate Yacht Club has some history, too. Manuel Fagundes is a past Commodore and served for years as the Club Manager. He made a great beef soup, fondly known as seaweed soup. So in his honor, the club created the Manuel Fagundes Seaweed Soup Trophy to be presented to the winner of the entire Mid-Winter Series.

And *Harp* is this winter's winner - out of 97 entrants.

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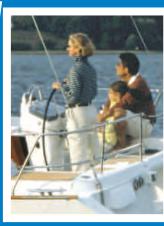
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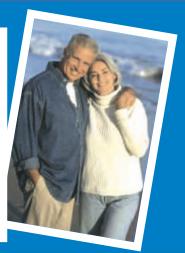
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Cover: Paul Scripps' 79-ft 'Miramar' spinnaker reaches across the finish line of the San Diego to Puerto Vallarta Race.

Photo: Latitude 38/Richard

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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 electronic submissions to editorial@latitude38.com, and all snall mail submissions 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.htm.



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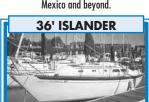
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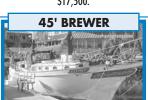


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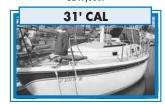
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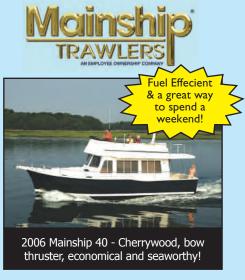


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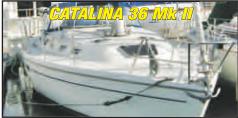
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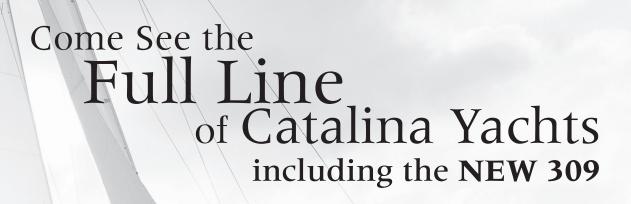
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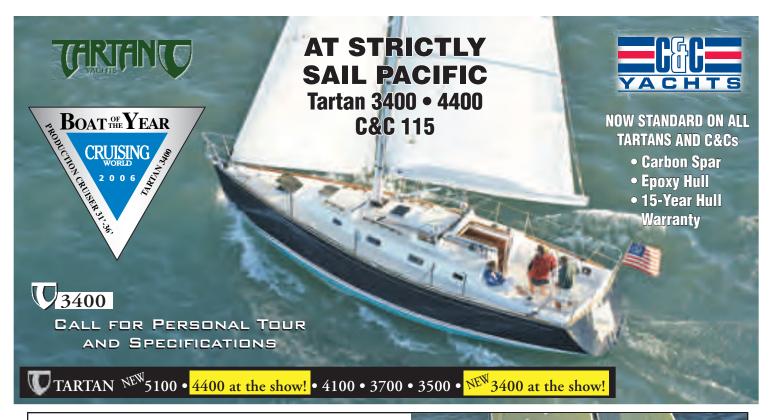
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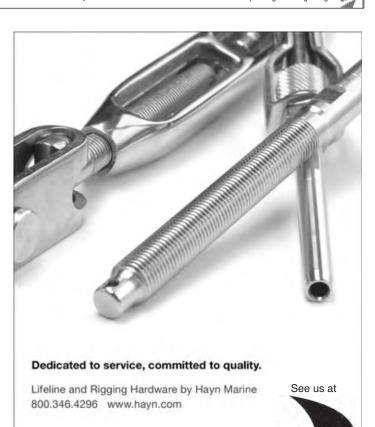
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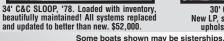
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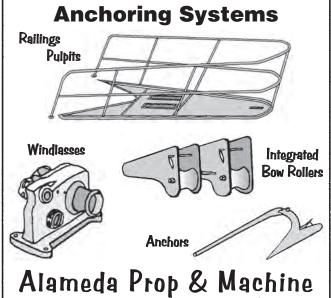
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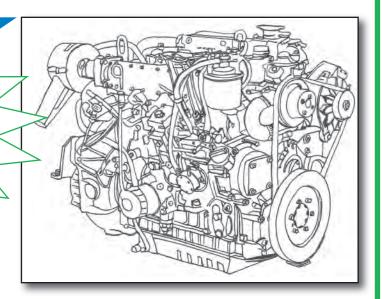
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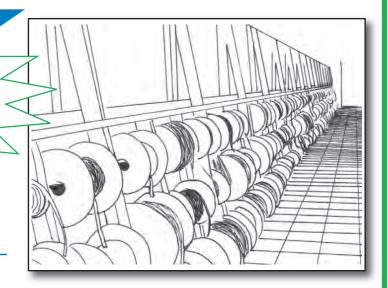
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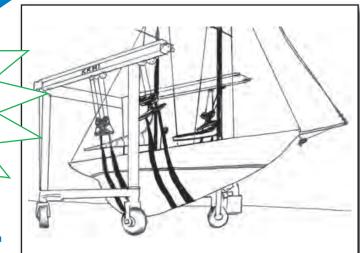
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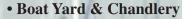
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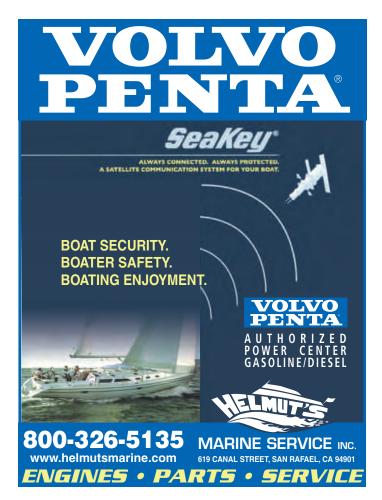
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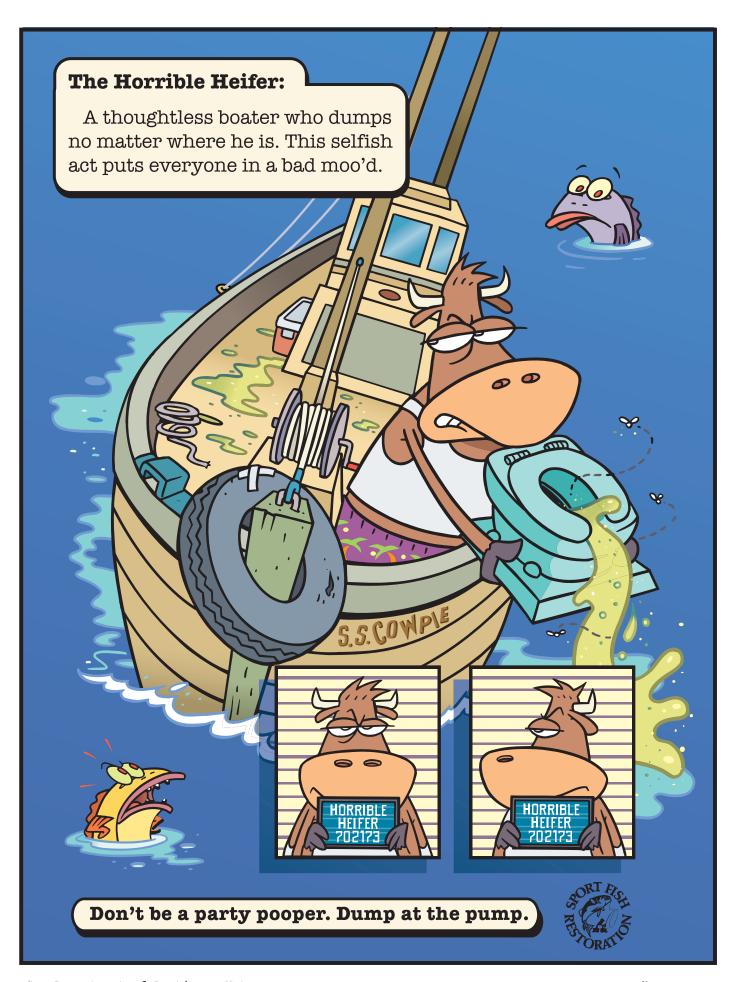
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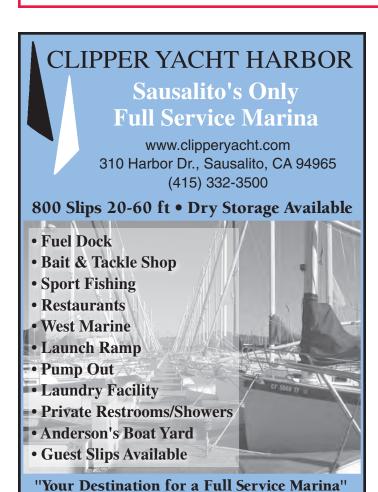
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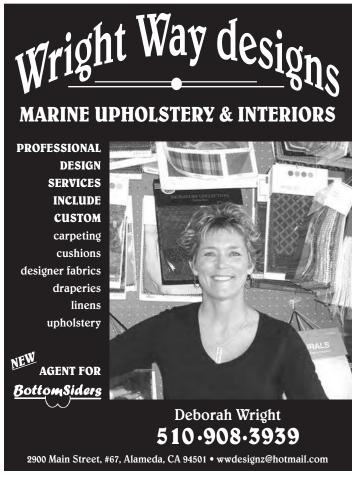
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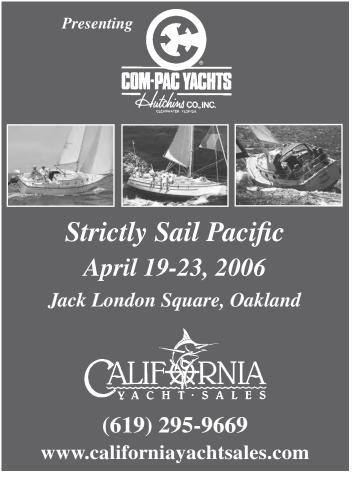
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Apr. 1 — Lake Washington SC Opening Day and Sail-a-Small-Boat-Day, Sacramento. Info: www.lwsailing.org.

Apr. 2 — Daylight Saving Time begins at 2 a.m.

Apr. 5 — Latitude 38 Spring Crew List Party at Golden Gate YC, 6 to 9 p.m. Info, www.latitude38.com.

Apr. 5, 19 — Pt. Fermin Single Sailing YC invites singles to two monthly meetings. 6 p.m. at Cabrillo Beach YC in San Pedro. See www.pfsyc.org for details.

Apr. 6 — Great Vallejo Race seminar, Vallejo YC. Kame Richards of Pineapple Sails will share strategy and tactics for the 'largest inland sailboat race in the U.S.' Buffet dinner is \$8, 6 p.m. to 7:15 p.m. Presentation is free, 7:30 p.m. Info, (707) 643-1254.

Apr. 6 - May 1 — Basic Coastal Navigation, Coast Guard Auxiliary Flotilla 17 on Yerba Buena Island. Intro to coastal navigation, tools, instruments. Mon., Thurs. 7:15 p.m. to 9:45 p.m. Pre-registration required, (415) 399-3411.

Apr. 7 - 9 — South Bay Opening Day. For info on events, see www.sequoiayc.com/SBOD.html.

Apr. 8 — Encinal YC's Nautical Flea Market, the largest in the East Bay. Breakfast, lunch and beverages available. 6 a.m. to 1 p.m. Info, (510) 522-3727.

Apr. 8 — CharterFest 2006, Squalicum Harbor, Bellingham, WA. See our charter fleets and tour boats. 11 a.m. to 5 p.m. Info, (360) 676-2542 or www.portofbellingham.com.

Apr. 9 — Berkeley YC Nautical Swap Meet, opens at 6 a.m. Coffee, donuts, hot dogs, Info. (510) 908-3304.

Apr. 11, 15, 18 — GPS for Mariners, CG Auxiliary Flotilla 17 on Yerba Buena Island. Classroom instruction on 4/11 & 4/18: 7 p.m to 9:30 p.m.; 3-hour lab on 4/15. Pre-registration required, (415) 399-3411.

Apr. 12 — Basic Skills and Seamanship Course, Coast Guard Flotilla 12-21 in Oakland. Mon., Wed. 7:15 p.m. to 9:15 p.m. for 6 weeks. \$50 materials fee. Contact Cindy, (510) 465-2771 or profesoracindy@pacbell.net.

Apr. 13 — Full moon on Thursday.Apr. 13 — If you want to meet other single sailors, learn to sail or need crew, go to Single Sailor's Association's monthly meeting at Oakland YC, 6:30 p.m. Meetings throughout the year. Info, www.sail-ssa.org or (510) 273-9763.

Apr. 18 — 100th anniversary of The Big One.

Apr. 19 - 23 — Strictly Sail Pacific, Jack London Square, the West Coast's really big all-sailboat show. For info, see www.strictlysail.com.

Apr. 21 — US Sailing Safety at Sea Seminar at Strictly Sail Pacific. See www.strictlysail.com for more info.

Apr. 21 — The Monterey Bay Aquarium will host an afterhours fundraiser for Aquatic Protection Agency. Enjoy the exhibits, fine wine and food, and silent auction. Buy tickets at www.aquaticprotection.org or (831) 915-8190.

Apr. 22 — West Marine Pacific Cup Seminar #2. Follow-up seminar hosted by PCYC at Strictly Sail Pacific in Oakland, $1\ p.m.$ to $4{:}30\ p.m.$ Free after admission to Strictly Sail. For pre-registration contact seminars@pacificcup.org.

Apr. 27 - 30 — Pacific Powerboat Expo, Jack London Square. Info, www.ncma.com or (800) 698-2777.

Apr. 29 — Island Yacht Club Open House, Alameda Marina. Membership special, bar and clubhouse open from 10 a.m. Dinner at 6:30 p.m. Info, (925) 672-2514 or www.iyc.org.

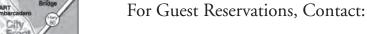
Apr. 29 - 30 — Bay Fest Brokerage Boat Show at McGrath



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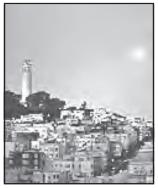


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CALENDAR

Yachts in Sausalito. For info or to showcase your boat, go to www.mcgrathyachts.com or call (415) 331-5020.

Apr. 30 — Oakland Yacht Club Open House. Tour the 'Friendliest Club on the Bay' and stay for brunch. RSVP to (510) 522-6868 or *cwong@oaklandyachtclub.com*.

Apr. 30 — Opening Day on the Bay!

May 1 - 18 — Advanced Navigation, Coast Guard Auxiliary Flotilla 17 on Yerba Buena Island. Covers tides and currents, radio nav, voyage plans. Mon., Thur. 7:15 p.m. to 9:45 p.m. Pre-registration required, (415) 399-3411.

May 5 — Cal Sailing Team Auction and Gala at UC Berkeley, starts at 6:30. Auction includes Giants tickets, Cal football tickets, Tahoe house rental, and boat stuff. Info, Anne Conway at a_conway@berkeley.edu or www.calsailing.org.

May 6 — Marina Bay Yacht Harbor Swap Meet in Richmond. See *www.marinabayyachtharbor.com* for info.

May 13 — America's Boating Course, Coast Guard Auxiliary Flotilla 10-03 in Stockton. 8-hour course for rec boaters. Pre-registration required, space limited, \$40 fee. Call Barbara at (209) 983-1330 or Alex at (209) 482-6857.

May 13 — Free KFOG KaBoom Concert and Fireworks Show off Piers 30/32. See *www.kfog.com* for details.

May 14 — Don't forget to call Mom.

May 20 - 21 — Corinthian Yacht Club presents their Women's Basic Sailing Seminar. CYC Members, \$150. Nonmembers, \$160. See *www.cyc.org* for more details.

May 28 — Giant Nautical Flea Market at Brisbane Marina, 400 Sierra Pt. Pkwy., 8 a.m. - 3 p.m. Info, (650) 583-6975.

May 29 — Observe Memorial Day.

June 2 - 4 — 16th Annual NW Wauquiez Owners Association Rendezvous, Port Townsend, WA. Call or email Ken Greff at (206) 295-8055 or *kgreff@w-link.net*.

Racing

Apr. 1 — Sail north, the rush is on! The Bay Area Multihull Association will be sponsoring a Doublehanded Race from San Francisco to Attu Island in the Aleutians and back. Sounds great to us, but if it's cold in Alaska, we're just going to round the Farallones and call it good. See *www.sfbama.org* for details.

Apr. 1 — Spring Forward Regatta, South Beach YC. Info, (415) 495-2295.

Apr. 1 - 2 — PCISA NorCal High School Championships, TYC. Info, (415) 389-8224 or www.pcisa.org.

Apr. 1 - 2 — Big Dinghy Regatta, RYC. (510) 237-2821.

Apr. 1 - 2 — 34th Annual Rollo Wheeler Regatta, BYC. Info, (925) 939-9885 or www.berkeleyyc.org.

Apr. 1 - 2 — Belvedere Cup, SFYC. J/105 match racing. Info, (415) 789-5647.

Apr. 8 — Spring Tune-Up Race, the mother of all beer can races. RYC. Info, *www.richmondyc.org*.

Apr. 8 — Singlehanded Farallones, a local rite of passage. SSS. Info, *www.sfbaysss.org*.

Apr. 8 - 9 — J/Fest, one design and PHRF racing for the J/boat faithful. Sail California, (510) 523-8500, and EYC, (510) 522-3272.

Apr. 8 - 9 — Resin Regatta Invitational for Antrim 27s, Melges, Etchells, Express 27s, and Moore 24s. SFYC. Info, (415) 789-5647 or www.sfyc.org.

Apr. 8 - 9 — Camelia Cup, the unofficial start of the unofficial '06 lake circuit. Folsom Lake YC. Info, (916) 933-8860 or www.flyc.org.

Apr. 8 - 9 — Leukemia Cup Regatta, Nevada YC. Designed to provide exciting sailboat racing on Lake Mead for its participants while raising money to benefit the Leukemia and Lymphoma Society. Info, www.nevadayachtclub.com.

plifornia

Performance Yachts



J/120, 1994 Valkyrie

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Farr 395, 2002 Chance Created for the sailor who has n eye on speed ease of handling and the fun of competitive and comfortable club racing on a dual purpose vacht.





SYNERGY 1000, 2001, Summer Moon. This Schumacher-designed sportboat is a high-tech race boat for the sailor who is looking for per formance without compromise. Asking \$65,000





ELLIOTT TOURER 46, 1997, Bravado Incredible racer/cruiser all set up to cruise, and she sails like a dream. Asking \$349,000.



FARR 44, 1989, Confetti This incredible classic sailing boat was built to cruise to far off lands, and she's all ready to go. All she needs is a skipper! Asking \$190,000.



WAUQUIEZ CENTURION 45s, 2003, Angelline A real sweetheart. Her modern design makes her a fast and seaworthy yacht, as comfortable at sea as at anchor. Like new. \$360,000.



BENETEAU 42s7, 1998, Just in Time Not only do you get a great sailboat, you get a fabulous slip in the City. Asking \$220,000.

40' J/120, '01, Kookaburra.. SOLD 249 500 36' Mumm, '94, Little Wing Pending 49,500 Pending 25,500 30' J/30, '81, Ione 30' Sabre 30 MkIII, '86, Tamarin.....SOLD 54,500



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Our emphasis is on helping you build skills in an environment of fun and great sailing. Many who sail with us are planning voyages of their own—there is no better way to prepare. Underway, we provide in-depth experience in vessel management, safety, provisioning, electrical and plumbing systems, celestial navigating, anchoring, sail handling, weather routing, and heavy weather.

Along with eight other crewmembers, you'll sail in all conditions, standing watches and steering as *Alaska Eagle* sails 180 to 240 miles a day. Delicious meals are prepared by the ship's cook. Everyone has a comfortable berth, and double cabins are available for couples and single women.

Alaska Eagle is owned by one of the nation's premier non-profit sailing schools. Designed by Sparkman & Stephens and strongly built of aluminum by the Royal Huisman Shipyard, Alaska Eagle (ex Whitbread winner Flyer) has logged more than 350,000 offshore miles. She has a comfortable four stateroom interior and all the latest electronics and cruising gear. She is Coast Guard certified for All Oceans.

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Since Rich and Sheri first sailed aboard *Alaska Eagle* from England to California in 1982, they have been aboard as skipper and mate for the majority of her voyages. Combined, they have sailed more than 550,000 miles, including three Atlantic crossings, more than 30 crossings between Hawaii and the West Coast, 13 equator crossings, and many miles through the South Pacific between Tahiti and

Australia. In between, Rich and Sheri built two boats, virtually by themselves. In the first boat, a Farr 44 named *Confetti*, they circumnavigated South America. Their next boat was a 54 foot aluminum sloop named *Polar Mist*, in which they voyaged from California to Antarctica and back.

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ALASKA EAGLE 2006 VOYAGE SCHEDULE

San Francisco – Newport Beach*	450 miles	April 24 – April 27
Northern Channel Islands	300 miles	May 17 – May 21, Aug 16 – Aug 20
Santa Barbara Island	120 miles	Jun 8 – Jun 11
Newport - Guadalupe Island - Newport	650 miles	Jun 24 – Jun 30
Baja Ha-Ha Cruisers' Rally*	750 miles	Oct 28 – Nov 10
Cabo – Newport Beach	750 miles	Nov 13 – Nov 21
* apply for either Alaska Eagle or Kialoa III.		

ALASKA EAGLE 2007 SUMMER VOYAGE SCHEDULE

Leg 1	Newport - Hawaii	2250 miles	July 10 - July 23, 2007	13 days
Leg 2	Hawaii - Fanning Island - Tahiti*	2500 miles	July 27 - Aug 16, 2007	20 days
Leg 3	Tahiti -Rarotonga - Suwarrow - Nuie - Pago Pago	2000 miles	Aug 20 - Sept 10, 2007	21 days
Leg 4	Pago Pago - Tonga - Fiji	900 miles	Sept 13 - Oct 2, 2007	18 days
Leg 5	Suva, Fiji - Vanuatu - Sydney	2000 miles	Oct 5 - 26, 2007	21 days
* all we	omen voyage			

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To request a color catalog or
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Lipton Cup 1st
Ocean Triangle 1st
Miami Nassau 1st
St. Pete – Ft. Lauderdale 1st
Transatlantic 1st
Brittania Cup 1st
Channel Race 1st
Annapolis – Newport 1st

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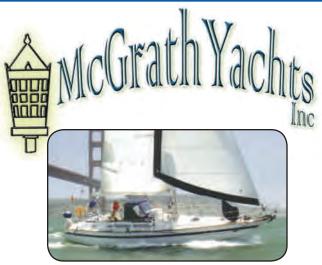
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SAIL

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51'	MORGAN YACHT, 1974	\$69,900
50'	BENETEAU, 1993	\$174,500
47'	TAYANA, 1990	\$280,000
45'	LEOPARD, 1998	\$299,000
42'	HUNTER, 2001	\$182,750
40'	OLSON, 1983	\$74,500
40'	BENETEAU, 1997	\$178,000
39'	X-119, 1990	\$119,500
36'	CATALINA, 1998	\$95,000
30'	WYLIECAT, 1997	\$105,000
24'	PACIFIC SEACRAFT, 2002	\$98,000

POWER

<u>POWER</u>				
133	' US NAVY YF 341, 1944	\$699,000		
80'	SAN LORENZO, 1993/2003	\$2,175,000		
49'	HAMPTON TRI-CABIN, 2000	\$450,000		
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42'	PROTECTOR, 1999	\$149,500		
40'	HERSHINE, 1982			
40'	MERIDIAN, 2004	\$399,650		
40'	BELL MARINE KHA SHING, 1982	\$99,000		
38'	HERITAGE, 1980	\$119,000		
38'	HATTERAS, 1969	\$39,000		
36'	KROGEN MANITEE, 1986			
35'	FU HWA, 1987			
34'	JOHN HENRY, 2001			
32'	GRAND BANKS, 1986			
32'	BAYLINER, 1987			
31'	BERTRAM, 1976			
28'	BERTRAM, 1978			
26'	TOLLYCRAFT, 1977			
22'	PACIFIC 22 CUSTOM	NEW		

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CALENDAR

Apr. 11 - 15 — 42nd Congressional Cup, Long Beach YC. One of the oldest and most prestigious match racing events in the world, and this year it is the only Grade 1 match race regatta that will be sailed in the U.S. Info, www.lbyc.org or (562) 598-9401.

Apr. 15 - 16 — Laser NorCals, Santa Cruz YC. For info, www.scyc.org.

Apr. 20 - 25 — Antigua Classic Yacht Regatta, West Indies. As featured often in these pages, this eye-popping event features a remarkable fleet of museum-quality classic yachts and replicas from Europe, North America and the Carib — a photographer's dream. See *www.antiguaclassics.com*.

Apr. 22 — YRA-OYRA Duxship, SSS. Info, www.yra.org.
 Apr. 22 — Bullship Race, the annual long distance race for El Toros. Info, www.eltoroyra.org.

Apr. 22 — YRA-WBRA Races, StFYC. Info, www.yra.org.
Apr. 22 - 23 — Ahmanson Cup Regatta, Newport Harbor
YC. PHRF and one-design divisions. Info, (949) 723-6869 or www.nhyc.org.

Apr. 22 - 23 — PCISA Pacifc Coast Championship, Long Beach. See *www.pcisa.org* for info.

Apr. 28 - 30 — 59th Lexus Newport to Ensenada Race, the largest international yacht race. Info, www.nosa.org.

Apr. 29 - 30 — Baker Eliminations, Redwood City. PCISA. See *www.pcisa.org* for info.



The pretty little Cheoy Lee Bolero scoots along under a fair breeze.

Apr. 29 — Cheoy Lee Fire Drill Race. Join the fun — don't forget your camera — as these classic beauties have their annual 'race' as part of Sausalito YC's Twin Island Race. Info, Bob Wilson at (650) 678-7359 or www.syconline.org.

Apr. 30 - May 6 — Antigua Sailing Week, West Indies. See www.sailingweek.com.

May 6 - 7 — The 106th annual Vallejo Race, the biggest inland race in the U.S., which serves as the YRA season opener. Info, (415) 775-9500 or info@yra.org.

May 6 - 7 — Moore 24 PCCs, TYC. Info, www.tyc.org.

May 13 — YRA-HDA #1 Knox, RYC. Info, www.yra.org.

May 13 — Elite Keel Regatta for Etchells, J/24s, Express 27s, and AE-28s. SFYC, (415) 789-5647 or www.sfyc.org.

May 13 - 14 — J/105 Regatta, StFYC. Info, (415) 563-6363 or www.stfyc.com.

May 19 - 21 — Lake Yosemite SA Spring Regatta. Info, (209) 357-7049 or www.lakeyosemitesailing.org.

May 18 - 21 — Melges 24 North American Championship, Santa Cruz YC. Info, (831) 425-0690 or *www.scyc.org*.

May 20 — YRA-ODCA Knox, SYC. Info, www.yra.org.

May 20 — YRA-OYRA Northern Star Ocean Race, SBYC. Info. www.ura.org.

May 20 — YRA-WBRA Races, SFYC. Info, www.yra.org.





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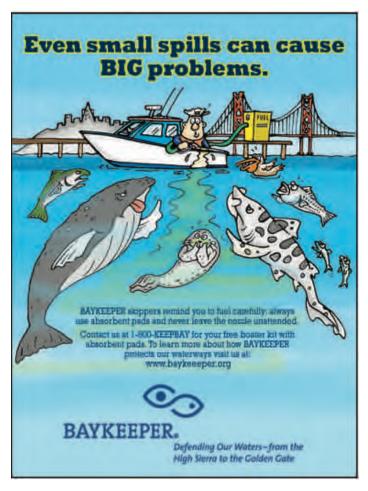
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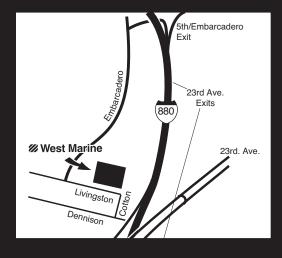
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CALENDAR

May 20 - 21 — Stone Cup for PHRF, Islander 36s and other one designs, and IRC. StFYC, (415) 563-6363 or *www. stfyc.com*.

May 26 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight, hopefully. SFYC, (415) 789-5647 or MPYC, (831) 277-5602.

May 27 — Master Mariners Regatta. A must for woodyphiles. Info, *www.mastermariners.org*.

May 27 - 28 — Whiskeytown Regatta, WSC. More info at www.whiskeytownsailing.org.

Jun. 7 - 8 — Coastal Cup, a 277-mile sprint to Santa Barbara, EYC. Info, (510) 522-3272 or www.encinal.org.

Jun. 9 — Delta Ditch Run. RYC/SSC, (510) 237-2821.

Jun. 24 — 15th Biennial SSS Singlehanded TransPac. Info, *www.sfbaysss.org*.

Jul. 3 - 7 — 14th Biennial West Marine Pacific Cup. For details on the race and seminars, visit *www.pacificcup.org*.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 4/14, 4/28, 5/12, 6/9, 6/23, 7/14, 7/28, 8/11, 8/25, 9/8, 9/22, 10/13, 10/27. Ward Fulcher, (510) 385-4285.

BAY VIEW BC — Monday Night Madness Spring Series: 4/17, 5/1, 5/15, 5/29, 6/12, 6/19. John, (415) 664-0490.

BENICIA YC — Every Thursday night: 4/6 to 6/22 and 7/6 to 9/28. Joe Marra, (707) 746-6600.

BERKELEY YC — Every Friday night: 4/7 to 9/29. Paul Kamen, (510) 540-7968.

CAL SC — Year-round Sunday morning Lido 14 races, intraclub only. Ed Corbett, *racing_chair@cal-sailing.com*.

CORINTHIAN YC — Every Friday night: 4/7 to 9/1. David Johnson, (415) 435-4771.

COYOTE POINT YC — Every Wednesday night: 4/26 to 10/18. Mike Finn, (408) 866-5495.

ENCINAL YC — Spring Twilight Series, Friday nights: 4/21, 5/5, 5/19, 6/9, 6/23. Charles Hodgkins, (510) 504-4076.

FOLSOM LAKE YC — Every Wednesday night: May through September. Steve Galeria, *galeria@sbcglobal.net*.

GOLDEN GATE YC — Friday nights: 5/12, 5/26, 6/9, 6/23, 7/7, 7/21, 8/4, 8/18, 9/1. Gary Salvo, (916) 363-4566

HP SAILING CLUB — El Toro Races. Wednesday nights during Daylight Saving Time. Dan Mills (831) 420-3228.

ISLAND YC — Friday nights: 4/14, 4/28, 5/12, 6/2, 6/16, 7/28, 8/11, 8/25, 9/15, 9/29. Joanne McFee, (510) 521, 7442

LAKE TAHOE WINDJAMMERS YC — Wednesday nights: 5/3 to 10/25. Kurt Rasmussen, (530) 541-1129.

LAKE YOSEMITE SA — Thursday nights May through early September. Jim, (209) 383-6149 or ozonejim@aol.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night April through September. Ronald Baxter, (831) 626-9169 or Ron.Baxter@tfdg.com.

OAKLAND YC — Sweet 16 Midweek Series, Wednesday nights: 5/10 to 6/28 and 7/26 to 9/13. Ted or Diane Keech, (510) 769-1414.

RICHMOND YC — Wednesday nights: 5/3, 5/17, 6/7, 6/21, 7/5, 7/19, 8/2, 8/16, 9/6, 9/20. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Folkboat Wednesday Nights: 5/3 to 6/28 and 8/2 to 8/30. John Craig, (415) 563-6363.

SANTA CRUZ YC — Wet Wednesdays during Daylight Saving Time. Larry, (831) 423-8111 or *lweaver@cruzio.com*.

SAUSALITO YC — Spring Sunset Series, Tuesday nights: 4/18, 5/2, 5/16, 5/30, 6/13. J. Rigler, (415) 332-6367.

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CALENDAR

SEQUOIA YC — Every Wednesday night: 4/12 to 10/11. Ron Brown, (650) 361-9472.

SIERRA POINT YC — Beercan Saturdays: 3/18, 4/1, 5/6, 6/3, 7/8, 8/5, 9/9, 10/7. Beercan Tuesdays, every Tuesday night: 5/2 to 8/29. Larry Walters, (650) 579-3641.

SOUTH BEACH YC — Friday Night Series: 4/21 (practice), 4/28, 5/5, 5/19, 6/2, 6/16, 6/23, 7/7, 7/21, 7/28, 8/4, 8/18, 8/25. Holiday Series: 5/26, 6/30. Nancy, (415) 409-1071.

STOCKTON SC —Every Wednesday night: 6/7 to 8/30. Jim Hachman, (209) 474-6659.

TAHOE YC — Spring Series, every Wednesday night: 5/31 to 7/12. Laser Spring Series, every Monday night: 5/29 to 7/10. Valerie Melucci, (530) 581-4700 x102.

TIBURON YC — Friday nights; 5/26, 6/2, 6/16, 6/30, 7/14, 7/21, 7/28, 8/11, 8/18, 8/25, 9/15. Ian Matthew, (415) 883-6339.

VALLEJO YC — Every Wednesday night: 4/5 to 9/27. Jerry Halterman, (925) 788-8283.

Mexico

Apr. 20 - 23 — The 2nd Annual La Paz Bay Fest. This event, a tune-up for Loreto Fest and cruising the Sea of Cortez, is sponsored by Club Cruceros de La Paz and Paradise Found. Visit www.clubcruceros.org or www.bajainsider.com.

May 4 - 7 — Loreto Fest. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers. Visit www.hiddenportyachtclub.

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

April Weekend Currents				
date/day 4/01Sat	slack 0231 1609	max 0549/ 5.0E 1824/2.4E	slack 0941 2134	max 1242/3.8F
4/02 Sun	1140	0026/2.5F	0412	0737/ 4.6E
	2328	1443/3.3F	1814	2017/1.7E
4/08 Sat	1040	0233/2.0E	0518	0812/2.1F
	2352	1407/3.4E	1745	2058/3.2F
4/09 Sun	1132	0257/2.4E 1445/3.5E	0600 1822	0855/2.5F 2128/3.2F
4/15 Sat	0226 1557	0549/4.5E 1818/2.4E	0930 2111	1231/3.3F
4/16 Sun	1011	0015/2.3F	0252	0629/4.4E
	2141	1315/3.1F	1648	1902/2.0E
4/22 Sat	0900	0014/1.9E	0344	0621/1.9F
	2241	1219/3.9E	1616	1927/3.5F
4/23 Sun	1016	0115/2.6E	0444	0729/2.5F
	2319	1322/4.0E	1706	2012/3.7F
4/29 Sat	0217 1604	0539/ 5.5E 1816/2.5E	0932 2121	1236/4.3F
4/30 Sun	1022	0012/2.7F	0256	0623/ 5.2E
	2207	1327/3.8F	1659	1903/2.0E

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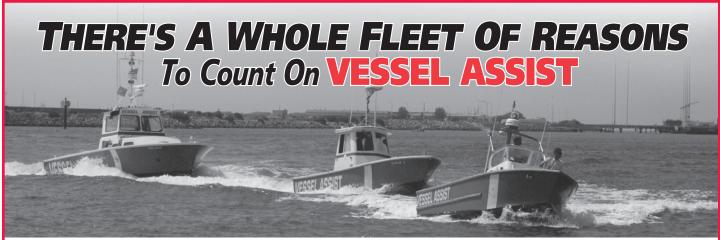
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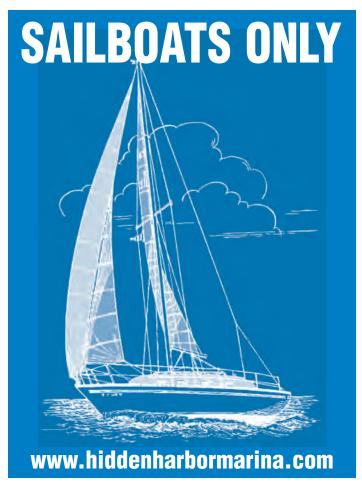
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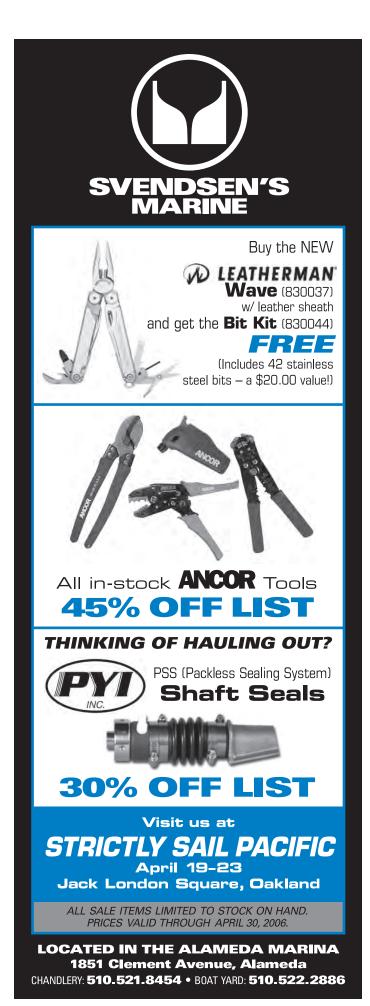




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LETTERS

↑ || WE'RE HEALTHIER THAN MANY YOUNGER FOLKS

In Joe Elliott's article about cruising the coast of California, he urged readers to make such a trip while they were young . . . while you remember where you went yesterday and before you need to wear a diaper."

My wife and I take umbrage at his remarks about older people. We've been cruising our 1986 Wauquiez Centurion 40 since buying her on the East Coast in '99. After spending time on the East Coast and in the Caribbean, we sailed her to Europe. In fact, I celebrated my 67th birthday while on the crossing. We're still in the Med and have, among other things, participated in two Eastern Mediterranean Yacht Rallies, crossed the Aegean four times, and generally been active. And, with the exception of the first two legs of our Atlantic crossing, we've been doublehanding.

I'm now 72, and we're heading back to pick up our boat in Lefkas, Greece, so we can spend time cruising Croatia and the Western Med.

We know exactly where we've been and when, and have found no need for diapers. Just because we've got some years on doesn't mean we're doddering. Au contraire, we're having a ball! And because of our lifestyle, we're probably healthier than a lot of much younger folks.

Glenn & Dana Meyer Mahalo, Centurion 40 Sausalito / Lefkas, Greece

Glenn and Dana — We like Elliott's opinionated writing style, so we didn't want to edit that comment out. But we think



Glenn is 72 and still cruising strong with his wife Dana.

it was even more foolish than it was insensitive, for one of the great things about sailing is that if you take care of yourself, and with a little luck, you can enjoy cruising into your 70s and 80s.

Later in this issue there is a letter from Bob Dickson of Newport Beach, who writes about racing to Tahiti in '48, meaning he's got a few years on him. But he's still racing aboard the 84-

ft maxi Sorcery. Good on all of you who keep loving the sailing life.

↑ WHY DOES THE HA-HA END IN CABO?

I very much enjoy reading *Latitude*, but I'm curious about Cabo being the destination of your annual Baja Ha-Ha. I've been reading former Northern California resident John Steinbeck's *The Log from the Sea of Cortez*, and came across the following quote: "Many people had come to Cape San Lucas and many had described it . . . to a man straight off a yacht, it is a miserable flea-bitten place, poor and smelly."

So why does the Ha-Ha stop and end there?

Gary Wyngarden Wanderlust, Hunter 37.5 Orcas Island

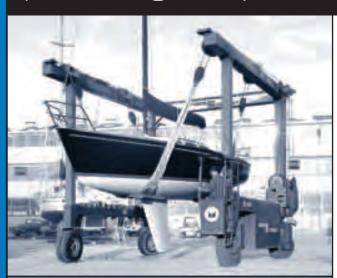
 $Gary-First\ a\ clarification.$ Although Latitude founded the Ha-Ha, for years now it's been owned and run by an entirely independent company.

Cabo has always been the final destination because of geo-



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LETTERS

graphical destiny. The event needs to end in the tropics, and it needs a big airport so the crews can fly home. That means the Ha-Ha can't end anywhere north of Cabo. Going beyond Cabo wouldn't work for two reasons. First, about a third of the fleet wants to go up to La Paz, about a third of the fleet wants to sail over to Mazatlan, and the other third wants to continue down to Puerto Vallarta. Second, most crews can't take the extra three to five days it would take to make the natural stop in Cabo and then continue on to La Paz, Mazatlan or Puerto Vallarta. The more we do the Ha-Ha, the more we're coming to believe that the Turtle Bay - Bahia Santa Maria - and Cabo itinerary is about as perfect as a 10-day schedule can be.

As for Cabo being a "miserable flea-bitten place, poor and smelly," did you happen to notice that Steinbeck wrote those words back in 1951? A lot has changed since then. Think of what Anaheim was like in the '50s before Disneyland, and what it's like now. Cabo has gone through a transformation of a similar magnitude — although it's happened in just the last 20 years.

This is not to say that we didn't prefer viejo Cabo. Back then you had to set a bow anchor and back up to the cannery to get fuel. If you wanted water, you had to anchor off the arroyo and swim to shore to get the farmer's hose. And if you wanted bread, meat, and beer, it required visits to three shops in different parts of town — and often at different times because they were open on different days and often ran out of whatever they were selling. The cruising life is much more convenient in Cabo now, but with all the mega hotels, villas, restaurants, pizza places, bars, and other crap, we don't think it's better. And certainly much of the natural beauty is hidden by man-made creations.

$\uparrow \Downarrow DO$ YOU, LAURA, PROMISE TO GIVE MITCH PERMISSION TO BE CAPTAIN?

First of all, let me tell you how much we like *Latitude*. Okay, we admit that we're addicted! Living in Lake Tahoe makes it somewhat of a challenge to get copies, but we always manage because we need to get that fix at the beginning of each

month.

Laura and I were recently married by our friend, Capt./Minister Russ Norda, aboard his boat on the lake. We chose Latitude 38 as our 'bible'.



"We chose 'Latitude 38' as our bible."

We slipped our vows in, and away we went. Here's a sample of our vows:

"Do you both promise to share all responsibilities on your boat, including, but not limited to, hoisting the main, varnishing, diving for the anchor and scraping the bottom?"

And my favorite: "Do you, Mitch, promise to take full responsibilities as Captain?" And, "Do you, Laura, promise to give Mitch permission to be captain?"

As far as our honeymoon goes, we plan on joining the Ha-Ha this year to start an open-ended honeymoon.

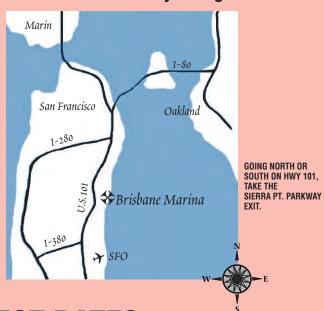
Mitch & Laura Manina South Lake Tahoe

 ${\it Mitch and Laura-We're flattered and dumbfounded. We'll}$



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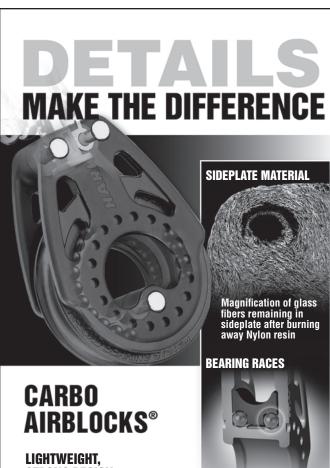
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LETTERS

look forward to seeing you at the start of your open-ended honeymoon.

HOW ZACA AND FLYNN SAVED THE SAX MAN'S LIFE

I'm writing in reference to actor Errol Flynn's 118-ft schooner Zaca, which was built in Sausalito in 1929, and which I understand is now in Monaco. I came across your site while researching the Zaca, and thought you might be interested in how the Zaca saved a life.

In 1947, Errol Flynn was arguably the biggest and most controversial star in Hollywood. He decided to visit and stay with his parents, who lived in Port Antonio, Jamaica. Flynn sailed to Jamaica from California aboard *Zaca*, which he'd bought from the U.S. Navy. Once he arrived at Port San Antonio, he greeted his parents, then went out for the night to the Titchfield Hotel. Andy Hamilton, a local saxophonist who specialized in jazz and calypso, was the bandleader at the Titchfield.

Flynn liked the music and asked Hamilton to write a song for him. Hamilton agreed and wrote an uptempo jazz calypso song he called *Silvershine*. Flynn loved it — and liked to dance to it. Flynn then hired Hamilton as Music Director to play on his yacht. On and off for the next two years they cruised the Caribbean together aboard *Zaca*, hosting parties for celebrity visitors and friends. In 1949, Flynn returned to films, and a short time later Hamilton moved to Birmingham, England.

In addition to raising a family of 10 in England, Hamilton became a highly respected figure in the local jazz community. Unfortunately, he was barely known beyond a small and shrinking number of local jazz venues. By 1986, at the age of 68, his career seemed to end when he fell into a diabetic coma from which he was not expected to recover. According to the medical staff, at one point he was clinically dead.

To everyone's surprise, Hamilton eventually did recover. When I visited him shortly after that in hospital, he excitedly described in detail a vision he'd had. He said that he'd seen himself back aboard *Zaca* with his band, with Flynn dancing to *Silvershine* — a song Hamilton says he had completely forgotten and hadn't played since leaving Jamaica nearly 40 years before. He says that as Flynn danced, he pointed at Andy and repeatedly said, "Andy, keep playing that song."

Once out of the coma, Hamilton almost immediately telephoned his pianist and sang the song to him so it would never be forgotten. It was to be the start of a new life for the saxophonist.

After making a remarkable recovery and discharging himself from hospital, Hamilton put his band back together. He booked a venue and, once on stage, told the story of the song and played it for the audience. They danced wildly to it.

Val Wilmer, an eminent London jazz writer who was researching a book on musicians from the Caribbean, reviewed Hamilton's 70th birthday gig. The article became a large feature in *The Independent*, a national newspaper. As a result, Hamilton was invited to play at the Soho Jazz Festival in London. Hamilton intended to play *Silvershine* as his last number, but the festival was running over, so he could only briefly explain the song before saying good-night.

Nick Gold, a record producer in the audience, was sufficiently impressed with Hamilton's playing that he offered the saxophonist his first-ever record deal — at the age of 71. The album was called *Silvershine* and became the biggest selling jazz album of the year in the United Kingdom, *The Times* Jazz Album of The Year, and one of Sony's 50 International Albums of the Year

Since then, Hamilton has played at major festivals and

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LETTERS

venues in Paris, Milan, St Lucia, Jamaica — and went to Cuba to play with the Buena Vista All Stars. He also did a live BBC concert with Patti Austin at Symphony Hall in Birmingham on his 85th birthday. He has received national and international public honors for his work in music and education.

Hamilton is soon to celebrate his 88th birthday, is still playing beautifully — and would dearly love to play aboard the *Zaca* one more time. But to this day, Hamilton is clear about what he saw and heard in the coma, and it has totally changed his life. He says that not a day goes by without him thinking of Errol Flynn and *Zaca*.

Alan Cross Jazz Correspondent, *Birmingham Evening Mail* England

↑ UGALLATIN HAS BEEN A LOVE OF OUR LIVES

We had to write in response to Bill Taylor's March letter about the origins of the Sea Wolf ketch and other boats from the Far East. We are the owners of *Gallatin*, a wood Sea Wolf ketch that Taylor sold us while he was working at Mystic Cove Yacht Sales in Marina del Rey.



The photo of Gallatin may have faded with time but Bob and Beverly's love for the boat is as strong as ever.

Now, 30 years later, Gallatin is berthed at slip 507 in the Ala Wai Yacht Harbor in Honolulu. She'll probably be around longer than the Ala Wai docks. We wooded Gallatin last summer for the first time in 35 years. She had four leaks, all of which have been taken care of. She had no blisters, of course, and no worms. Her Russian spruce masts are still fine.

ing photo is of our Sea Wolf hauling ass during a wooden boat race — of which she won two. When the PHRF folks lowered our handicap, we stopped racing.

All of our Sea Wolf ketch is made from trees, and she's been one of the loves of our lives.

Bob & Beverly Leitelt Honolulu, Hawaii

Bob & Beverly — Thanks for sharing your story. We enjoy hearing from people who have owned the same boat for many years.

↑WITH EFFORT, SENSITIVITY CAN BE ACHIEVED

I was moved to respond to your editorial response to Barbara Brown's letter regarding her unhappy crewing experience on a trip down to Mexico. I'm not sure that you're aware — indeed I sincerely hope you weren't — of how sexist your response was. Yes, Barbara may have been naive to expect an excellent crew situation, although she did what she could to anticipate and prevent it. And yes, there are usually personality clashes on boats.

However, that's where any naiveté on her part ends and your insensitivity begins. The gift of foul weather gear from the captain to her does not imply a commitment to a sexual relationship. If he meant that, he should have made that clear. You said she should have been clear at that point. And at how



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LETTERS

many other points? It seems to me that he was the one who wasn't clear about his intentions, not her. She did state her expectations. Does every woman who gets on a boat and dons her gloves need to wear a button that says, 'No sex, please'?

Your statement of "Guy + Girl + Sailing Adventure = Why Not a Little Romance?" is ridiculous. Your opinion that a man is not responsible to make his meaning clear, and that a woman's job is to assume that he's assuming she'll sleep with him, and in turn to say no to something he hasn't asked is straight out of the '50s. If she turns him down before he asks, that could rightly be seen as quite presumptuous. Also, sexual coercion, which is called 'rape' if physical, comes in many other forms, particularly when there is a power differential between the two parties. This captain behaved like a petulant toddler denied a treat, but he had the power to retaliate.

You began your response by saying "having heard your side of the story . . . ," but I don't think you did. You disregarded her side, inferred his side, and then defended it. You might want to revisit your own stated caveat: "Even people as insensitive as us . . ." Sensitivity can be achieved with a little effort. It's worth it.

Judith Wood Mintz, LCSW Where's Emily? Chicago, Illinois

Judith — You and we view the world in different ways. You're a utopian and we're a realist. You think the world should be all sweetness and light, and then get angry because it's not. We accept that parts of life stink, and then decide how to best deal with the unpleasant parts and people.

As you know full well, nobody suggested that Barbara, by accepting the gift of foul weather gear, was committing herself to anything — let alone a sexual relationship. Nonetheless, unless she lives in a world where people regularly give her things worth relatively significant amounts of money, or just fell off the turnip truck, she should have been at least a little curious about the motivation for the largesse. We don't know of any females over the age of 15 who wouldn't. After all, once a person accepts something of significant value from another, there is almost always a shift in power. An assertive woman will easily overcome such an imbalance by saying something like, "Watch the hands, pal, buying my foul weather gear doesn't entitle you to jack." Less assertive women are better off buying their own foul weather gear and keeping their personal boundaries in good repair.

Talk about sexist, what could be more arrogant than for you, a woman, to dismiss our description of a prevalent male thought process — "guy + girl + sailing adventure = why not a little romance?" as "ridiculous." Not only are you in no position to make any judgement about it, it's not ridiculous at all. We'll let you more sensitive types judge if such a male thought process is right or wrong, or if it's what keeps the species perpetuating itself, but it's reality. Encouraging women to think it's not is both foolish and irresponsible.

How can you say we disregarded the women's side when we wrote, "We won't discount the possibility that the captain was a complete asshole and that you are right to be upset." If that's defending the guy, we didn't do a very good job.

No matter if you're a man or a woman, our recommendations for crewing are simple: 1) Make sure the money matters are clearly understood at the outset. 2) Do more than your share of the work. 3) Be as accommodating as you can to others on the boat. 4) Hope for the best, but assume that the next port will be your last. 5) Have the financial resources on hand to be able to leave the boat and return home. 6) If you're a woman,



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always assume that romance/sex is a potential issue. It goes without saying that all romance/sex needs to be consensual.

Since you think we're sexist — actually we are sexist, ageist, racist, and all the other -ists, just like everybody else is — perhaps you'll give more credence to another woman's take on Ms. Brown's unhappy trip. Mabelle Lernoud's letter appears next, and we think she says it all.

↑\$TRANGERS CAN WORK TOGETHER EFFECTIVELY

Woman to woman, Barbara, I feel your pain. But if you really like sailing, don't quit just because of a bad experience. Grow thicker skin. Captains are people, and they come in all varieties.

You cannot blame Capt. Tom for grabbing as much sleep as he could. You should have done the same. Now you know. It is all a learning process. Chalk it up to experience.

I agree with the editor's reply that you need to make it very clear from the very beginning if you are not interested in sex. Men won't believe you, but at least you have said it, and you can stand your ground. For me, the best way to bring up the subject has been to directly ask, "Are you looking for just crew or for a girlfriend?" Then you can both take it from there. Smoking, alcohol, sex and money are issues I have always needed to be clear about from the start. Set your boundaries.

People can get weird after a few days at sea. It happens often. I had a captain who had me stand watch every time it rained, for all the time it rained ("since you are already wet . .."). He didn't even pass me a cup of something hot. Another captain, whom I told I would crew for, but was not interested in romantically, luckily found another woman who obliged. He made a cockpit-wide bunk for them. He expected me and the fourth crew to sail all the way to Cabo belowdecks so as not to interrupt their romance! I gave them plenty of privacy for their naked photo sessions, but showed up promptly for my watches. The other guy never came up. There were hours on end without a proper lookout. We both got thrown off in Cabo, and the captain's girl left. You can't play along with people's delusions. They had a cabin, but the cockpit is a common area. Mutual respect is a two-way street.

Being thrown off the boat is unpleasant, but you deal with it. I've had to jump ship a couple of times to save my skin. Captains having problems with alcohol, drugs, negligence and inexperience were some of the reasons. I had to lock myself in the forepeak once until the rest of the crew slept off their drunkenness. And yet, the lone night watches, sunsets and sunrises, the vastness of the ocean and the sky, the magic of sailing, the wonder of distant landfalls, all kept me coming back. I've done thousands of miles across wide oceans with people with whom I had very little in common — other than being on the same boat. But they had a boat and needed help, and I wanted to go to sea. You are a team. You can work together even if you don't love each other. It's a quid pro quo. Don't expect it to be idyllic. But be safe. It's a calculated risk. Know what you are doing.

It's important that you set your own boundaries and respect everyone else's. Do your part willingly, and be grateful that you have the chance to do what you like. If you are in danger, leave the boat. There will always be things that you don't like. But for me, such opportunities were my ticket to be where I wanted to be, so I put up with my share of BS. I was crewing on a boat once in a tropical paradise, and a guest, upon seeing that the owner's wife treated me like a maid, and once didn't



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LETTERS

put a plate out for me at the table, said, "You must really like what you do!" Yes, I did. This wife could not stand that I liked sailing and working on deck, as she was utterly miserable on the boat. You cannot take such things personally or let them ruin your day.

Some trips are better than others, and I have made lifelong friends, and sailed in places I would have missed otherwise. I also have wonderful memories of great trips with very nice people. A thick skin and a strong inner center are the best protection. I wish you many happy sea miles.

Mabelle Lernoud Monterey

Mabelle — By the way, lest anyone get the impression that there are more weird captains than crew, that's not the case. The tales of unpleasant behavior on the part of crews is endless. Usually they have to do with crew being lazy, slobby, or having too much affection for alcohol, but there are many other variations. We can't remember who told us this story, but a year or two ago they were doing a Baja Bash aboard a very nice 75-ft yacht. Everyone was preparing dinner one night, and the delivery skipper's lady friend went in the head, which unfortunately was located directly across from the galley. More unfortunately, she needed to go #2 instead of #1. But worst of all, she refused to close the door while she tended to business. "This is how we do it in Alaska." she explained.

If you've ever had crew who have done strange things, why not share your story with us? But please, leave the names out.

↑UIN THREE MONTHS THEY'D COPIED MY DESIGN

May I write a three-part letter? Why not?

I loved the letter from Bill Taylor about the Bill Hardin line of 'Garden' boats from Taiwan. When my wife Vickie and I first came out to the Bay Area, we both lusted after first the 31-ft Sea Spirit, and later the 40-ft Sea Wolf — two of the saltiest ketches ever built. It was the \$23,000 price tag that prevented us from becoming proud owners. Later, when I'd become a rich airline captain, we flew to Taiwan to get a quote on their building an aft-cabin boat of my own design based on the 40-footer. The price was again too high, so we took my plans back home. But they'd copied my plans, and only three months later a model of my design was off-loaded on the dock in California. Whazoo!

Jeff Chamberlain said it well — outboard engines run best when they are worked every day. Run an engine and it will last forever. Keep it secured to the stern pulpit, and before long it will morph into a mediocre anchor.

Finally, you've been publishing *Latitude* for almost 30 years now — what a swell time you've had and given. I've enjoyed every issue from the first to the current. You've superbly filled a need, so thank you. After all, it's all about fun, isn't it?

Dave Case Northern California

Readers — Perhaps some readers aren't aware that earlier this year Case published a book called Sailin' South. Here's the description from Amazon.com: "In the fall of 1979, Vickie and Dave Case set out from San Francisco in a 29-ft sailboat built from a semi-kit. They harbor-hopped down the coast to Manzanillo, Mexico, before bravely heading the 2,700 miles over open ocean to the Marquesas. Using a compass, sextant and sumlog, they covered the distance in 22 days. Then it was off to Tahiti, the Society Islands, Rarotonga and Pago Pago, before heading back to Honolulu and home to San Francisco. The



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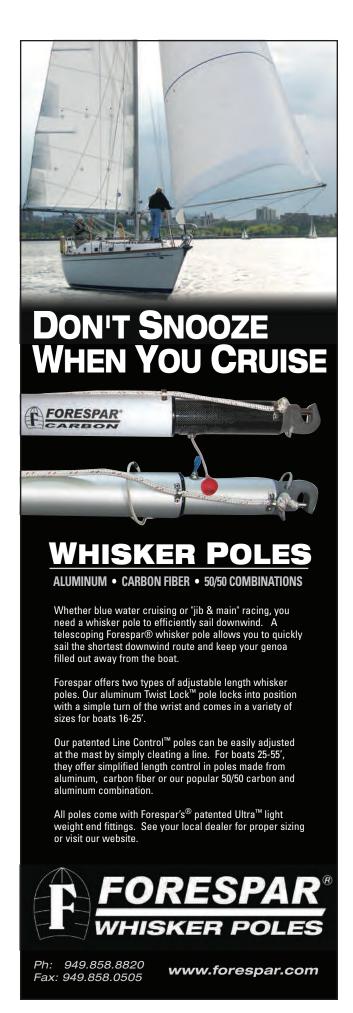
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LETTERS

sailing was very primitive by today's standards. Weather and mechanical problems were a constant challenge. The people we met along the way made it all worthwhile.



One of Dave's students tries to hit the deck at Kai Tek airport.

Case not only used to be a pilot who often flew into Hong Kong's Kai Tek Airport, one of the most dangerous in the world, he trained other pilots to land there. The accompanying photo is of one of his students crabbing toward the runway, hoping to get things straightened out before he ends up in the South China Sea.

$\uparrow \downarrow$ THE SHEER LOVE OF THE SEA ITSELF

As with many cruisers, *Latitude* seems to manifest an attitude toward cruising that is puzzling to me. You seem to suggest that the best part of sailing is getting over the sailing part — and on to the all-important destination, destination, destination. Even if this involves as much — or more — motoring than sailing. From this perspective, the oceans are just sort of a convenient inconvenience that we put up with so that we will have our vessels with us when we arrive at our all-important D-word. The ocean is but a medium through which we transport our land-based habits from one place to another

This perspective seems to reflect our sort of Western-world concern with efficiency and results. The important thing about racing is who wins, places and shows. The important thing about cruising is "Where'd ya' go?" "Who'd ya' see?"

While it's clear that silence, serenity, peace, quiet and natural beauty will probably never sell anything as much as a kind of cheerleading, rah-rah attitude and tone will, I wonder if there aren't any sailors left who go to sea for the sheer love of being at sea. For the magic of being propelled on water by wind. For the privilege of traveling on a medium that both spawns whales — and dwarfs them. For the tangible, indescribable darkness and silence of a calm anchorage when you arrive at night — and the surprise at seeing the different colors and shades of water and bottom when the sun comes up in the morning.

So mine is a simple plea for a greater emphasis on sailing for the love of sailing, for the love of the sea, and for those qualities — peace, quiet, silence, serenity and beauty — that aren't products of motors, results, efficiency, or land-based urban gregariousness.

P.S. Although I did go on the 2004 Baja Ha-Ha, I never did find the cheerleaders.

David Stephens San Diego / Ensenada





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David — Perhaps you're reading the magazine so quickly you're missing stuff. In our January report on Mazatlan and the Jungle Coast, we wrote about our sail from San Blas to Chacala. We noted that it started in a nice breeze with good boat speed, but then the wind faded. Rather than fire up the engine, we reported that we savored the serene conditions close to shore, even at the end when it took us half an hour to cover the last quarter mile, and even though it meant we didn't get the hook down until after sunset. And that's not atypical. During our last trip from Punta Mita to Paradise Marina, with Dona de Mallorca and Suzi Todd as crew, we decided to put the chute up even though it was late in the afternoon and there was only about three knots of wind. We heated it up way off course to try to generate some apparent wind, and kept at it for so long that we didn't get back to the marina until well after dark. And we loved doing it.

As a vet of the Ha-Ha, you'll also recall that the biggest honor in the event is reserved for those skippers and crews who sailed all the way, which often required gutting out calm conditions for long periods of time. In our report on the last Ha-Ha, did we not specifically honor Nels Torberson and the crew of the Morgan Out-Island 41 Bronco, as well as Michael Ganahl and Leslie Hardy of the 60-ft schooner Millennium Falcon — all of whom waited out something like 40 hours of no wind in order to sail the entire first leg of the Ha-Ha?

Yes, there are times when we and others have to motor to keep schedules, but we love light-air sailing, and know full well that there are many times when sailing at three knots is a lot more satisfying than sailing at 13 knots.

$\uparrow \Downarrow$ WE NEARLY LOST OUR BOAT TODAY

Today I went out for a leisurely walk around Whangarei, New Zealand, enjoying the first sunny day in the last week. My girlfriend stayed aboard because she'd just had foot surgery and couldn't move around much. It was lucky for us that she was laid up, or we'd have lost our boat!

She said the boat had filled with smoke, and her foot made it impossible for her to get into the engine room to find out what was on fire. Luckily, folks around here listen to channel 16, so she put out a request for help. The nice folks on boats on both sides of us immediately came over in their dinghies, armed with fire extinguishers. We have five on our boat so we were fine in that regard, but it was nice of them to come prepared. When they opened the engine room door, they couldn't see a thing for all the smoke. They were some brave folks.

Fortunately, the cause of the problem turned out to be the solar controller, and they caught it before any significant fire could spread. Our boat now has scorch marks on the hull and a few scorched wires and hoses, but our boat is safe.

Normally I would blow the incident off as a one-time fluke — but this is the second time it's happened. Just before I bought this boat in early 2004, the previous owner had had the same Morningstar SunSaver controller fail in the same way. He got the company to replace it, since, as they say, it must have had a defect. As such, I believe the defect is in the unit's design! The replacement unit has only been in place for two years, and the company claims a 5-year warranty.

Anyway, the unit was installed correctly, but I also added a 20-amp fuse between the unit and the solar panels. The controller is rated for 20 amps, and only has to control three Siemens 75-watt panels. There is no way the three panels could have exceeded 20 amps, even on the brightest day. The 20-amp fuse never blew, so I know for a fact that the charge controller unit never went over its rated power.



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Now we have an electrical problem, as only two of our five solar panels are working, our Fisher-Panda generator is in pieces — it's a long story about using saltwater to cool an engine —



The manufacturer and the consumer disagree about the cause of the failure of the SunSaver controller.

and we have no access to shore power. Luckily, the fire did not damage the engine, so at least we can use it for charging until I can find a proper so-

I'm not sure what is going on here, except that the other folks with controllers by Morningstar Corporation should be notified about the potential problems.

P.S. I attached a photo of the unit. The manufacturer suggests consulting the manual first before requesting warranty repair to verify if the unit has a problem.

Richard Clack Mystic Rhythms Alameda

Readers — We contacted Morningstar to get their side of the story. Bill Mellema, a design engineer at the company, said that he, the owner of the company, and several others had been in contact with Clack, and tried to explain that 'resistive connections' had been the cause of the fire, not a faulty Morningstar product:

"When two conductors — a wire and screw terminal, for instance — are mated, there is a resistance at that connection. Usually this contact resistance is very low and poses no threat. However, when connections become loose, oxidation builds on the surfaces, or corrosion accumulates, and the resistance at the connection can increase to a dangerous level. When current passes through resistance, power is dissipated in the form of heat. If the value of the resistance goes up, so does the power dissipated (for the same amount of current). When a connection has lots of resistance, the heat generated at the connection can melt surrounding materials — such as plastics — and actually catch fire.

"Resistive connections can occur on any electronic device that carries significant amounts of power. It is important to periodically check the tightness of the connections and inspect for corrosion — as suggested in the Maintenance section in the Operator's Manual. In my years here at Morningstar, I have found that resistive connections are more common in mobile applications such as boats and RVs because motion and vibration work cables loose. But they are not unheard of in stationary applications.

"System fusing is necessary, but fuses do not prevent resistive connections. Resistive connections can dissipate dangerous levels of heat with normal system current. Here are a few tips to prevent resistive connections: 1) Periodically check and tighten the terminal screws. 2) Install cable reliefs (p-clamps) to prevent wire sway, which can work connections loose. 3) Apply dielectric grease — the black gooey stuff you put on car battery connections — to the power terminal connections to avoid corrosion build-up on the conductor surfaces."

According to Mellema, Clack cited ring terminals, wire length, wire gauge, and fusing as reasons why he didn't believe that resistive connection was the cause of the fire. "None of these

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40' Custom Ctr Cockpit Ketch, 1973	\$70,000	36' Catalina Sloop, 1989	\$62,500	30' Carter, 1976	\$19,950	27' Catalina, 1979	\$12,500
40' Olson Sloop, 1982	\$82,000	36' S2, 1981	\$49,500	30' Hunter, 1980	\$15,000	27' Hunter, 1978	\$12,500
38' Freedom Sloop, 1993	\$99,000	34' Pearson, 1985	\$52,900	30' Santana 30/30, 1983	\$14,000	25' Larson Cabrio 250, 1995	\$29,900
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LETTERS

factors has anything to do with resistive connections," said Mellema. "The SunSaver design is well-proven and reliable. Over 400,000 have been sold since the mid-'90s, and the failure rate has been one in 1,000."

We're not experts in electrical systems, so we don't know what to make of this situation. On the one hand, Morningstar's explanation sounds logical, but then two fires on the same boat from resistive connections seems rather unusual.

↑ UIS THE DENNIS CHANNELING THE DONALD?

I think Dennis Conner was channeling Donald Trump in the February 22 *Lectronic* item you had about him welcoming everyone to North Cove Marina in Manhattan, the marina where he serves as "chairman of the board" of the management team. But at least the North Cove Marina Management are up front about some things. Consider the following para-

graph from their Rules and Regulations:

"17) Holding Tank Pump Out: The Marina is equipped with a passive holding tank pump-out system. This system is currently inoperative and has not been operating for many years. NCMM will endeavor to restore this system to operating condition. The discharge



Dennis Conner isn't about to take any shit in his marina.

of holding tanks into the marina is strictly prohibited. Owners should make arrangements to discharge their holding tanks at other facilities around the harbor. If the marina pump-out system becomes operational, vessels may use it for a separate fee to be determined in the future."

Several harbors I know would be improved by such a straightforward approach.

Eric Artman Planet Earth

Eric — You can also say this for Conner and his management group — they didn't get the contract because of his celebrity, but because they made the highest bid.

↑ WHAT BOAT TO BUY?

A lot of readers have written to you for advice on the best type of boat to buy. I'm doing the same. Not knowing much about sailboats, I took basic and coastal cruising classes. But even after that — and reading *Latitude* for more than a year — I still know very little about what kind of boat to get. I'll be retiring in 18 months, and a short time later will hopefully be owning a boat in the Puerto Vallarta region. From that base, I would hope to be able to continue to Ecuador and French Polynesia.

I'm single, not rich, and will be looking for a boat built around 1980, at least 32 feet in length, but not bigger than 35 feet. I'm hoping to find something in that range with a good diesel for about \$30,000.

We readers look to you as sailboat authorities, and want you to help us get the best for what little we can afford. For instance, now and then a boat will show up in the *Classy Classifieds* — such as a Yorktown 35 in the February issue — that has all the right gear and seems comparatively inexpensive. Or what about a Hunter 37 with a shoal keel?

Finding the right boat is a big problem for many of us new sailors, so it would be nice if you could write a little booklet

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on the subject. I know that I would buy a copy.

Jim Prevo Northern California

Jim — As we've written before, readers asking us what boat they should buy doesn't make a lot more sense than asking us who they should marry. It's too subjective. Nonetheless, we've got a few guidelines. First, you should have a good gut reaction about the boat, as in "I like the looks of that!" Second, stick to boats that were designed and built for offshore use, and have been maintained reasonably well. Lots of cruising dreams have gone unfulfilled because folks bought 'fixer uppers' not realizing how complicated and expensive it can be. Even very experienced sailors get burned on this. The year a boat was built is almost irrelevant. All you should care about is whether the specific boat you're interested in is good or not. For example, most Yorktown 35s were built from kits. Some of the better-built ones were circumnavigated with no problem. Poorly finished ones, in which corners were cut on critical systems, might be nothing but problems. As such, don't buy anything without getting a good survey.

The best boat-buying wisdom we ever heard came from multihull designer Dick Newick — or was it Walter Greene? — who said you can only get two of the following three qualities when buying a boat: speed, comfort and low cost. Since your budget is \$30,000, you're in the moderately low-cost range, and will have to decide whether speed or comfort is more important to you. To our way of thinking, speed is often the greater part of comfort and safety.

Roughly speaking, there are three types of boats. 1) Pure cruising boats, which usually have rather heavy displacement and are relatively comfortable. If you shop around, you might be able to find a Westsail 32 or Dreadnought 32 in your price range. 2) Racer/cruisers, which marry varying degrees of speed with comfort. It's just a wild guess, but we'd estimate that 75% of people out cruising are on racer/cruisers. Some, however, are much racier than others. There are so many boats in this range Cals, Ericsons, Columbias, Catalinas, Coronados, Islanders that we don't even know where to begin. If you don't need a ton of room, you might take a look at something like a Peterson 34. 3) Racing boats. If you're the right kind of person and know what to look for, discarded racing boats can offer the biggest bang for the buck. A friend of ours is getting ready to go cruising with his daughter on a 28-ft Wylie Hawkfarm. He'll have gotten his boat with a nearly new diesel, a bunch of sails, and all the electronics he needs for less than \$10,000. This isn't the biggest boat in the world, but as Skip Allan has proved with his Wylie Hawkfarm prototype Wild Flower, they can be raced and cruised all over the Pacific with great success.

When buying your first boat, it's critical to remember the priorities. Number one is not how nice the teak overhead or cabin cushions look, but whether the hull keeps water out of the boat. Number two is having a reliable steering system. Three is having a reliable mast and sails. Four is having a reliable engine, primarily to provide electrical power and propulsion in tight situations. If you've got all that stuff, all you need is a couple of GPSs, a VHF radio, a bag of groceries, and you're good to go to at least Mexico. In fact, we bet that 75% of the boats over 30 feet could be sailed to Mexico just as they are. So keep it simple.

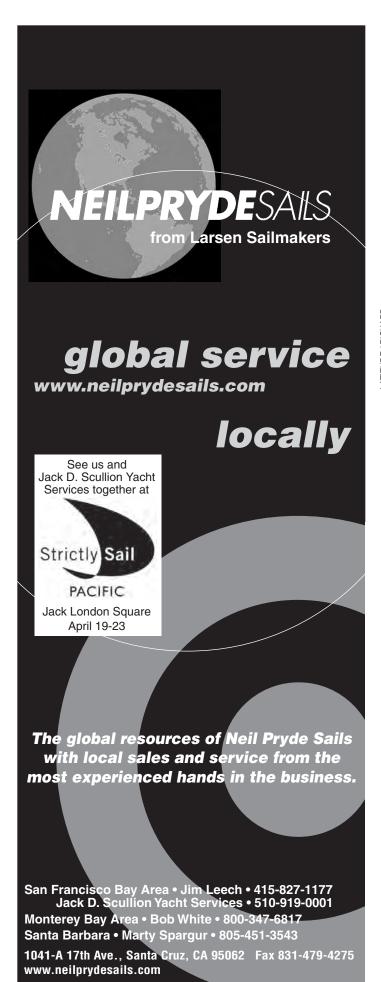
↑ ↓ AIR AMBULANCE ME DOWN TO THE ISLANDS

That was a great article on St. Barth in the February issue,

And I liked the letters on French medicine. I agree with the



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LETTERS

editor in that it's free and it's good. And I should know — at least here in the French West Indies — for every time I've gone to — actually been taken to — the hospital, the services have



There's nothing that will make a man like D. Randy smile more than free health care.

been great, up to date, and efficient. When they passed out the French insurance forms for payment, I gave them the old "What dat?" And then they realized that I was a foreigner living on a sailing yacht. Well, no problem, they just took back all the forms and kindly sent me on my way.

And all the West Indies are like that — at least as far as I know. And I have been taken to the hospital in Grenada for a mashed-up hand, in Antigua for a mashed-up head, and even had my

eye put back in. Yeah, that was the *Mistress Quickly* thing. I also took a broken foot to the French side hospital on St. Martin, and got a surfboard through the arm in St. Barth. Luckily I never had to pay a thing. I am, after all, the poor. So when I'm back in the old U.S.A. and everyone asks me

So when I'm back in the old U.S.A. and everyone asks me about health insurance, I simply tell them that if I have to be taken to a hospital, air ambulance me down to the Islands!

I'll be aboard *Altair* for the St. Barth Bucket and *Elenora* for the Classic Regatta in Antigua. Come on down!

D. Randy West St. Barth

Readers — D. Randy is a Caribbean legend in his own mind — and the minds of quite a few others, too. When he took us out on his 60-ft Spronk cat Shadowfax in Antigua about 15 years ago, it was our first sail on a large cat. He became our cat guru, and we've lived by his basic recommendations ever since: "Long hulls, light weight, lots of bridgedeck clearance, huge main, and small jib."

The Mistress Quickly comment is all about why multihulls are not allowed at Antigua Sailing Week. After years of D. Randy lobbying to allow multihhulls to participate in the famous event, the race committee finally relented. So what happened? In the second race or so, D. Randy T-boned the great 72-ft maxi Mistress Quickly, one of the glamour boats in Antigua back then — with his 45-ft Spronk cat Skyhook. Multihulls were immediately banished from ever competing in Antigua again. Everybody else in the cat-crazy Caribbean lets cats play in their sailing games, but not Antigua.

We don't know if it's all the surfing, all the tropical sun, or even all the 'ti punches, but D. Randy has at least one big hole in his memory. One night we'd anchored Big O off Gustavia, and after dark there was a faint noise on the side of our boat. It was D. Randy and a lady friend. D. Randy was almost too weak to hand us his painter or climb aboard. "I've been in the hospital at St. Martin for a hernia operation," he whispered as though he were about to draw his last breath, "and they just about killed me. I almost flat-lined as they just stood around watching. I had to get out of there." D. Randy was in such bad shape we thought we might have to do a burial at sea right there off Fort Oscar.









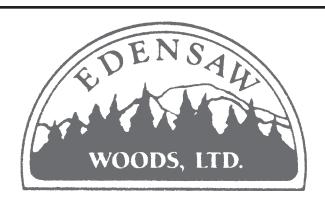
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In an earlier Latitude, we made the comment that the French consume massive amounts of prescription drugs. Since a few of you readers apparently didn't believe us, here's a quote from Adam Gopnik's well-written bestseller Paris to the Moon, describing his wife's treatment by French obstetricians:

"[My wife said that the female French obstetrician] said it



'Elenora' will be D. Randy's ride for the Antigua Classic Regatta.

was far too dangerous [to do all the tests that New York obstetricians recommend before childbirth], and then prescribed a lot of pills for pain. I've got antispasmodics, antinausea drugs, painkillers, and some other ones, too. Then she told me I could drink red wine, but

absolutely not eat any raw vegetables. She kept asking me if I've had any salad. She says 'salad' in the way doctors in New York say 'uninsured'."

"French doctors like to prescribe drugs as much as New York doctors like to publish books. I suppose that it fills a similar need for self-expression with a pen, without having to go to the trouble of having your photograph taken with a professional yet humane grin. You cannot go into a French doctor's office for a cinder in your eye and emerge without a five-part prescription made up of pills of different sizes to be taken at irregular intervals."

↑↓THE MOST EXPENSIVE SIX INCHES

With regard to the seeming discrepancies in prices for having boats shipped on Dockwise Yacht Transport, 10 feet of length can make a huge difference. When I advised them that my boat was actually 48.5 feet long instead of just 48 feet long, the price went up 30%. The other major factors with Dockwise are when you book, as there are big discounts for booking early, and when you ship, as arriving someplace later in the season is going to be cheaper because there will be less demand. If you think airline seat pricing can be complex, those guys have nothing on Dockwise! All that aside, they are running a business, and their pricing is based on supply and demand. I've used their service and would do it again.

As for the relatively small additional fees charged when a boat arrives on a Dockwise ship in Ensenada, it's understandable. When a boat arrives on a ship, it's brought into the country as cargo but then has to be converted to a private vessel. I faced the same situation when my boat was shipped from Mexico to Vancouver. Based on my experience, the difference was that all of those fees were included in the Dockwise prices and handled by the agent Dockwise uses in Vancouver. One could just write it off to helping the local economy — or if it really is irksome, check with Dockwise's rep in San Diego as to whether the extra fees in Ensenada were appropriate. After all, it would be good for the company to know if their clients are getting stiffed by their agent in Mexico.

Mike Moore Landlubber Formerly of Ayu, Hallberg-Rassy 46



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Mike — Thanks for the info. One of these days we're going to have to sit down with those Hallberg-Rassy folks and have them explain to us why their HR-46 is actually 48.5 feet long. It's seems they are being way too modest.

↑ JAYNE THE REDEEMER AND THE BINGO BOYS

You're being asked if you are becoming a prude in your old age because you don't show enough skin in the magazine any



We can't make a positive i.d. because his face is covered, but this sorta looks like it might be one of the 'Bingo' Boys being stripped naked by the female crew members of his Heineken Regatta entry.

more. I know how you can redeem yourself very easily, and how you can get yourself more interested in cruising. Anybody out there have a picture of the *Bingo* Boys in the buff?

Jayne Wyatt

Adios

Mexico

↑₩HERE ARE THE MEN?

While I appreciate a G-rated *Latitude*, I know there are others out there who enjoy some of your racier photos. In all fairness to your female readers, where are the pictures of scantily-clad men? Surely, there are confident, sexy, audacious sailors out there who would be willing to share their good fortune with us?

And keep up the good articles.

Julie Bassett Wildflower San Diego

Julie — Turnabout is indeed fair play, so we were all set to share a great bare buns photo of former Alameda resident



We're trying to better gauge the interests of our readership. Would more of you prefer to see photos of crew members such as Sunny Seegmiller in the recent Heineken Regatta, or some male sailor in the buff?

Bruce Schwah who twice raced his Wylie 70 singlehanded around the world. Unfortunately, when we called him to make sure it was cool to run the photos, he said, "Oh no, no, no! I do most of my stuff through the Ocean Planet Foundation now, and they wouldn't be



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LETTERS

happy with that kind of publicity."

So hey, it's going to be up to you gals to share those racy photos of your guys in the buff. And by the way, let's get the terminology straight. Men are never "scantily clad," they are "buck naked."

↑ || A LACK OF CRITICISM FOR THE BRAND NAME DRUG

I am writing in response to your comment about using Stugeron™ for seasickness — and your annoyance that the Federal Drug Administration doesn't approve it for sale in the United States.

I talked about medical preparations for cruising at the 2006 Zihuatanejo SailFest, and used that opportunity to review medications for seasickness — including Stugeron $^{\text{TM}},$ which is a brand name for cinnarizine. Even though many people have found that cinnarizine is effective in preventing seasickness without noticeable side-effects, it is not a good drug. Cinnarizine is a 'sloppy' drug that interacts with at least three different receptors in the brain and the rest of the body, histamine and acetylcholine receptors like most drugs for seasickness, along with dopamine receptors. In addition, it is a calcium channel blocker. Incidentally, almost all adverse effects of cinnarizine are found by looking for information under the generic name. There is very little literature criticizing the brand name drug.

Low-dose cinnarizine, 25 mg, is sold in many countries as Stugeron™ (among more than 40 brands) for vertigo and motion sickness. Cinnarizine is banned — even in low doses — by airline pilots in the United States because it impairs judgement. Higher dose cinnarizine, 75 mg, is sold as Stugeron Forte™ in countries where it is available, and is used to relax arteries due to its calcium channel blocking effects. High doses have also been reported to unmask Parkinson's disease, or make Parkinson's disease worse due to blocking dopamine receptors. Drugs that have such different uses with such small differences in dose are just not good drugs — even if they are effective in some instances.

In these many regards, cinnarizine is similar to other medications taken for nausea and seasickness — including PhenerganTM and CompazineTM, which are available in the U.S. and have similar physical and psychological side effects. In fact, all of the drugs for seasickness — including original DramamineTM, meclizine (non-drowsy DramamineTM), and Transderm-scopTM — have many significant side-effects and

need to be used with caution, especially if someone is operating complex and expensive equipment in situations where good judgment and clear thinking are critical.

Cinnarizine is commonly sold in other countries as 25 mg tablets, but it is usually effective at lower doses. Cin-

narizine is not safe for pregnant women, or children younger than five. People who have taken cinnarizine, and who have found it to work without side-effects, should take the lowest effective dose. But they should consult their physician, especially if they have Parkinson's disease, take medications for depression, or have heart disease. Higher dose 75 mg tablets

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LETTERS

of cinnarizine, such as Stugeron Forte $^{\text{TM}}\!$, are aimed at a different problem than seasickness.

Don't hold your breath waiting for the FDA to approve it for sale in the United States.

Roy Verdery, M.D. *Jellybean*, Pearson 36 Northern California / Santiago Bay, Mexico

Roy — We're not annoyed with the FDA, we're just confused as to why the FDA and the drug approval agencies in many European countries have come to such dramatically different conclusions about the wisdom of using Stugeron. After all, if we're not mistaken, you can buy the stuff over the counter in countries on the other side of the Atlantic.

Just for the record, we're going to remind everyone that it's very foolish to take any drugs without consulting a physican — especially as people get older and tend to take more medications.

↑ I SAW IT ON A TAHITI RACE NEARLY 60 YEARS AGO

While on *Tuia* in the 1948 race to Tahiti, John Jordane — author of *Ice Bergs Port & Starboard* — and I were talk-



Dickson did the '48 race to Tahiti on 'Tuia', and was crewing on 'Sorcery', as seen here in the '06 MEXORC.

ing about the green flash. I told him that I'd read in Scientific America that there should also be a green flash at sunrise. About halfway to Tahiti, John figured the exact time the sun should appear and from what direction. The next morning we both saw the green flash. And we saw it again two days later. Until

the recent letters in *Latitude*, I'd never heard of anyone else seeing the green flash in the morning.

P.S. I'm still sailing on Jake Wood's 84-ft Sorcery.

Bob Dickson V.P.O.P.O. (Vice President Of The Pacific Ocean) Newport Beach

Bob — Thanks for the letter — and the great news that you're still sailing aboard Sorcery.

↑ UNSURANCE FOR SAILING IN THE HA-HA

I am buying a new Beneteau 423 that we hope to sail on the 2006 Ha-Ha. Do you have any recommendations for insurance companies that will insure me in Mexico?

> Lewis Guthrie Boulder, Colorado

Lewis — We're biased, but we recommend that you contact an insurance company that advertises in Latitude. That's what we've done, and we've been happy with the results.

↑ JA 35-MINUTE GREEN FLASH?

Your doubt about green flashes at sunrises surprises me. Is the phenomenon caused by or dependent on the apparent motion of the sun against the horizon? The only difficulty in observing such flashes in the morning is knowing exactly where to focus one's attention in order to catch the fleeting

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LETTERS

event. Actually, it might not be so fleeting. It was reported that Admiral Byrd observed a very protracted sunrise in Antarctica, complete with a green 'ray' that lasted for 35 minutes!

Peter Smalley Berkeley

↑↓TEST YOUR EMERGENCY RUDDER

Your story last month about a popular model 44-ft sloop losing her rudder in the middle of the Atlantic and ultimately having to be abandoned is bringing attention to what seems to me to be an increasing rate of failure of sailboat rudders. In addition to the 44-footer, you mentioned several other yachts that have lost rudders in recent years. And in the '05 West Marine Pacific Cup, no less than three boats lost rudders.

I think the reason that more rudders are being lost is the increasing popularity of spade rudders. In the 'old days', rudders were at least partially hidden behind the keel and were supported from the front and bottom as well as the top. Spade rudders have certainly proven themselves to be strong and efficient, but I believe their exposed placement means they are more vulnerable.

Another problem is that it's sometimes difficult to determine the structural condition of a rudder from the outside. Corrosion, bad workmanship, a faulty design, and inferior materials are all possible causes of the inside of a rudder being in poor condition — no matter what the exterior might look like.

Many races require that boats carry emergency rudders, but they put the burden of proof on the skipper to certify that such a rudder would actually work. And if you check paragraph 4.14 Emergency Steering of the ORC safety recommendations for offshore sailing, you'll find there are a lot of gray areas.

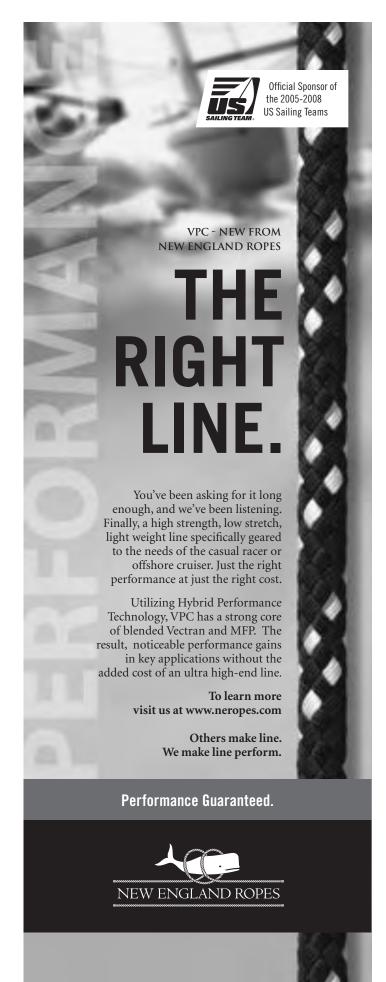
My company, Scanmar International, first got involved with emergency rudders through our involvement in the BOC/Around Alone singlehanded races. We worked with several of the racers, as well as the now-deceased Lars Bergstrom of B&R, and the Race Director Mark Schrader, to first develop the MRUD — an emergency rudder conversion system for the Monitor windvane — which we also make. That unit proved itself in the 1998-99 Around Alone when Robin Davie lost the rudder on his 50-footer and had to use his MRUD for 2,000 miles.

The MRUD later evolved into a stand-alone emergency rudder called the SOS because a customer who always raced with a full crew didn't want to have to mount a windvane to use a MRUD. He wanted a stand-alone unit, so a few months later the SOS was born. This emergency rudder — the only one in production — was designed and built with the help of Tim Murison, a well-known Bay Area delivery skipper and surveyor.

The design brief was for the emergency rudder to be small enough to store in a locker, but large enough to steer a 50-footer back to port. The rudder also needed to be light enough to install at sea and be reasonably priced. Because of our 30 years of experience installing windvanes on boats, we've been able to make these emergency rudders with custom mounting systems that use many of our ocean-proven parts.

Those who would like more information on these emergency rudders should visit *www.selfsteer.com*, where they'll find a list of 50 different sailboat designs for which installation drawings are available. After losing her rudder, Jonathan Livingston's well-known *Punk Dolphin* was fitted with an SOS Emergency Rudder and became our 'poster boat'. There are several photos of that installation.





LETTERS

If a sailor about to go offshore has reason to suspect the durability of his rudder, it should be inspected and possibly replaced. But even if you feel that you have a good rudder, you still might feel that good seamanship and/or peace of mind



This emergency rudder breaks down into several parts which are easily stowed, taking up minimal space.

require that you have some kind of emergency steering. Some sailors think they can rely on a jury-rigged rudder made from a galley door attached to a spinnaker pole, or by alternately dragging a bucket from different sides of the boat. These ideas might sound good in theory, but their viability should be confirmed in real world conditions. The other options are a custom emergency rudder or a product such as our SOS Emergency Rudder. No matter what system you end up with, you should prove that it works before you need it.

Hans Bernwall Scanmar International Point Richmond

↑ || MEXICAN COASTAL PROPERTY

I'm interested in buying a piece of coastal property on the Pacific Coast of Mexico, either in the Sea of Cortez or further south. After viewing numerous websites of questionable nature selling Mexican real estate, I thought I would rather have the input from *Latitude* readers who have researched the subject and/or have bought property. Anyone?

Michael Jones jones05@garlic.com

Michael — Americans have been buying up coastal property in Mexico at a furious pace. Alas, buying property south



Jack & Joanne Molan of Tucson bought some property in San Carlos, and now have their trimaran anchored out front.

of the border is a bit of a complicated undertaking, so this isn't the correct forum. But having bought some coastal property in Mexico ourselves — one of our favorite visions is being anchored

off our place and taking the dinghy ashore to collect the rent — we'll give you a few things to consider.

1) Nobody needs a license to sell real estate in Mexico, so lots of 'agents' don't have any idea what they are talking about.
2) Almost all transactions have been in cash, as financing generally hasn't been available. This is changing, but interest rates are much higher than in the U.S. Similarly, very few



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LETTERS

transactions are done using title companies, although this is also changing. 3) The quality of construction in Mexico — much of which is earthquake country — varies greatly. There are condo projects, for example, where people on the third floor can hear people talking on the first floor. In general, the quality of construction seems to be improving, but you still have to be very careful. 4) By July, Mexico will have elected a new president. Currently the leading candidate is Andrés Manuel López Obrador, a one-time avowed leftist who is peddling to the center as fast as he can. If he wins, it's not likely that he would try to nationalize foreign-owned holdings, but some think he'll try to boost the tax rate on foreign holdings. 5) Make sure the title to the land you're thinking about buying is clear and is not subject to 'ejido' claims. 6) Even after you've paid all the money for property, it's normal not to get the actual deed for six months to a year. 7) The price of coastal property in Mexico has exploded in the last five years, so you have to accept the fact that you didn't get in on the ground floor. The way we see it, the risks are higher buying coastal property in Mexico than in the U.S. but the rewards might be higher, too.

↑ ULIVING AND SAILING IN MEXICO

We moved to Mexico in September and are just loving it! Our 34-ft Searunner tri *Corazon* (ex-*Slick*) is anchored in front of our home in San Carlos. I can row out to her and be sailing in 10 minutes. In fact, I do it all the time.

The only negative is that the ospreys recently decided that it was easier to sit and watch than fly around all day, looking for fish. I didn't mind — until they started to bring the fish back and eat them onboard. What a mess! Still, it's better than the 'acid cement' that the pelicans leave on decks. Mexico is no place for a 'yacht finish' if you want to relax.

I also fish in the Bering Sea part of the year.

Jack & Joanne Molan *Corazon*, Searunner 34 tri Tucson / San Carlos, Mexico

Jack and Joanne — What an amazing phenomena, all the Mexicans coming north to the States for work, and all the Americans sailing south for a retirement filled with warm air and water, low prices, friendly people and a very tranquil environment.

↑↓VISAS FOR TRAVELERS BY BOAT VS BY CAR

I just got home after 12 days of sailing *Shere Khan*, our Irwin 52, down the coast of Baja and up to La Paz. Of that time, we spent just five days sailing and 18 hours motoring. We enjoyed overnight stays at Turtle Bay and Cabo, and then enjoyed some more time at La Paz before coming home. We had 30 knots of wind west of Cedros one night and broke some stuff, and it happened again at night off Los Frailes. But nobody got hurt, and *Shere Khan* is now berthed at Marina Palmira, a terrific place, for \$510/month.

I'm writing to let you know about our experience at Customs and Immigration in Ensenada. Before leaving L.A. with the boat, I drove my three crew down to Ensenada and took them to the one-stop place to get their visas on February 18. But lo and behold, a new law had gone into effect the day before which says that mariners can't get visas if they arrive by car, only if they arrive by boat!

The official behind the glass — who wasn't very friendly, by the way, said that we had to go back to the border and pick up our visas there — or pay a \$44 penalty. After some discussion, the three guys decided to take their chances on getting their visas in La Paz. They're still down there at the

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LETTERS

moment, so I don't know yet how it will work out.

Richard Booth Shere Khan, Irwin 52

Richard — If we understand you correctly, you felt that there was some reason for you and your crew to get your visas in Ensenada before you crossed the border on your boat. There is no reason to do that at all.

Clearing into Mexico couldn't be easier. Just make sure you have the boat's registration/documention, plus passports or original birth certificates for each member of the crew when you cross the border and check in at your first port-of-entry.



When Richard Booth returns to his boat in La Paz, he has only a short distance to sail to reach beautiful anchorages such as this.

Your first port-of-entry doesn't have to be Ensenada — in fact, we've known people who have cruised the coast of Baja for months without stopping at a port-of-entry, and therefore without checking in. But when you do arrive at your first port-of-entry — which in your case was Cabo San Lucas — you need to clear your boat into the country and get tourist visas for you and your crew. You can do the paperwork yourself or have a ship's agent do it for you.

That you didn't clear into Cabo was wrong, but nobody is going to make a federal case out of it. Since you checked into Marina Palmira, we assume they made sure that you checked your boat into the country properly. What puzzles us is why they apparently didn't get your crew tourist visas at the same time. But there's still no problem. Just have your guys go to Immigration in town or at the airport, and explain that in the midst of some wild dancing at Senor Frog's, their tourist visas fell out of their pockets. People lose their tourist visas all the time. The Immigration official will then have each of your crew pay the normal tourist visa fee for 'replacement' visas, at which time everyone can take a break for a beer.

Since you've had to come home already and not gotten out to the islands just to the north of La Paz, we thought we'd throw in this photo as a teaser of the pleasures to come from cruising that area

↑WHAT A BUNCH OF WIMPS!

I've lived in La Paz, Mexico for the last 17 years — except for the five years I came back to the States to build an airplane. I consider myself a sailor — even though I'm also a 500-ton operator and close to 80 years old. I have driven Mexico's Highway 1 about 37 times between La Paz and the States or vice versa, and used to make the entire drive in one day. But in the last year or so, I've taken about three days. It's not because of the dangers on the Mexican highways that have been referred to, but because I've gotten a little older. Honestly, I can no longer tell the difference between driving during the day and at night.

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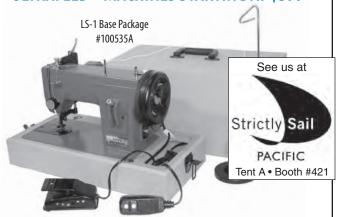
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LETTERS

As Jerry Metheany wrote in his letter to you, "If risk is what you are in a tizzy about, get an armchair. Get fat, watch the boob tube, and die — cause you're going to die any way you look at it."

I get a kick out of people. I was returning a friend's boat one year after he and his bride did the Ha-Ha, and she told me that she could do anything on a vessel that a man can. When it came time to add some fuel to the tank from a jug, I asked her to hold the funnel. It was then she told me that she 'didn't do diesel'. She also screamed as we neared Ensenada and about a mile to the west of us was a white ship heading south from L.A. The ship was doing about 20 knots, we were doing about six knots. Even though our two vessels were doing a total of 26 knots and we still had a mile between us, she screamed that we might hit it. I reminded her that on a daily basis she probably comes within a couple of feet of oncoming traffic on the L.A. freeway when she's doing at least 60 and the oncoming traffic is doing at least 60, and that she doesn't scream then. So I told her to shut up. This is only one person.

The reason I'm writing you about this is to point out that people are weird. They think nothing of taking a vessel 2,000 to 3,000 miles across an ocean, but are afraid to drive a car a couple of hundred miles at night. Well, I declare, what a bunch of wimps.

I liked the 'to your health' photo that you published. Even though I'm approaching 80, I can dream, can't I? After reading *Latitude* for about 20 years, this is the first time I've written. Most of the time, but not always, I agree with your opinions.

Bud Balone Marine Surveyor and Delivery Captain La Paz, Baja California Sur

Bud — We've safely driven the length of the Baja Peninsula towing a trailer twice, and otherwise have spent a bit of time on Mexican roads without incident. Nonetheless, we try



The sight of roadside shrines like this one make some cruisers fearful to drive on Mexican highways.

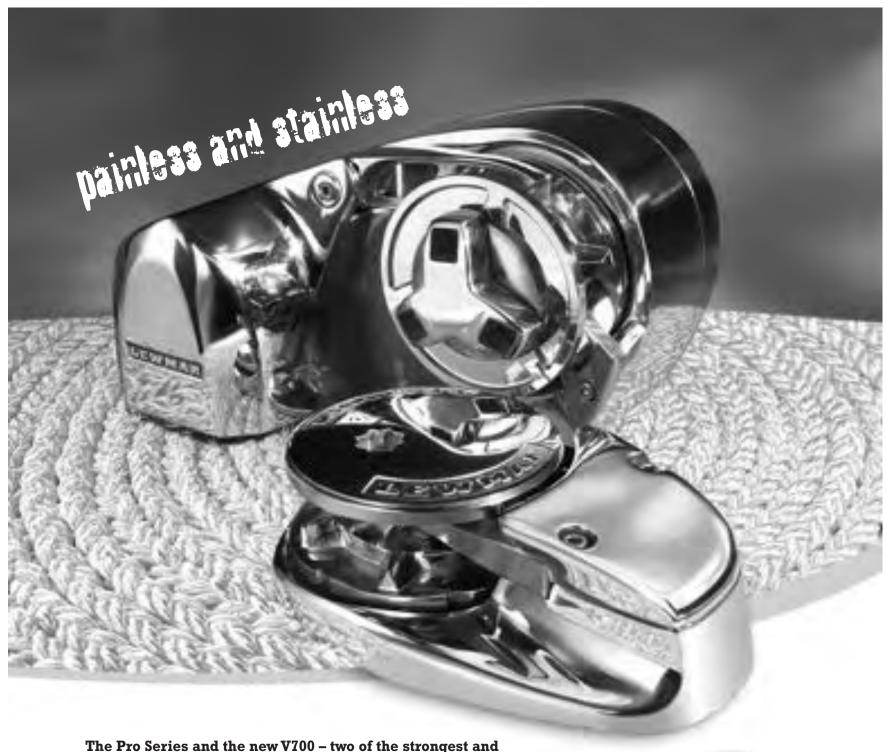
to avoid being on those roads, especially at night. It might have something to do with all the roadside shrines memorializing those who've died in car accidents, the inordinate number of head-on collisions we've seen, the less-organized traffic patterns, the macho attitudes of many Mexican drivers, or even the propensity of Mexicans to drink and drive. We don't think of ourselves as wimps for avoiding Mexican highways, we're just playing the odds. We think it's unlikely that cruisers will

get into traffic accidents south of the border, but that they are much more likely to than in the States.

↑ ↓ COUNT ME IN SUPPORT OF NORM GOLDIE

It was with keen interest that I read your March 3 'Lectronic piece about Norm Goldie of San Blas. You can count me with Jay Hall and many other cruisers when it comes to Norm.

When we were in Bahia Matanchen and San Blas back



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LETTERS

in '01 and '02, we only had terrific praise for Norm and Jan. Like Jay, we radioed ahead from Matanchen and Norm gave us excellent directions to make it up that tricky channel



Read all about it, the 'Critica' claims that Norm Goldie has been charged with numerous crimes.

it up that tricky channel into town. He even met us near the first curve in the estuary to offer more exact points on where the channel became dangerously shallow for our 5'7" draft. Norm then invited us to his home to meet his wife Jan, and to sign their Cruisers guest book — which was full of words of thanks for their help. Jan, who is an artist as well as a champion fisherwoman, showed us her beautiful

drawings of the local Quichol Indians of Nayarit.

The charges of trading in antiquities is more than likely trumped up, since Jan has received many unusual art objects from those Indians that she has befriended. They actually gave us a very unusual Quichol carving after I inquired about where I could find one. This was followed by our gift to Jan of some fishing poles that we had on board but were taking up valuable space. The next thing we knew, we had the 'gift wars' going on. Jan and Norm are special in our book — helpful, kind, generous, and yes, independent with a hint of New York zany.

Back then we were aware of the folks who were generating the bad press on Norm. We still feel that it was a personal vendetta. But it unfortunately influenced many cruisers who believed what they heard rather than seeking their own truths

Nancy Birnbaum formerly *Saga*, Alberg 35 Brickyard Cove / Ft. Lauderdale

Nancy — A lot of cruisers like Norm Goldie but, unfortunately, there are a lot of other cruisers who don't like him at all. We're not taking sides because, despite making a number of visits to San Blas, we've never crossed paths with him. No doubt it's because we rarely turn our radio on.

We're not sure what to make of the San Blas newspaper reporting that Goldie has been charged with taking antiquities, having firearms, and other illegal behavior. One of our translators said, "It just sounds like somebody is trying to run him out of town."

↑ ₩ WE HUNTER OWNERS HAD CATALINA ENVY

My wife and I have owned Hunter sailboats for 10 years. One drawback of being a Hunter owner in the Bay Area is that there isn't a Hunter group. Catalina owners, on the other hand, have what seems to be an active group — which has left us with Catalina envy.

I recently posted a query on *www.hunterowners.com* and there appears to be a strong interest in a Hunter group. On March 10, some of us met at the Ballena Bay YC, and our idea seems to be catching on. We are looking to have an event at the Ballena Isle Marina sometime this fall, with workshops on how to trim sails, take care of diesels and so forth.

Our group also discussed the possibility of having a race. We know Hunters aren't usually purchased for racing, but this could be an event in which a Hunter was sure to win.

If any Hunter owners in your readership are interested,

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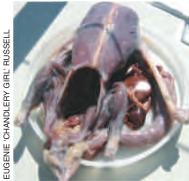
they can email me at <code>steve@dalelawfirm.com</code>, and I'll put them on our distribution list. When emailing, please let me know if you're interested in helping promote the event.

Stephen W. Dale Playpen Alameda

Readers — Creating an owner's group is a great idea, as it would enable folks to share knowledge specific to their boats, generate enthusiasm about the various designs, and ultimately tend to make Hunters worth more money in this area.

↑UI'M A PROFESSIONAL, BUT THAT WAS DISGUSTING

I am a professional chef and have cut up countless birds



"I think I'll have the vegi-burger instead,

— but did you have to run photos of it being done to a boobie on the back of a sailboat? And then have a bloody closeup of a sailor? Anyway, great magazine, I've been a fan for years.

Gregory Clausen Northern California

Gregory — We want to be sensitive to the wishes of our readers, so we promise not to run anymore boobie photos of this nature again.

↑ || A WORD FROM A SEXIST ANIMAL-RIGHTS ACTIVIST

If this is the 369th note you've gotten suggesting that maybe you'd gone over the line on the booby pictures, you can put a checkmark in the box and move on. Although I generally admire that you don't recommend yachties openly flaunt the laws of their host country, killing wildlife and eating it is exactly that.

Oh, it's funny as hell, and if I saw any signs of Photoshopping or a chicken breast in there, I'd kudo you for a masterful hoax. But the photos look real. I suppose some leniency can be applied since you did note the yachties in question were "French" — but I would have enjoyed seeing bare-breasted French boobies being served up just as much.

We will be coming to take away your Environmental Sensitivity merit badge very soon.

E.J. Planet Earth

E.J. — How could anyone think that graphic photo sequence of a helpless bird being plucked and skinned was funny? The photos were not manipulated, and were our quiet way of encouraging everyone to embrace veganism. We know that not everyone will be successful — we weren't — but at least everyone should try. But here's what puzzles us: is there a fundamental difference between killing and eating a fish and killing and eating a bird? If so, what is it?

↑ || LET'S NOT LET CLIPPER COVE DETERIORATE

When my family began cruising our Triton throughout San Francisco Bay in 1976, many a pleasant day/night were spent anchored close in to the beach at Treasure Island's Clipper Cove. There seemed to be, whether real or imagined, a four to five-day limit on stays observed by all mariners. After that,

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LETTERS

you were expected to clear out to another location so others could use the anchorage. At various times the navy would require anchor lights — as per Coast Guard regulations for a non-specified anchorage — and all vessels, no matter if pleasure, commercial, or public safety — were expected to cut speed/wake and observe courteous boating protocol as one passed the outlying concrete pier entering the anchorage.

My retirement job now occasionally takes me to Clipper Cove for a tour of that very pretty spot during the summer and fall months. I noticed that things began to change about three years ago: 1) The Navy pulled out; 2) the Bay Bridge workers began their work schedules, and 3) the Port of Oakland began closing some of their oldest and most rundown marinas.

Since that time, I've observed that eight to ten unattended boats now seem to be permanently anchored in Clipper Cove. Evidently the old convention of short-term usage has been altered by a group of boat owners who want to moor their boats for free. As such, the public at large needs to decide whether we want poorly maintained boats with questionable ground tackles left in public anchorages. In my opinion the answer is no. Before long, one of those boats will go on the rocks in a storm, adding another hazard to navigation and sticking the people of California with a bill to get it removed.

Why the Treasure Island YC and/or the management at the marina allows this group of boat owners to use their bathrooms, parking, and garbage disposal is beyond my understanding — unless all the owners of the anchored-out boats are members of a PICYA yacht club.

I think the Coast Guard should enforce the anchor light rule from dusk until dawn, and make sure all boats are current on their registration and/or documentation. Let's not turn Clipper Cove into another Richardson Bay, Fisherman's Cut, or Potato Slough, with derelict boats and sunken hazards.

Jim Kearney Castro Valley

Jim — On March 19, the Coast Guard and the San Francisco Marine Patrol descended on Clipper Cove and started issuing citations to boats that appeared to have been there for a long time. The Coast Guard assisted the Marine Patrol in issuing a citation to a man with three rafted vessels. The citation was for discharging waste, a misdemeanor under Section 780 (a) of the California Harbors and Navigation Code. If he was caught doing it again, he could have been arrested so he chose to move his raft-up.

Ironically, the anchorage at Clipper Cove is technically still a restricted anchorage controlled by the U.S. Navy, and "No person and no vessel or other craft, except vessels owned and operated by the Commanding Officer, Naval Station, Treasure Island, shall enter the restricted area."

↑ || AVALON AND CAPITOLA SHOULD BE THE MODELS

You asked for opinions about long-term anchor-outs in Clipper Cove and elsewhere.

It seems that San Francisco is being held hostage to its reputation of being liberal. They 'have to' let everyone 'do their own thing'. I disagree. Avalon and Capitola are exactly how I would like to see (all) the anchorages handled. The junk that exists in Richardson Bay is the nautical equivalent of homeless/squatter campgrounds. There is no ambiance in either.

Whoever handles Avalon's anchorage should handle the others. If, however, it's a local municipality, then I think one umbrella for-profit company should be responsible for all. Then there is some uniformity. Indeed, you could have 'passes'

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LETTERS

that would give a discount at all the California anchorages. But there would have to be a time limit — maybe one month. And the person couldn't come back to the same anchorage for another, perhaps, six months. This would alleviate the problem, which is similar to cars stored on public streets. Owners simply move them a few feet to get around the law and leave them in the same space for months at a time.

I have been sailing San Francisco Bay for about 20 years, and I still avoid taking people to Sausalito because there is no place to dock or anchor. At least I don't know of any. If there were mooring buoys and maybe a water taxi, it would put some class into Richardson Bay — like Capitola and Avalon.

(Mr.) Leslie D. Waters San Jose

Leslie — The 400 or so moorings at Avalon are run by the City of Avalon. The rest of the 700+ moorings on Catalina are run by Two Harbors Enterprises. The situation with mooring buoys around Catalina is very different than with anchorages in the Bay Area because there's such a greater market for using them. People pay hundreds of thousands of dollars for a moor-



Just a few of the moorings around Catalina Island.

ing buoy in Avalon Harbor, and all they get is the right to put their boat on it. When they don't use it, the City of Avalon rents it out and keeps all the money. And the rentals fees for buoys aren't cheap. The mooring buoy fee for a 40-footer arriving Friday at noon and staying through Sunday afternoon would be \$84. Yet you'd be hard pressed to find an open mooring on a summer weekend. So we're talking a substantial amount of annual revenue. It's not much different for Two Harbors and their mooring buoys. On summer weekends, when all 700 moorings are taken, they must gross about \$50,000. There would never been those kinds of revenue streams at Clipper Cove or Sausalito, because unlike Catalina, it would be so easy and safe to anchor outside of any mooring field that might be established. Plus, given the much cooler weather and water, neither spot would attract that much business. In our opinion, transient mooring buoys just aren't viable at Clipper Cove, and maybe not even in Richardson Bay.

We're personally not necessarily opposed to boats being semi-permanently moored in Richardson Bay, because there has been a long history of people living on boats there. But we think it would be in everyone's best interest if boats staying longer than three months — or over the winter — were required to be on inspected mooring buoys, be in navigable condition, and show proof of being serviced by a honey barge. Naturally there would have to be a fee to pay for the maintenance of the buoys. Marin County Supervisor Charles McGlashan has proposed just such a plan, and we support the concept.

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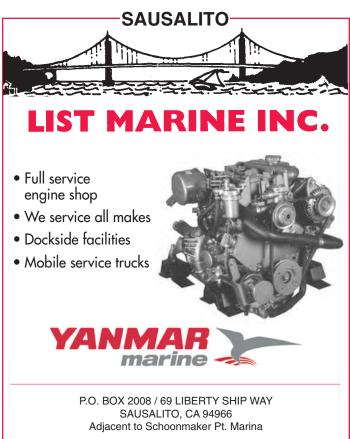




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LETTERS

time Map, you'll find there are five legal places to row ashore—the dock next to the Horizon Restaurant, the boat launch ramp near the foot of Turney Street, Galilee Harbor at the foot of Napa Street, Schoonmaker Beach, and the Clipper Yacht Harbor fuel dock.

↑ || TEMPTED TO GO OUT AND CUT THE ANCHOR LINES

My wife and I recently anchored out in Clipper Cove for a quiet weekend. There were no other people around — so we were amazed to find 18 other boats anchored in the cove. They appear to be part of an extended free storage program.



Clipper Cove is a favorite anchorage for weekenders and derelicts.

Most of these squatting boats were nearly derelict sailboats that clearly aren't sailed much, if at all. Worse yet, most of them are anchored in some of the most protected spots in the cove.

As I understand it, either the City or County of San Francisco now has jurisdiction over this area, but does not enforce any kind of regulations to prevent freeloaders from spoiling the cove as a pleasant protected anchorage for legitimate sailors.

A week after our stay at Clipper Cove, I ran into a group of folks at my yacht club who were ranting about the situation. Several of the guys were talking about going out to Clipper Cove one night and cutting the lines of these illegally anchored boats. Although I don't condone the vigilante approach, I understand their frustration. Furthermore, I would hate to see other boats being damaged by those that were cut loose.

Perhaps some of these scofflaw boatowners will read *Latitude* and do the right thing by retrieving their boats before someone decides to send them to a watery or rocky grave.

Thom Kay Toujours, Beneteau 411 Alameda

Thom — The Navy has not yet turned Clipper Cove over to the City of San Francisco, but as mentioned above, the Coast Guard and San Francisco Marine Patrol have started to take action and promise continued enforcement. As one officer said, "We're not going to allow this to become another Richardson Bay." So please, there's no need for vigilante action.

↑ ₩HO IS IN CHARGE AT CLIPPER COVE?

It would be most helpful if *Latitude* could publish an article about Clipper Cove, as the various letters and wishes are getting difficult to decode.

My understanding is this:

The control and ownership of Clipper Cove was transferred from the U.S. Navy to the City of San Francisco on January

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LETTERS

24, 2004. This was after a federal bureaucrat slowed things down by invoking "base cleanup regulations". (Amy Jo, BRAC, CFR 334.1070)

Almar Marinas is now in charge of the Treasure Island Marina, but not the anchorage.

The Treasure Island YC is hanging in there, operating out of nicely refurbished containers, but unsure of their future.

CALTrans is obviously working in a corner of the cove on the new span for the bridge.

Clipper Cove is not 'navigable water', so the Coast Guard has little or no interest in it. However, the Coast Guard can board any floating boat they wish to board, no matter where it is located in the world. Clipper Cove is no exception.



Here's the most recent artist's conception of what Clipper Cove might look like when the marina expands.

Rumors are that there is a plan to almost completely fill the basin with a large marina — as has been done at Roche Harbor in Washington. I think it is senseless, inaccurate and misleading for everyone to keep comparing this situation with Richardson Bay — for except for the Bay Conservation and Development Commission (BCDC), all the players are completely different, as is the size of the area.

So who is in charge? Under the Navy ownership, it was very clear and published in Latitude. But it's no longer clear.

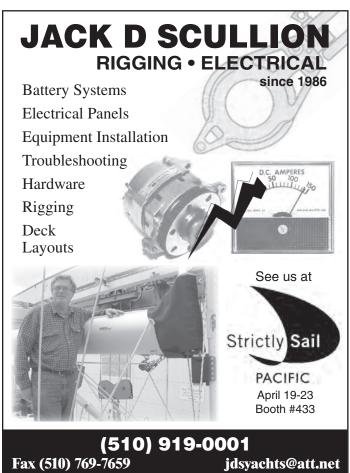
Mike Chambreau Impetuous, Cal 34 Los Altos

Mike — It's a very confusing issue, but our understanding is that the U.S. Navy has not yet turned over Clipper Cove, and therefore it's technically still a restricted anchorage. However, the Navy hasn't enforced the restriction in a long time. Nonetheless, the Coast Guard and San Francisco Marine Patrol can still issue citations for violations of state and federal law — which is what they have started doing.

The bottom line? If you want to stay at Clipper Cove for a weekend, a week, or even a couple of weeks, and your boat is navigable and doesn't pollute, you're not going to have any problems. But if you plan on using the Cove for long-term storage, you can expect a citation, and ultimately for your boat to be seized. See this month's 'Sightings' for more.

We've been swamped with letters for the last several months, 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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Main Entry: caveat empetor

Function: noun

Etymology: New Latin, may the buyer beware: a principle in commercial transactions: without a warranty the buyer takes a risk as to the condition of the property or goods

Source: Merriam-Webster's Dictionary of Law

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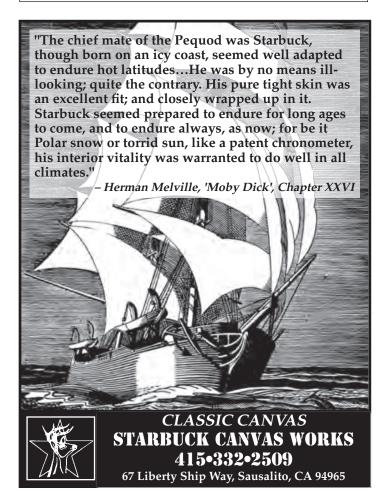
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LOOSE LIPS

Eight bells.

We are sorry to note the passing of Lance Schoenberger on March 12. He died of an apparent heart attack, while sitting on the beach in Kauai with his dogs, watching kite sailors. He was

Lance was heavily involved with the local Master Mariners organization through the '80s and '90s. As a sailor, his 32-ft Danish sloop Orn raced successfully for many years, and was the only non-schooner ever to win the 'fastest gaffer' trophy. Ashore, his contributions included naming the Chickenship Regatta and instituting the 'Heaven to Hell' figure-eight race around Angel Island and Alcatraz.

Lance was always up for new adventures. Brooks Townes, another former Master Mariner currently living in North Carolina, remembers one particular whale of a tale. . .

Lance was the one, with Tom List and Hank Easom and a couple others, who drank some beer and went over to Tiburon in the dark a decade or so ago and pulled a dead, smelly gray whale off the rocks when nobody else could figure out how to do it. They towed it out the Gate with Lance's little powerboat. The whale kept coming loose, so they'd circle in the dark until they smelled it, then run upwind to find it, tie on again and keep steaming west.

Five miles or so out, the whale came free yet again and this time the boys let it go. They were out of beer. Lance had "Whale Buster" T-shirts made to commemorate the occasion.

A couple of days later the whale washed ashore in Pacifica and the town came unglued. They blamed those rich snobs in Tiburon for sending their stinking offal down to the poor folk, and the newspapers had a field day. Somehow the city fathers got Lance's name and, the way I recall it, Pacifica decided to sue him. Lance figured he was ruined. He went into hiding. The T-shirts disappeared. He had friends searching for good air fares to Peru and getting him books on how to emigrate.

When the lawyers realized Lance didn't have much money, they decided he wasn't really to blame. So they dropped it.

Lance brought the T-shirts back out, with an added slogan on the back: "Don't call me — It's not my whale."

Don't slip on the banana!

Thanks to the explosion of imports from China, trade industry experts say that the U.S. needs to start expanding port capacity. Estimates are that the Ports of New York and New Jersey alone would have to 'add on' every year until 2025 in order to meet the increasing demands. But no such development is being done, particularly along the Pacific Coast. Because all Pacific Coast ports are situated in urban areas, expansion and improvement of the infrastructure used to be hampered by NIMBY - 'No In My Backyard' — attitudes. According to Brian Maher, chairman of port operator Maher Terminals, NIMBY has been replaced by the BANANA — 'Build Absolutley Nothing Anywhere Near Anything' mentality

The result? Not too many years down the road American megaconsumers are going to be facing shortages of stuff we want to consume. Who knows, maybe it's a good thing.

Farewell to Luna.

On March 10, a whirling propeller killed Luna, an 'orphaned' 6-year old male orca that had taken up residence in Vancouver Island's Nootka Sound. Separated from his pod in 2001, Luna delighted in playfully bumping boats transitting the sound — a boon to whale-watchers, a bane to many recreational and fishing boats. Authorities had been pondering how to reunite him with his pod. Sadly, that day will never come.

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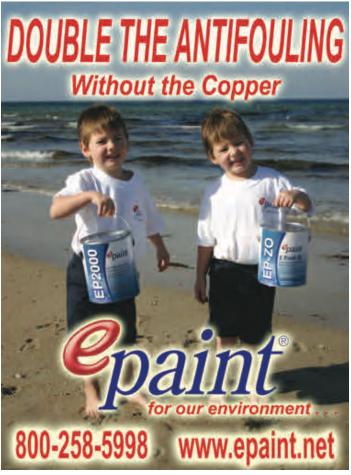
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liz clark's endless summer

"I took a liking to the little 5'6" twin fin and couldn't put it down for two days. I'd draw a high line and speed through a section, grab a rail on a cutback, and try to heave it up on the lip! So much fun! Up and down the point I went all day long. Then I would look around at the beautiful setting, at the smiles, and then out at my Cal 40 Swell. I thought I'd died and gone to heaven."

thought I'd died and gone to heaven."

So reads Liz Clark's journal entry from February 9 at Playa Maria,
Baja. From reports in the fall of '04 and '05, *Latitude* readers will
know Liz as the 25-year-old who had cruised Mexico with her parents

continued on outside column of next sightings page

sock it

More than once, our wife has suggested that if we don't put our dirty socks in the laundry, she's going to take them out and burn them.

We had no idea how hip she really was.

Turns out that sock burning is a rite of spring for sailors in the Annapolis area. For the last 20-some years, they've performed the ritual on the first day of



to me

spring — which was March 20.

Apparently, it's a Punxatawney Phil kind of thing — without Phil the groundhog. If done correctly, it's supposed to help usher in a warm and rapid spring.

Legend has it that the tradition started back in the hallowed years of the 1980s, when an Annapolis boatyard worker got so fed up with winter that he stripped off

continued middle of next sightings page

liz clark — cont'd

in her teens, then became a collegiate surfing champ while attending school at UCSB. After graduation, Clark couldn't figure out what to do — until she dreamed up the idea of a surfing safari under sail. Thanks to a patron, she was able to acquire a Cal 40, and has spent the last two years prepping the boat for long distance sailing and building her confidence.

Like all skippers setting sail for a foreign country for the first time, Liz had her doubts. Remembering the days before departure, she wrote, "I decided that I couldn't do it — why would I ever think I could?" De-



liz clark — cont'd

spite admitting to being "scared, really scared", she just kept moving forward. And so it was on January 29, with her parents waving goodbye from the docks at San Diego, and tears flowing from her eyes, Liz



A newly-confident Liz Clark is head over heels about the surfing and sailing life.

and her novice sailing crew of Shannon Switzer and Mike Schumacher headed south.

Once a person is the skipper and has nobody more experienced to turn to, they tend to learn quickly. Liz recounts learning the lessons of reefing early, being skeptical of charts, and the necessity of becoming familiar with a boat's idiosyncracies. Such as those that rule the engine.

"When I went to turn on the engine, there was nothing. I wiggled the gear shift to make sure it was in neutral, but nothing. I wiggled it again. Nothing again. My stomach turned. Here it was, my first chance to use my mechanical skills. Pulling off the engine cover, I inspected the cable throttles to be sure none were broken

and that the transmission cable put the engine in neutral. I made sure the kill switch wasn't stuck. After exhausting my options, it was time to call my Dad on the satellite phone. My voice was shaky at the sound of his voice. He suggested doing what I'd done as well as a few more things. As recommended, I jumped the power leads to the starter with a screwdriver. There were sparks and the starter whirred, but the engine still didn't turn over. It was time for Option C, call Mike Jansen, the Yanmar dealer in Santa Barbara who installed the engine. He picked up on the last ring — and solved the problem in 30 seconds. Although the transmission lever looked like it was in neutral, it really wasn't. He told me how to fix it. The engine started right up, and a wave of relief poured over me."

Six weeks into her adventure, Liz has ridden hundreds of waves — many of them off the surprisingly cold Baja coast. We caught up with her anchored off Punta Mita on the mainland and hitting all the local breaks. Her social life was in high gear, too. She's made friends with everyone from the owners and crews of megayachts anchored nearby to scores of average Mexicans at the popular but somewhat perplexing Punta Mita Rodeo. But even more importantly, her fears have been replaced by confidence. "I'm now totally relaxed and into my routines," she wrote in her journal.

beer can racing

Let's face it: there are more important things than beer. It's taken us a lot of living to figure that out. But it's true. Take, oh, sailing for example. If you kind of halfway know what you're doing, sailing is actually more fun than drinking beer. Plus if you combine the two, well — pffft — can you say 'Nirvana'?

Unfortunately, we can't take credit for the idea of sailing and drinking beer (in moderation, of course). Nor can we claim beer can racing as our own. We have no idea who originated this lovely trifecta — beer, sailing *and* racing — but now it belongs to the ages.

continued on outside column of next sightings page

socks

his stinky socks and burned them in a paint can while enjoying a beer.

Now half the town comes out to strip off their socks and throw them in a big communal burn pile. Burning Man meets Sailing Man.

We don't know about you, but this seems like a pretty good idea to us. And, hey, we're as fed up with all this cold, rainy weather as the next guy. So we



— cont'd

performed the ritual just before deadline, complete with consuming a cold brew. Inexplicably, our neighbors chose to peek out from behind drawn curtains rather than take part.

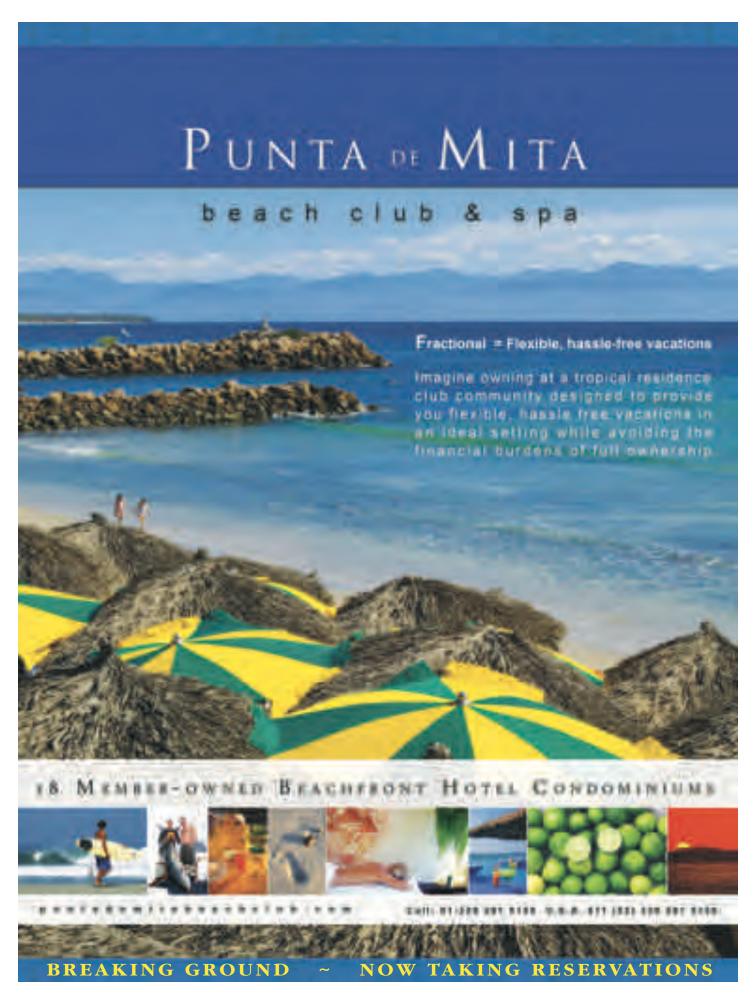
Bottom line — if this spring seems particularly beautiful, you know who to thank.

Our wife has already thanked us.

beer cans — cont'd

In the old days, we recall our father participating in evening events in his Metcalf sloop which actually involved sailing by docks or marks and grabbing beers, which had to be consumed on the next leg of the race. Or something like that. Nowadays, of course, it's possible and even okay to participate in a beer can series without ever drinking so much as sparkling water. Clubs have taken to giving these weeknight, after-work events such politically correct names as the 'Evening Series' or 'Twilight Series', but to us, they'll always be beer can races. (And the 49ers will always play home games at Candlestick Park.)







beer cans — cont'd

How hard is it to take part? As difficult as looking up the series closest to you — there are more than 20 beer can series listed in this month's *Calendar*. Then just call up, enter, and show up with your boat. (Don't have a boat? Don't have a crew? Check out the *2006 Crew List* elsewhere in this issue.) Beer can 'racing' is about as casual as you can get and still call it competition. It's mostly just a fun way to unwind from a hard day at the office and meet new friends. Most clubs offer post-race burger feeds, sodas and of course, beer.

It may occur to you as you peruse beer can dates and locations that anyone demented enough . . . make that *enthusastic* enough . . . could literally race in a different beer can race every evening in a week. It would take some planning if you wanted to do it on your own boat, or some driving if you didn't. But it's possible. And there's a big incentive: the *Latitude 38* Beer Can Challenge. This annual competition is open to men, women and any other carbon-based lifeform who can complete five beer can races in one week — and prove it to us with photos and other



How do we love beer can racing? Let us count the ways. Above, good friends. Above center, good practice. Right, good — but low key — competition.

details. Those who survive will earn a T-shirt, photo and 15 minutes of undying fame in *Latitude*. Those who complete it in their own boat will earn T-shirts and that fame thing for their whole crew.

To guide, comfort and amuse, we leave you with the *The Ten Commandments of Beer Can Racing*, which themselves harken back into the mists of time to 1989.

Cheers — see you out there!

- 1) Thou shalt not take anything other than safety too seriously. If you remember only one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what? Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."
- 2) Thou shalt honor the racing rules if thou knowest them. Unless specifically stated elsewhere in the Sailing Instructions (which you get for each race by the sponsoring yacht club), *The Racing Rules of Sailing 2005-2008* is the current rules bible. Few sailors we know have actually studied it cover to cover it's about as interesting as reading the phone book. For beer can racing, just remember the biggies: port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark. If you don't know continued on outside column of next sightings page





beer cans — cont'd

what any of that means, just stay out of everyone else's way. Like most things, it boils down to common sense.

3) **Thou shalt not run out of beer.** Pretty obvious one here. No beer (aka 'chill pills', 'brewskies' or 'thought cylinders') at a beer can race would be like no cigarettes at a Winston Cup car race or no newspapers at an *Examiner* Bay to Breakers. Of course, you can drink whatever you want out there, but we'd stash at least one cold one somewhere on the boat just for karma's sake.

4) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zirconencrusted widgetry or unobtanium sailcloth to have a great time out on the water with your friends. Even if your boat's a heavy cruiser, make modest goals and work toward improving on them from week to week. Or don't — it's only beer can racing.



beer cans — cont'd

5) **Thou shalt not amp out.** No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves.

6) **Thou shalt not protest thy neighbor.** This is extremely tacky continued on outside column of next sightings page

clipper cove

The transfer of Clipper Cove from the Navy to the City of San Francisco is a long process with many steps. We couldn't get official confirmation whether or not it's happened, but everyone we spoke with — from the San Francisco Marine Patrol to the Coast Guard to the Treasure Island Development Authority — believed that



nitty gritty

the transfer has not been completed, meaning that, technically, the Navy still controls Clipper Cove.

But according to these same sources, the Navy hasn't enforced anchoring restrictions for years and doesn't seem inclined to do so in the near future. The

continued middle of next sightings page



beer cans — cont'd

at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a beer canner. Besides proving that you're unclear on the concept of beer can racing, it screws up everybody's evening, including yours. Don't do it — it's bad juju.

- 7) **Thou shalt not mess up thy boat.** Everybody knows some hard-core weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition. Like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.
- 8) **Thou shalt always go to the yacht club afterwards.** Part of the gestalt of beer can racing is bellying up to the yacht club bar afterwards. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.
- 9) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog (who qualifies as a carbon-based life form, by the way). Always bring your significant other along, too coed crews are happy crews. And don't just make the newcomers watch give them a job on the boat. Get everyone involved.
- 10) **Thou shalt not worry; thou shalt be happy.** Leave the cell phone in the car, bring the iPod. Lighten up, it's not the America's Cup. Have fun, and we'll see you out there!

hail to the chieftain

On March 2, the local tall ships *Alma* and *Gaslight* braved a threatening forecast of thundershowers to greet the return of the *Hawaiian Chieftain* and *Lady Washington*. The two square riggers arrived together under the Golden Gate bridge to begin their usual six-week spring visit to the Bay Area. Cold winds brought all the ships through lumpy seas and to Pier 40 in San Francisco. Four Bay Area stops also include Jack London Square, Redwood City and the Sausalito Bay Model before heading north in mid-April.

Les Bolton of Gray's Harbor Historic Seaport Authority (GHHSA) was on board *Gaslight*, with Captain Bill Martinelli, tall ship photographer Benson Lee, and Golden Gate Tall Ship Society President Ethan Hay to witness the spectacle. GHHSA recently acquired the *Hawaiian Chieftain* to cruise year-round in consort with Lady Washington. The two ships plan to be in the San Francisco area twice a year, northbound from Southern California in the spring and southbound from their Washington homeport in the fall. Together they will offer sail training adventures, gun battle reenactments, and harbor cruises to the general public.

The Hawaiian Chieftain returns to the West Coast after an odd set of circumnstances back East. You may recall that the former Bay Area charter vessel, built of steel in Hawaii in 1988, was sold in 2004, renamed, and taken back to Massachusetts. Not long after her arrival, her new owner committed suicide. Gray's Harbor, lacking a permanent consort for their successful program with the tall ship Lady Washington, purchased the vessel, rechristened her with the original name and



chieftain — cont'd

shipped her back. She arrived in San Diego in January.

But fans of the *Chieftain* will note that she's not *exactly* the same. *Chieftain*'s new paint job is reminiscent of that used on *Lady Washington* during the filming of *Pirates of the Caribbean*. (The *Lady*'s paint job has been restored to the colors of the original *Lady Washington*, after which she is modeled. That 1778 vessel was the first U.S.-registered vessel to cruise the Pacific Coast.)

Incidentally, former 'Chieftain owner Captain Ian McIntyre is currently consulting on *Pirates 2* and 3, but has no current involvement with the tallship he chartered for 12 years out of Sausalito. He kept one momento, the original bowsprit which was carved from Hawaiian hardwood. So the folks at Gray's Harbor are commissioning a new one that will be carved and then cast in resin — a little trick they learned in the movie business.

For a complete schedule and to make reservations to sail on board either the *Lady Washington* or *Hawaiian Chieftain*, visit the website at http://ladywashington.org.

— ethan hay

strictly sail pacific

Strictly Sail Pacific, the largest sail-only boat show this side of the Continental Divide, returns to Jack London Square April 19-23, and we don't want to hear any lame excuses. This year, you're going or else!

But seriously folks, this is one boat show where you can do a lot more than just kick off your shoes and inspect the boats of your dreams. There are lots of reasons to go if you already have a boat. Like winches for example. Want to see all the brands and sizes in one afternoon? Want to talk to experts — like the CEOs of the companies that made the winches? You can do it at the boat show. How about folding propellers? Always been intrigued by the notion of getting another knot or two out of your boat, but didn't know who to talk to? Last show we went to, we recall at least two and possibly three manufacturers of folding props,

continued on outside column of next sightings page

clipper cove — cont'd

unofficial stance is that the Coast Guard has the right to enforce federal regulations, while the San Francisco Marine Patrol can issue citations for infractions of state law.

The SF Marine Patrol has been patrolling Clipper Cove on a regular basis for some time. They keep tabs on which boats appear to be abandoned or derelict, and can either issue citations or impound boats which have been 'abandoned' for more than 30 days. They also keep an eye on occupied boats, recently citing one owner for discharging raw sewage

All the officials we talked to did agree on one thing: recreational boaters should feel welcome to use the anchorage at Clip-

mystery man

In February's Sightings we reported that a 'mystery man' had been plucked out of the water by the crew of the Larkspur Ferry. Earlier this month, that mystery man left a message on our answering machine asking to clarify a few facts and thank the skipper and crew of *Sonoma*.

David Harbolt purchased his 1976 Cal 29 named *Windsong Free*— a name he is changing— in September of last year. He took several sailing classes, including an intensive course taught by OCSC in



boat show — cont'd

and again, the company founders were in the booth. Watermakers? Foul weather gear? Foreign Chartering? Refrigeration? Anchors? Diesel engines? Did we mention that many product and service providers give discounts at the show?

Let's just leave it at this: if you're interested in getting the most out of your boating dollars, you're nuts *not* to go to Strictly Sail Pacific. Now for some highlights.

* BIG BOATS — This year, there is no one 'queen of the show' — there are about five of them. Alphabetically, they are:

— Alaska Eagle was launched as Flyer in 1977. The next year, the aluminum-hulled Sparkman and Stephens 65-footer won the Whitbread (crewed) Round the World Race. Turns out the design is also perfect for long-

distance sail-training, and students of Orange Coast College of Sailing and Seamanship have sailed her upwards of 300,000 miles in the 23 years the school has had her.

- *Inspired Environments* is not your average Beneteau 40.7. This boat won its division in the 2004 West Marine Pacific Cup and is set up to go again. Come and check out the safety gear and hear a special Pacific Cup preparation seminar on Saturday from 1-5 p.m.
- **Kialoa III**, Jim Kilroy's legendary 79-ft maxi. Launched in 1974, the lithe Sparkman and Stephens beauty participated in scores of ocean races all over the world, including the infamous '79 Fastnet, which she survived unscathed, and the Sydney-Hobart, for which she held the course record for 21 years. Kilroy donated the yacht to the OCC a couple of years ago. In beautiful condition, she is one of the most popular charter/sailing school 'rides' in the state.
 - At 92 feet, *Locura* is the largest boat in the show, and the largcontinued on outside column of next sightings page

revealed

Berkeley, before buying the boat, and felt confident singlehanding on the Bay. Harbolt wasn't new to being on the water. He had been a commercial fisherman for 20 years before becoming a mechanic in the biotech industry — ironically, because he felt commercial fishing was too danger-

Harbolt reports it was clear and calm when he sailed from his homeport in Berkeley on the morning of January 8. He

continued middle of next sightings page

boat show — cont'd

est boat for sale at the show. It probably goes without saying that the 12-year old Nelson-Marek aluminum-hulled sloop is 'capable of long distance voyaging to any port in comfort and speed.' She's recently had \$1 million worth of upgrades done. You can sail her home for \$2.85M

- Yes, you, too, can sail a schooner, and there's probably no better boat to introduce you to schooner sailing than the 82-ft **Seaward**, which is owned and run by the non-profit Call of the Sea organization. She sails both locally and down the coast on a mission to inspire people of all ages and backgrounds to connect with the sea through educational programs aboard traditional sailing vessels.
- **Yankee** is easily the 'grand dame' of the show. One hundred years ago this month, legend has it that the great San Francisco earthquake of '06 knocked her off her building cradle in the City. She recently underwent an extensive 2-year restoration by the family that has owned her since 1926. (For more on *Yankee*, see the *Boat of the Month* article in this issue.)
- *PRODUCTION BOATS Perusing the list, it's pretty cool how many new boats at the show have California roots.
- **Columbia** Yachts is back on the map, but these aren't your father's heavy displacement racer cruisers. The new line of boats with the familiar red and blue shield on the sails are nimble, state of the art craft
- Regular *Latitude* readers may remember the prototype **Hoot Dinghy** we profiled a couple of years ago. Well, the testing is over and the high-performance singlehanded rocket sled is in production. Check one out at the show.
- The **Ultimate 20**, designed by the Bay Area's Jim Antrim, will not only be displayed at the show, they will be staging short demonstration races right off the docks. If you want to see what high performance is all about, this will knock your socks off (assuming there's wind, of course, and that you're wearing socks).
- Perhaps the most intriguing craft at this year's show is something called the **Raptor 16**, a Polynesian-inspired, foil stabilized, foot-steered ... uh, ... boat. We have no idea what all that means, either, although we're inclined to believe it when they tell us it's the "fastest car-toppable single-person boat." Can't wait to see one ourselves.
- The **Outbound 44** is made in China, but its roots are firmly bedded in our shores. One of the last and, to our eye, most beautiful designs of the late Carl Schumacher, development of the 44 has been honcho'd by Phil Lambert, formerly of Alameda but now based in Newport Beach. This will be the West Coast debut of this lovely cruising boat.
- Other manufacturers bringing one or more boats to the show: Hylas, Catalina, Saga, Beneteau, C&C, Alerion (including the West Coast debut of the Alerion 38, another Schumacher design), Hobie, Hunter, Island packet, Gemini, Lagoon, Jenneau, Saber, Morris, Stevens, Tartan, Tayana, Santa Cruz Yachts, Wauquiez and X-Yacht. (See the show program in this issue for a complete list.)
- *SEMINARS As long as you asked (oh, you didn't? Well, anyway...), another very good reason to attend the show has nothing to do with 'stuff' and everything to do with knowledge. Whether you're thinking of racing, cruising, daysailing, chartering, working on your own boat, figuring out weather or whatever a few hours 'spent in the tent' can be worth a year's reading. Plus you'll get to ask questions. A few highlights from the schedule: 'Sail Trim' (Kame Richards, founder of Pineapple Sails); "Interpreting Marine Weather" (Lee Chesneau, NOAA); "Wind and Solar Power" (John Gambill, Hotwire Enterprises); "Bareboat Cruising in the Virgin Islands" (Bob Diamond); and "All About the Baja Ha-Ha Cruisers' Rally" (Richard Spindler, founder of Latitude 38).

Adult tickets are \$12 on weekdays; \$15 on weekends. Kids 5-15 are \$4. Multiple-day discounts are available. You can purchase tickets online at *www.strictlysail.com*. Everything else you need to know can also be found there, or in the show program bound into this issue.

Oh, and we'll be there, too — tent A, $\bar{\text{b}}$ ooth #321. Please stop by and say hi.

mystery man

used his cellphone at 8 a.m. and shortly afterwards went forward to secure some lines. "It was a beautiful flat day, but this big roller hit the side of the boat and I went backwards over the side," relates Harbolt. He knew he was in serious trouble as he watched his boat sail toward Richardson Bay. "She was trimmed up real nice," he laughs.

He tried briefly to swim to Angel Island, but realized the current was carrying him toward the Golden Gate. He says a couple different boats sailed by as close as 300 yards but didn't come to his aid. "I was waving my arms and they just waved back," claims Harbolt. "Lord only knows what they thought I was doing out there." He continued swimming toward shore even though he wasn't making any visible progress. After all, he'd read the books. He knew what happened next. Sure enough, he soon began to feel the effects of hypothermia. Harbolt resigned himself to his fate. "I got nice and calm, rolled over on my back and gave up," he says.

Nearly two hours after falling into the frigid waters of the Bay, Harbolt was spotted among a swirl of debris by a passenger on the ferry boat *Sonoma*. "It seemed like a dream to me by then," he recalls. "It wasn't until they threw me the lifering that I realized it was real." According to Harbolt, he barely managed to cling to the lifering as the crew pulled him aboard. "They stripped me down, wrapped me in blankets, and took me to the heated

volvo race

With their arrival in Rio de Janeiro, the six remaining boats in the 2005-2006 Volvo Ocean Race — the crewed race around the world — have not only completed the longest and most difficult leg, they have also passed the halfway point of this 32,000-mile, 7-month marathon. And now it's finally turning into a boat race.

The first three legs, you'll recall, were plagued with breakdowns. The Volvo 70s are new designs for this race, and the first canting-keel ocean racing 'class'. So glitches were expected. But not the repeated serious breakdowns of the keel canting mechanisms that happened to all but two of the boats. Now — with one exception in Leg 4 — those problems seem largely behind them, and the race has turned into a test of design and sailing skill instead of a game of attrition.

Nothing proves that better than the

— cont'd

wheelhouse. I hear they gave me coffee but I don't remember it."

When the ferry arrived in the City, Harbolt was rushed to the hospital in an ambulance, where his core body temperature had reportedly sunk to 87 degrees. He spent the next 12 hours under observation and is still recovering from the incident, both physically and emotionally. "I still have muscle damage in my left leg," says Harbolt, "but most of the damage is psychological." An avid singlehander, Harbolt says that the experience was so terrifying, he can't even think of taking his boat out. "I enjoy sailing but I just can't right now. I need to take a couple months off." (His unmanned boat was intercepted by a police boat and didn't sustain any damage.)

For Harbolt, the worst part of this whole incident is the guilt he feels. "I guess the Coast Guard called off the search for someone who fell off a pier, thinking I was the guy." The search resumed after they realized he *wasn't* their guy but too late to save the man.

But there's a silver lining to every story. Harbolt insists he has learned a lot from his accident. "It's done a lot for my outlook on life. Things that used to really bother me don't anymore," he says. And of course he's extremely grateful to the skipper and crew of *Sonoma*. "I want to thank Captain McDermott. He was an angel from heaven."

update

finish of Leg 4, which started in Wellington on February 19. The Dutch entry ABN Amro One, which has dominated the race so far, pulled into Rio on March 11 to win the leg. But the second boat, Paul Cayard's Pirates of the Caribbean, arrived only four hours later, followed at several-hour intervals by four other boats — with Ericsson arriving only 16 hours after the leader! After 6,700 miles! The lone straggler was the Spanish boat Movistar, which suffered damage to the 'bomb bay' doors (which help fare the keel strut into the hull). They stopped in Ushuaia, Argentina, for repairs before rejoining the leg.

ABN Anno One also won the in-port portion of the competition on March 25. The victory puts to rest the early perception that Anno One was a good heavy-weather sea boat, but sticky in light air. To the dismay of the other teams, she is now

continued middle of next sightings page

schock and awe in san diego

Sunday, February 12, dawned warm and clear over San Diego Bay. Sadly for Paul Hemond, it ended with his Schock 40 floating upside down with one very important piece missing — its keel. Obervers have



'SchockaZulu' lost her keel a second time in February. Why is she the only one?

reported that there were light winds and flat waters when *SchockaZulu* suddenly turned turtle, chucking Hemond and his three passengers into the bay. A nearby powerboat picked up the uninjured — but presumably shaken — crew, and the boat was towed to Shelter Island Boatyard for haulout.

This wasn't the first time the keel chose to part ways from this particular mistress. Back in November, 2002 — a year and a half after being launched — *SchockaZulu*'s canting keel simply dropped off in calm winds and seas while under the ownership and command of Tom Schock, the man whose company built her.

Schock enlisted the expertise of the Metallurgical Testing Facility at Smith-Emery Company — renowned inspectors of commercial structures, such as SFO — to determine the cause of the failure. Dr. Praful Patel at Smith-Emery concluded the culprits were four old cracks in the strut's welds. The question then became 'How did they get there?' Dr. Patel's findings suggested that since the welds were appropriate for the use, there was no metal fatigue, and the heat treatment was adequate, the cracks must be the result of a serious impact.

Tom Schock is not the kind of sailor who's too embarassed to admit he's run aground. "Running aground is part of sailing," says Schock, one of the real good guys in the sport — "I hit stuff." He confirmed that three weeks after the boat's launch in 2000, he was sailing along at a good clip when he hit a submerged rock off the Long Beach jetty. Fearing damage to the vulnerable canting keel, *SchockaZulu* was immediately hauled and thoroughly inspected. "At the time, we didn't have the knowledge to inspect the torque tube and strut, which is a welded union," Schock explains. The boat was relaunched and sailed hard for the next two seasons, including the 2002 Ensenada Race, with no signs of trouble.

Shock is convinced that it was this impact, possibly combined with two subsequent — and very soft — groundings, that caused the four cracks which eventually led to the keel failure. *SchockaZulu*, hull #8 of 10 built to date — and the only Schock 40 to ever lose a keel — received a total refit, including a brand new strut, before she was sold to Hemond in December 2002. He has raced her extensively out of his homeport of San Diego, but claims he's never run her aground, even softly.

After the loss of the first keel, W.D. Shock Company sent a mailer to every owner detailing how to check the welds on their keels using a simple die penetrant test. They'll be sending them out again. Schock emphasizes doing the test after *any* type of impact because "there's no way to determine just how hard you have to hit something to do this kind of damage."

What baffles Schock after examining the latest failure is that it's "absolutely the spitting image of the first failure — four old, pitted, corroded cracks — and these things don't fall off by themselves." In fact, according to Schock, there is overwhelming evidence that the strut is

schock and awe - cont'd

magnificently overbuilt. "The safety factor is unbelievable," he says.

Paul Hemond's insurance company is currently investigating the matter and Shock has provided everything they've asked for, including engineering data and the report on the original failure. Regardless of how it all turns out, he insists "canting ballast boats are the way of the future."



volvo — cont'd

clearly an able craft in any conditions, sailed by a crew at the very top of their game. With 49 points — 14 more than their countrymen on the second place ABN Amro Two (Pirates is in third with 30.5) — Amro One looks to be unbeatable.

It won't be for lack of trying by the other teams. Several boats were making personnel changes in Rio. The most notable of these is John Kostecki being named skipper of the Swedish entry *Ericsson* for the remaining ocean legs. Kostecki has continued middle of next sightings page

wyliecat 44

The WylieCat 44 ads that have been running for the past couple months in *Latitude* piqued our interest. The ad is simplicity itself — check out page 113 — and claims the boat is the same. Sure, we could have waited to see C^2 at Strictly Sail Pacific later this month, where it will be making its official debut, but since patience isn't a quality we possess in great quantities, we flashed our press card and hopped a ride.

Simplicity really is the name of the game when it comes to the WylieCat 44, winner of the 2006 Sailing World Boat of the Year Award for 'Best Innovation'. At first sight, C^2 looked like one of those 'What's Wrong With This Picture' puzzles. No standing rigging, just a few winches scattered about, and a strange wishbone thingamajig where a boom should have been. How the mast stayed up was a downright mystery to



wyliecat — cont'd

this catboat newbie. But we soon learned all we ever wanted to know — plus some — from skipper Bill Erkelens about the newest Tom Wylie design.

It's not hard to comprehend that while carbon fiber is very light, it's also insanely strong. These two components make for a spar that scoffs at all those pesky wires that hold up old-fashioned masts. But that's not really what makes a carbon spar so different. Bill explained

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volvo

been calling tactics aboard the boat during the in-port racing. You may recall that Kostecki won the last Volvo as skipper of the VO-60 *Illbruck*.

(His addition also puts a trimuverate of Bay Area sailing talent on top boats in the race — Kostecki on *Ericsson*, Cayard skippering *Pirates* and navigator Stan



— cont'd

Honey on Amro One.)

The next leg, a 5,000-mile jaunt to Baltimore, begins April 2. After that, there are only four more legs — two of them 500 miles or less — before the fleet reaches the finish line in Gothenburg, Sweden, in mid-June.

For more on the Volvo, log onto the



wylie 44 — cont'd

that because carbon rigs are so flexible, they're nearly self-tending — in gusts, the top of the mast bends, allowing air to spill. Tightening the mainsheet (the only sheet, actually) bends the mast even more, spilling more air. As the wind lightens, the mast straightens and the sail flattens, so you ease the sheet. The hardest part is simply getting used to doing things 'backwards' — much like when you switch from a wheel to a tiller.

But what about that odd-looking wishbone boom? As it turns out, that's the main feature that makes this big boat a breeze to sail short-handed. Instead of dealing with a vang and outhaul, you have just one line — the 'choker' — to adjust the wishbone. The lazyjacks allow the sail to flake easily and perfectly, and the height of the boom means you'll never go home with a goose-egg on the side of your head.

Do we even need to mention that this boat is fast? Well, she is. At 8,400 pounds and with a sail area of over 1,000 square feet, how could she not be? When we took her out, C^2 scooted along at a respectable 5 knots with 6 knots of apparent wind. Unfortunately, the wind lightened up from there, but it didn't take much more convincing that there was no faster performance daysailor of her size on the market. Her name says it all: ' C^2 ' is the speed of light, squared. Now that's fast!

While the WylieCat 44 may not suit everyone's taste or price range — they start somewhere around \$380,000 without the sail — the boat is a delight to sail. With a whopping three lines to handle — for those of you who haven't been keeping track: the halyard, sheet, and choker — we hardly had to lift a finger all afternoon. As a matter of fact, putting the sail cover on was just about the most difficult job on our excursion. What could be better than spending a beautiful Friday afternoon doing absolutely nothing on a fast, cool boat? Life's rough.

coast watch returns

We're thrilled to announce the return of *Coast Watch*. For those of you new to *Latitude* — or if you fried a few too many brain cells in your youth — *Coast Watch* has been a semi-regular feature of *Sightings*, detailing a plethora of incidents to which the Coast Guard has recently responded. So now, we once more turn over the helm to the capable hands of the U.S. Coast Guard.

DECEMBER 6, 2005 — Engine room fires are not uncommon on San Francisco Bay. It *is* uncommon, however, for a mariner to call a commercial salvor — rather than the Coast Guard — when they are in immediate distress. It was the salvor who called the Coasties and told them about the boat fire near Pier 45. The Coast Guard immediately launched vessels from Stations Golden Gate and San Francisco, and notified the San Francisco Fire Department who also launched the fire boat *Guardian*. The fire was extinguished and the unidentified vessel suffered only minor damage. To the credit of the salvor, had he not immediately relayed the distress to the Coast Guard, the outcome would have been significantly worse.

FEBRUARY 7 — Every once in a while, it seems cases occur all at the same time. The day of the Mavericks surfing competition, the Coast Guard had one of those days. At 11:57 a.m., they received a report from the San Rafael Fire Department of a pleasure craft sinking with two people on board. A small boat from Vallejo and a helicopter from Station San Francisco responded. At the same time, the Vessel Traffic Service contacted commercial vessels located near the area to assist. Fifteen minutes later, the two people in the water were rescued by the Good Samaritan crew members of the towing vessel *Sarah Reed* and treated for minor hypothermia. They were transferred to Loch Lomond Marina and released without further treatment.

Later that afternoon, a call came in about a person in distress about 600 yards off the beach in Carmel Bay. A helicopter from Air Station San Francisco that had been pre-positioned for the Mavericks competition was dispatched to assist, but the rescue was ultimately made by a Carmel Fire Department response boat.

coast watch — cont'd

However, as the helicopter was returning to its base, a report came in through the 911 system about a distressed surfer in the area of Mile Rock. This helicopter and another small boat from Station Golden Gate were dispatched to participate in the rescue. Once both units were on scene, the surfer was determined to be in water too shallow for the small boat, so the helicopter lowered a rescue swimmer and pulled him aboard. Dangerously low on fuel by this time, the helo landed at Crissy Fields and was later refueled by a fuel truck. The surfer was transferred to Emergency Medical Services without further incident.

Finally, while the surfer was being rescued, the Coast Guard received another report of a distressed boogie-boarder off Ocean Beach. The small boat that went after the surfer went to that scene, but by the time they arrived, the boogie-boarder had been rescued by SFPD.

FEBRUARY 23 — At 10:39 a.m., the Coast Guard received a report of a car in the water approximately 1 mile south of the Carquinez Bridge. By the time a small boat from Station Vallejo arrived, the car which was on fire from an earlier crash — had begun to sink and the driver was swimming in the water. The subject, however, refused assistance from the boat crew members. In fact, he was brandishing a knife and a crowbar, warding off the crew as they tried to pull him from the water. After some time the man, now completely naked, swam to a nearby marina and attempted to steal a vessel. When that failed, he jumped back into the water and eventually swam to some dock pilings near the old C&H Sugar plant and climbed out of the water. By this time, the Coast Guard crew had been joined by units of the Contra Costa Sheriff's Department, Vallejo Fire Department, Carquinez Fire Department and East Bay Regional Park District, as well as a hostage negotiator and a dive team. About 4:30 p.m., nearly six hours into the case, the man emerged from underneath the pilings and swam out, still naked but without any weapons. This time the Coast Guard small boat team was able to pull the man out of the water without further incident and transfer him to local authorities.

FEBRUARY 24 — For more than twelve hours, the Coast Guard searched the South Bay for a 'distress signal' that turned out to be a laptop computer with a faulty wireless device. Statistics show that fewer than one in a hundred 121.5 MHz EPIRB alerts is from a vessel in actual distress. Often, the false alarms are caused by electronic devices that emit a signal similar to a 121.5 MHz distress beacon. It's cases like this that will lead to the eventual discontinuation of 121.5 EPIRBs entirely. The newer 406 MHz units are better in every way.

FEBRUARY 27 — The Coast Guard routinely cooperates with other state, county, and municipal agencies during search and rescue cases. In many cases, fire and police departments have assets better suited for certain missions than the Coast Guard. Such was the case when a small Boston Whaler with three people on board became disabled and ran aground in the shallow waters of the San Leandro Channel. Coast Guard vessels that arrived on scene were too deep to render aid in the shallow water, so the San Leandro Fire Department skiff went in and towed the Whaler to safety.

MARCH 6 — Good Samaritans at Outrigger Marina on Three Mile Slough spotted a woman in the water and attempted to rescue her. Brannon Island Park Rangers called the Coast Guard and a small boat from Station Rio Vista arrived on scene at 10:05 a.m., pulled the unconscious woman out of the water and delivered her to the waiting EMT's at Outrigger Marina. She was laterd medevac'ed to John Muir Medical Center in Walnut Creek. The incident is under investigation.

short sightings

SAUSALITO — Just before 1 a.m. on March 11, fire broke out on the 65-ft tug *Liberty*, home to former Marin County Supervisor Annette Rose and her husband Chris Hardman for the last 15 years. Neighbors noticed smoke coming from the boat and rushed to help, pulling Rose

continued on outside column of next sightings page

spaulding center and

In what can only be considered a marriage made in classic-yacht heaven, the International Yacht Restoration School of Newport, Rhode Island, has joined forces with the Spaulding Wooden Boat Center of Sausalito.

The Spaulding Center was formed at the behest of Gladys Spaulding, the late widow of Myron Spaulding, one of the most talented and influential sailors ever to call the Bay Area home. Myron did it all from skippering TransPac race winners (Dorade, 1936) to designing and building custom boats (Suomi, Nautigal), to his own line of Spaulding 33s, to running a yard. On top of all that, he had an entirely sepa-



iyrs join forces

rate career as a concert violinist with the San Francisco Symphony! Myron passed away in 2000 at age 94. Last fall, the Master Mariners Foundation announced that the Spaulding Center would become a working museum. The new partnership complements that plan perfectly.

"Our partnership with IYRS is an exciting opportunity not only to teach traditional skills and preserve our maritime heritage for future generations, but to give something back to the community," said John Colver, vice president and trustee of the SWBC. "Ultimately, the building where Myron once worked will become a vibrant focal point of the waterfront."

shorts — cont'd

and their dog to safety while Hardman jumped overboard. Firefighters — ironically working in a freak snowstorm — were able to contain the blaze before it spread to other boats. While the exact cause is still under investigation, it's believed to have been an electrical fire.

After spending the morning in the emergency room being treated for smoke inhalation and minor injuries, the couple returned to their home in Galilee Harbor to assess the damage. The fire took out the entire main living quarters, causing an estimated \$210,000 in damage. Rose and Hardman aren't sure if they will rebuild but are extremely thankful to have made it out with their lives.

SAN FRANCISCO — If you've always had a soft spot for sailing history, perhaps you might enjoy working as a docent at the San Francisco Maritime National Historical Park's Hyde Street Pier (adjacent to Aquatic Park, where the tallship *Balclutha* and other historic ships are berthed). If so, contact volunteer coordinator Terry Dorman at 415-556-



shorts — cont'd

1613 (or terry_dorman@nps.gov) about a three-day training course for potential docents. On consecutive Sundays of April 23, April 30 and May 7 (10:30 a.m. to 4:30 p.m.), you'll learn the history of the park's historic ships, some maritime history of San Francisco and 'the art of presenting educational programs.' For more information on the park itself, visit www.nps.gov/safr.

ENSENADA — The container ship APL Panama was finally pulled off the beach near the entrance to Ensenada, where she went aground way back on Christmas Day. As you may recall, several major attempts were made to pull the 885-ft ship off with multiple tugs over the last 2 1/2 months, but none were successful until last month. The trick that finally worked was for a Belgian dredging vessel to dig a 30-ft deep, 200-ft wide channel up to her bow. Then she was dragged headfirst back into deep water. She floated again on March 10 and was towed into Ensenada the following day. Inspections show damage to the hull, propellers, shafts, etc. So she's not going anywhere soon. She couldn't anyway — before she can leave, Mexican law requires that her owners "restore the beach," and who knows how long that will take.

NEWPORT BEACH — The 86-ft maxi *Pyewacket* arrived at Orange Coast College School of Sailing and Seamanship on March 1 to begin her first summer of advanced sailing programs, which starts with participation in this month's Ensenada Race. You'll recall that Roy Disney donated the last and fastest of his 'big cats' to the school last year. Since then, *Pyewacket* has been fitted with a slightly 'detuned' rig to make her safer for less experienced crews, and a bit shallower keel so she can actually make it to the OCC docks without running aground. OCC also runs the 79-ft maxi *Kialoa III*, and parked next to each other, the two big boats — launched exactly 30 years apart (Kialoa, 1974, and Pyewacket, 2004) present an interesting study in the evolution of maxi design. Makes you wonder what they'll look like in 2034.

VANNES, FRANCE — Multiplast, the renowned builder of maxi-multihulls (*Geronimo, Club Med, Team Adventure*, etc.) continues to build boats. They are currently finishing the sixth carbon maxi multihull since 2000. This is the 105-ft *Groupama III* trimaran for French skipper Franck Cammas. The launch is scheduled for early June. Boats aren't all they build, either. They're also on their fourth all-carbon-fiber helicopter flight simulator.

PRINCE RUPERT, BRITISH COLUMBIA — All 101 people aboard the 409-ft ferry *Queen of the North* were rescued after the ship hit a rock in rough weather about 1 a.m. on March 22. The accident happened in Wright Sound about 80 miles south of Prince Rupert. Residents of the nearby Indian reservation village of Hartley Bay raced out in fishing and pleasure boats to help a Canadian icebreaker pull everyone to safety. There weren't even any serious injuries. A quick Google search for *Queen of the North* revealed that the 1969-built ship "is a single compartment ship (hull is not divided into compartments to prevent complete flooding) and needs to be replaced in the next few years."

CARQUINEZ STRAIT — Is Humphrey back? Probably not, but it's the first thing that came to mind when we learned about the latest whale visit to the Bay. A reader took a photo near the Bay Bridge (which actually could have been a different whale, come to think of it), but at last word before deadline, Humphrey 2 was hanging out near the entrance to the Delta. No confirmation or even speculation on whether he/she is a humpback (which Humphrey was) or more probably a wayward Gray whale on the way home to Alaskan waters. At last report, the whale seemed healthy.

SAN DIEGO — We've known for a while that Steve Fossett's 125-ft catamaran *Cheyenne* was in San Diego. She was dismasted in the Oryx Cup (round the world maxi cat race) early last year and had motored up from Argentina. But the grapevine failed us on what was happening with the boat. Either no one knew or was talking. The closest we could get was, "You'll never guess in a million years."

Well, that was sure right. Last month, we finally learned that the boat on which Fossett set many sailing records, including the 24-hour and

continued on outside column of next sightings page

containing

The fast-paced cargo operations at our ports can be dangerous duty. The Port of Oakland suffered two container mishaps the night of February 27, fortunately not involving serious injuries. The first incident occurred when a malfunctioning lock caused two containers to fall from the motor vessel *Horizon Crusader* and strike the tug *Royal Melbourne* on the way down. Luckily, the containers were empty and did little damage to the tug.

The second incident occurred later that night on the *Ludwigshafen Express*, again





ATITUDE/LADONNA

the damage

during unloading operations. A 20-ft container containing 'pyridine residue' was accidentally dropped from about 20 feet into the cargo bay. Cargo operations were immediately halted until a HAZMAT team could verify the integrity of the container and confirm that no hazardous materials were released.

The Coast Guard immediately dispatched Incident Response Teams to both scenes to ensure the safety and security of all involved, as well as to oversee the removal of the containers.

shorts — cont'd

round-the-world nonstop marks (both since broken) is being prepped for another Fossett record attempt that has nothing to do with sailing: she's going to be the support vessel for Fossett's attempt at a record submersible dive. Apparently, he's found some section of the Mariana Trench that's a few feet deeper than any so far reached. The record for manned craft is 35,810 feet and 36,008 feet for unmanned. This is almost seven miles — about the distance from the Golden Gate to Treasure Island — straight down. Obviously, the boat won't need a rig, but she's being outfitted with lots of special equipment for the attempt. No word on a timetable. You want more? BYM News, the web magazine that broke the story, also reports that after the depth record, Cheyenne might be fitted with bio-diesel engines for a powered round-the-world record.



Spring sailing is here (clockwise from above) — Beauties such as 'Pacific High' are just begging to be on a Beneteau brochure; kite sailors cheerfully share the waters under the Golden Gate; 'Ma, there's Lasers in the Potato Patch again!'; the crew of 'Sailor Bird' kick back to check their trim.





CHARLIE BERGSTEDT

CRUISING MEXICO -

 $oldsymbol{\mathsf{I}}$ s your life like that of Teal and Linh Goben in 1999?

They were working hard at good

jobs. They had a nice place to live in Seattle. nice cars, nice clothes, and were living the good life. The only problem was that despite making nearly \$8,000 a month, they were sinking ever deeper into credit card debt. And worst of all, they didn't even find their lives particularly satisfying.

Things are different for the couple now. Much different. For the last 500 days, they've been cruising sunny Mexico. They're now more active, fit, and tan than they've ever been, and they are really enjoy-

ing life. Curiously, even their financial situation is better.

"We've spent about as much down here in the last 500 days as we used to spend in a single month in Seattle," says Teal. "And I'm including what we've spent down here on haulouts, marina slips, restaurants, and all the rest. And financially, we've been better off cruising than we were working."

"This is a lifestyle that I'd recommend for everyone," says Linh.

hat put them on the road to change was a visit with Teal's father in Seattle, who happened to be working on a Horstmann 46 trimaran at the time. Although Linh didn't know how to swim and had never been sailing, seeing the boat seemed to

Linh is not just an enthusiastic cruiser, she's also the first Commodore of the Punta Mita Yacht & Surf Club.

downpayment on a cruising catamaran in about five years.

"The first thing we needed to do was eliminate our credit card debt," remembers Teal. "So we made a list of all the money we were spending, and divided it into wants and needs.

kindle her strong desire to travel. It was she who suggested they buy a boat of

> their own and go cruising.

> Oddlyenough, Teal, who had already been cruising, wasn't so keen on it. "When I was a boy in the '70s, I went cruising with my father aboard his Piver Victress trimaran Jenny Jo. We went up to Canada, down the Pacific Coast of the United States, and all around Mexico. I didn't like it all that much. For one thing, the tri didn't have an engine, so we spent a lot of time drifting around in the often windless west and Sea of Cortez. Navigation could be a pain, too. There

Pacific Northwas no GPS, of course, so we had to rely on primitive technology such as Loran C,

about another dozen years." Despite his initial hesitation, Teal eventually bought into Linh's dream, so the couple created a plan to make the dream a reality. After making a few calculations, they figured that if they continued to work hard and stuck to a strict budget, they'd be able to make the

which was useless south of Cedros, and

radio direction finders. I will say that

my dad really enjoyed cruising, for he

continued at it in the Sea of Cortez for

need one. You do, however, need shelter. From then on, we limited our spending to only stuff that we needed." Somewhat to their surprise, in just

You may want a nice car, but you don't

six months they had escaped from credit card debt. So they began looking around at cruising catamarans. In a case of sometimes having to settle for what you can afford as opposed to what you might want, they ended up getting an excellent deal on a nearly new Williams 41 trimaran in Portland. Even though the tri was all but brand new, Teal and Linh decided they would redo all the wiring, plumbing, and interior woodwork. They did a good job, too, as Savannah is one of the nicest and best-maintained cruising multihulls in Mexico.





'Savannah', a Williams 41 trimaran.



FOR HEALTH, WEALTH, AND WISDOM

Part of the way through the eightmonth rebuild, the couple sailed Savannah down to San Francisco Bay and up the Sacramento Delta. "It was a 23-day trip, as we took our time," says Teal, "but we did hit 18 knots, the fastest we've ever gone with the boat." They also hit a whale, something they would later do along the coast of Baja.

nce in Mexico, the two took to the cruising life immediately. "We probably shouldn't admit this because it's not environmentally correct," says Linh, "but the most liberating moment was when we

threw our cell phones overboard during the first leg of the '04 Ha-Ha."

In very short order, the whole cruising lifestyle became liberating, as instead of being chained to a job, they were free to become physically very active, their days filled with hiking, climbing, sailing, fishing, and free diving.

Some cruisers tell us they gain weight when they go cruising," says Teal. "I suppose that's possible if you spend a lot of time reading and playing Mexican tiles. But we were so active that I lost 20 pounds without even trying. At age 40, I'm in the best shape of my life. Being active is the key. If you have a boat

in Mexico and are curious, it's easy to do."

The petite Linh didn't need to lose any weight. "When it's warm, you don't want to eat very much anyway. So when we were up in the Sea of Cortez in the summer, where it's really hot, we'd really only eat one meal a day."

Stress, of course, plays a big role in overeating. But stress was hard to find while cruising. "Most days our biggest dilemma was deciding what kind of fish we wanted to catch for dinner that night,' says Linh."

The mellow people of Mexico and all kinds of funny times also contributed to the lack of stress.

"One of the funniest things that happened was when Tom of Persistence and some other guys got on the bus with their longboards at Marina Mazatlan to

Clockwise from the lower right; Teal and Linh at a peak at Isla San Francisco, overlooking their trimaran. 'Savannah' and a catamaran at Vee Cove, Isla Carmen. The old church at Loreto. A sunrise as seen from the Muertos anchorage. An example of the wildlife off mainland Mexico.









ALL PHOTOS COURTESY SAVANNAH

CRUISING MEXICO —

go surfing up at Playa Bruja," remembers Linh with a laugh. "It was a tight squeeze getting the boards through the door and into the bus, but they managed. But when they got to Playa Bruja, they couldn't get the darn boards off the bus. Visualize 15 Mexicans on the bus — in-

cluding a couple of guys with iguanas on their shoulders — all trying to help. It was hilarious and went on for about 15 minutes."

Teal and Linh are among the long list of those who really like Mazatlan. "I think it has more culture than Puerto Vallarta," says Linh.

Linh and a dinner she picked up free-diving.

This is not to say they have anything against Puerto Vallarta.

"I broke a tooth," says Teal, "so I went to see Dr. Michel, who treats a lot of cruisers. He has a very classy office with fountains and conference tables. It turned out that I needed a crown and some minor gum surgery. Linh and I were in a hurry to head south, so Dr. Michel had the people finish the crown in time for my appointment the next day. But Dr. Michel said he was embarrassed by the quality of the work, and insisted on having a new crown made. It took two more days because it was the weekend, but the fit was perfect. The bill for three visits, a crown, and gum surgery came to \$200 — which is probably a little less than I would have had to pay in the States.'

"While Teal was there, a guy came into the office to get a wisdom tooth

pulled," says Linh. "Dr. Michel, assisted by an endodontist from Guadalajara, removed the tooth. The guy's bill was \$25."

One of the things Teal and Linh love about Mexico is they feel so safe there. Another is that they've found almost all the people of Mexico to be warm and good-hearted.

"We'd read that some people were complaining about the staff and fa-

> cilities that Singlar has at their Puerto Escondido mooring field. We found the staff to be really wonderful. And when hurricane Otis approached, they encouraged everyone on boats in the area - not just those on their moorings — to take shelter in their buildings. They really cared. As for the quality

of the moorings, from what we could see, it looked very good. We noticed the chain from the buoy to the bottom had three-inch links."

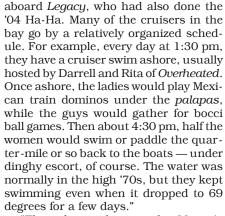
"The people of Mexico really are great," says Linh. "While in La Paz, we watched a Mexican guy chase a cruiser for what seemed like miles. The cruiser had dropped his wallet and the guy had been running to return it to him."

That kind of honesty is why the couple aren't so crazy about Norm Goldie in San Blas. "Don't trust the Mexicans," he'd tell cruisers, "they're all thieves."

While the couple really enjoyed the Sea of Cortez — and were headed back there when we spoke with them — they found a lot to like along the coast of mainland Mexico, too.

"One of our favorite places was Te-

nacatita Bay on the Gold Coast, which, of course, is a favorite with many other cruisers also," says Teal. "Every year one cruiser becomes the 'mayor', and this year it was Chris, with his wife Heather,



"Thursday night was the Mayor's Movie Night aboard *Legacy*," adds Teal. "Friday was the dinghy raft-up off Good Dog Beach — and it went on and on like that. Lots of cruisers loved the system, but it was a little too organized for us and some others."











FOR HEALTH, WEALTH, AND WISDOM

Everybody in the southern part of the Gold Coast — Tenacatita, Melaque, Barra — kept in contact via the Barra-Tenacatita Net. "At the height of the season, there were about 40 boats at Tenacatita, 35 in the lagoon at Barra, five at rocky Melaque, and another 20 down at Santiago Bay," says Teal. "Some of the boats would stay in the same anchorage for a month or more, but many of them would migrate to Barra when they needed supplies and then make the 15-mile trip back to Tenacatita.

"There were different cultures in the different places," remembers Teal. "In the Barra Lagoon, for example, there were no organized activities, you'd just bump into people and spontaneously think of something to do together. The Barra lagoon was interesting in that almost every

day somebody would run aground trying to get into the lagoon. But it was never a problem, because everybody would come out and help the boat get free."

The Sands Hotel on the strand at Barra was also a big favorite with the Gobens and other cruisers. "Every afternoon about a dozen dinghies would be rafted up to the Sand's Hotel dock," says Linh. "For some reason they were much more welcoming to cruisers than the other places. And they were certainly more hospitable than the Isla Navidad Marina, which didn't seem very cruiserfriendly. They charge \$1.80/ft/night for a slip, and I don't think they really want cruisers. And they are pretty tight. For example, you have to be a guest of the hotel or a guest of a guest to be allowed to eat in the restaurant. This was odd,

because it was so quiet. The marina was full of boats, but the hotel almost seemed deserted. When we were at the pool, it would be just us and about 20 hotel employees."

"The Sands had a 2-6 pm happy hour with reasonably priced food, so it was very popular," continues Linh. "Another good place in the area was Maya's in Melaque. Dinners were \$15 to \$20, but it was a classy place and they featured jazz and other live entertainment. We also liked Isadora's in Barra for 'big bang for the buck' food."

The couple also enjoyed Santiago Bay, which is almost all the way down to Manzanillo. You can land your dinghy in front of the gated Playa Miramar condo community and walk through up to the buses and freeway. There are big stores and even some malls in Santiago. It's also home to the second-best marine store in Mexico. The best is the big Zaragoza

From top left; A downpour at Puerto Escondido courtesy of hurricane 'Otis'. Teal with the catch of the day. The anchorage at Bahia de Los Muertos. Linh takes a cool afternoon stroll in the waters of Puerto Ballandra. The blue waters off Isla Carmen. The lagoon anchorage at Barra Navidad.









CRUISING MEXICO

store in Puerto Vallarta, but there is a mom & pop place in Santiago that has just about everything."

"Las Hadas didn't appeal to us," says Linh. "There was a nice Hughes 55 catamaran with an Aero Rig named *Sarabi* that was hit by a fishing boat — inside the little marina! And while Las Hadas may look all right from the outside, it's sort of dilapidated on the inside. And if you anchor by the golf course further down the bay and come ashore, they want you to pay \$20 for access."

Further north on their way back to Puerto Vallarta, the couple found both Careyes and Chamela more to their liking. Careyes and the Bel Air Hotel are high end. We've always swum in their pool after ordering drinks, but the Gobens were told they had to be guests to use the pool. Perhaps it was because it was more crowded than usual. Chemela, a little further up the coast, was much more Third World.

"All they have at Chamela is a hardware store, a couple of markets, and a couple of basic *palapa* restaurants on the



Ideally, Linh and Teal would like to start a family while cruising aboard a cat like the one astern of 'Savannah'.

beach," says Teal. "Our favorite market was Pedro's, the biggest one, because Pedro also made pizzas. The key is that you had to have a lot of time — say two hours — because he took forever to make them. When he says he makes them from scratch, he means even the dough, so you have to wait for it to rise! But the pizzas are really good."

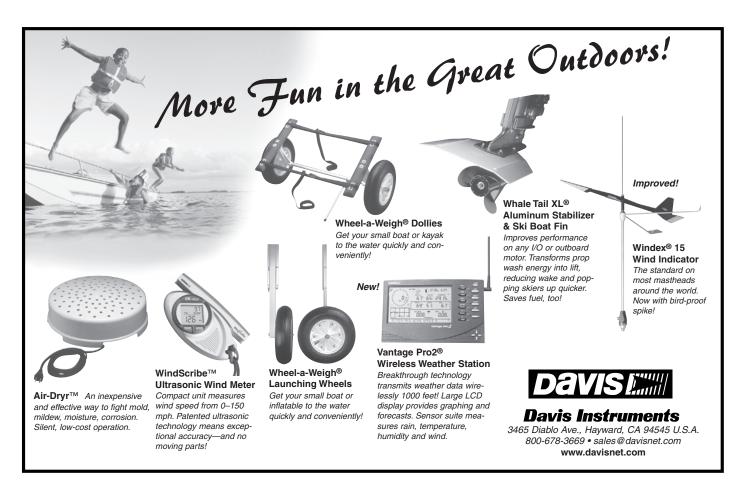
So with the season drawing to a close, what are Teal and Linh up to now? Right now they are on their way to do a little cruising in the Sea of Cortez before putting *Savannah* on the hard in San Carlos for the summer.

"Then we're going to head up to the States to regroup and make some decisions. We like the cruising lifestyle so much that we're going to start a family, and then continue cruising as a family. Savannah is close to what we want for a long term

cruising boat, so we may come back next year and cruise her south to Costa Rica and beyond. On the other hand, since we want to raise our family onboard, a larger cat would really be the way to go."

The one thing they don't plan on doing is getting back into the work rut for the long haul. And they suggest that you don't either. "Like I said earlier," says Linh, "we recommend this lifestyle to everyone."

- latitude 38



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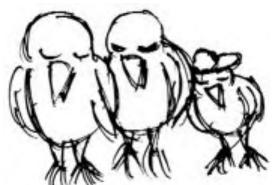
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Boatyard & Marina

A FRESH PERSPECTIVE (PART II) —

Last month we brought you Part I of British-born Joe Elliot's report on California Coastal Cruising. A year after buying a 1981 Islander Bahama 30, he sailed 1,400 miles — mostly solo — from San Francisco to San Diego and back. His wife and two daughters joined him for short stretches. Although Joe is new to offshore sailing, we found his confident enthusiasm to be refreshing and his insightful observations to be well worth sharing with our readers. We continue here with Part II.

Southbound Trip Notes

The itinerary was to head south until I'd had enough. There was no fixed plan

or schedule. I did want to try to get to Santa Barbara for the kids' summer vacation and also at least get as far as the Mexican border by the end of the trip. I had ₹ the advantage w of running with the prevailing weather on the way down and also, it being springtime, there was no fog or evening/



Joe fine-tuned his sailing skills on San Francisco Bay, and set up his boat for easy singlehanding. But the urge to head out the Gate grew stronger and stronger.

morning haze. Spring is the nicest time to cruise the Pacific coast, and all the marinas have space!

The advantage of cruising in my own state (California), was that my family could easily join me when I found a nice location. Before they stayed full time on the boat, they drove down to see me three times: for spring break in Santa Cruz and Monterey Bay; for a long weekend in Morro Bay; and for a long weekend at Santa Barbara. Once the kids' summer vacation started, they met me at Long Beach and we continued the journey south together.

summer vacation and lots of weekend trips.

The best idea is to leave early in the

spring when the prevailing NW summer weather begins to kick in. Watch the weather for a window of consistent NW wind and go for it, allowing yourself as much time as it takes to do the passage. Leave the boat in one of the many marinas on the way if you need to go home or if you have bad

weather. You can leave your boat at Santa Barbara for up to two weeks at a time. Take the fantastic Amtrak coast train back to the Bay Area — it's a vacation in itself.

Heading south in the spring was a lot of fun. Big swells and wind are easy when you're going with it. I liken the north/south passages to skiing uphill and downhill. I took four months going south and stopped at every harbor/anchorage on the way. This made going back north easier, as I knew all the locations and where best to anchor/tie up and get fuel.

The moment I turned to head home, I found myself on a mission and discovered deep reserves of enthusiasm and energy.

This plan made the whole trip possible. Without it, there would be too many excuses not to cast off. My kids still had school to finish. They didn't want to do the long blue water passages, and I wanted to do it all, some on my own. The end result worked out great for everyone. Dad got to challenge himself with the singlehanding, night passages, bad weather, etc., and we all got a big

Take a snorkel, wetsuit, flippers and goggles with you so you can jump in and clean the bottom every week. Some marinas are cleaner than others, so take your pick. The bottom of the boat was like new at the end of my cruise.

Once we made it to San Diego and spent some time there, the family drove home to get ready to start school. The next day I started my passage home.

Northbound Trip Notes

The trip back from San Diego took nine days, and during two of them I sailed through the night. I was single-handing, but it would be easier and shorter if you have crew, as you could make the trip nonstop. My Islander Bahama 30 had no problems at all with big seas. It's a very capable boat that I'm sure could go to Hawaii and back.

The moment I turned to head home, I found myself on a mission and discovered

deep reserves of enthusiasm and energy. I had achieved everything I wanted to on this trip and was ready to go home.

I watched the weather closely. It was forecast to be mild, and the swells had died down to under 10 feet in central California. See buoyweather. com. Carefully scrutinizing weather info is the key to a safe trip north. Everything is easy until you get to Pt. Conception. Then the fun begins!

The only bad stories I have heard are when people are on a tight schedule and take unnecessary risks. That is, they head out on a passage during unsafe weather conditions. Give yourself as much time as you need. Have all your excuses ready for not being home on time. It could save your life.

I motorsailed most of the trip north to San Francisco in or-



ON CALIFORNIA CRUISING

der to maintain a 5-knot minimum, and used around 40 gallons of diesel. It was important to set the sails as flat as possible to allow a very close-hauled point of sail — set your jib sheet track way back, put on lots of downhaul and boom vang tension, and use the traveler to set the main. This would add an extra knot or more to my speed and really stabilize the boat. North of Pt. Conception I would point 30° off the weather to minimize the effect of the swell/chop and fill the sails.

This turned out to be more effective than going straight into the weather. I had a fantastic 8+ knot run towards the foggy San Francisco bridge when I got a morning south wind. What a great way to end the trip!

Most people I met said they would never do the trip alone, but I found that if you have the time and your boat is set up, it's very doable. In San Diego I was quoted over \$3,000 to have the boat hauled from San Diego to San Francisco, including, of course, unstepping the mast, hauling out, and the reverse. In the end, the trip north was very enjoy-



A FRESH PERSPECTIVE (PART II) —

able. As you can imagine, it felt fantastic as I passed under the Golden Gate bridge, once again entering into San Francisco Bay. I definitely got into the long passages and night work and actually found it easier than coastal trips, as you have so much space to work with. After a while you can behave on the boat underway just as you do at home on the weekend. It just takes time to acclimatize.

You must have a tide book or use the ones built into a GPS

unit (i.e. Garmin 276C) to calculate when you can leave and enter through the Golden Gate. Also, be ready to come in via the pilot area through the shipping channel if the swells are high, I've seen breakers over the Potato Patch when it was running a 20-foot swell in January, and you don't want to go anywhere near that. Unfortunately, when I was sailing home from Half Moon Bay that day, it took a few hours to get out to the pilot area, and I missed the flood tide. At best, I made about two knots coming in — it took forever. With a few other ports, such as Morro Bay, it is worth synchronizing your arrival with the tide also.

Things I Now Know You Don't Need for Coastal Cruising

· Watermaker: A waste of money on anything less than a week-long, 1,000 nm+ offshore passage, or if you have a shower fetish.



The girls, then 8 and 6, enjoyed exploring the Southen California coast almost as much as their parents did.

you sleep below so you can react to the anchor watch alarms. You can also take it in rental cars, of course, and on other boats. Garmin GPSmap 276c is my choice. I hardly ever stood behind the binnacle, as the autopilot took the

- A wind speed anemometer: If you can't tell how much wind there is or where it's coming from, you're in the wrong sport.
- Yacht club membership: I never needed reciprocal membership to find a slip. If I was to join a club, I would first check the list of coastal clubs which share reciprocal privileges with it. Clubs vary tremendously. The main reason I didn't join a club, though, was to avoid endless 'meetings and socials' that really have little to do with sailing. I'm not a

speed in marinas and harbors, so get the lightest, smallest unit that stows away in the boat. I used a SeaEagle tender. My 2-hp outboard even propelled my 4-ton boat when I needed it, and it only weighs 25 lbs at the

- SSB radio: unless you're going to Hawaii or further, it's not necessary. Today, the Coast Guard can pick up and send
- signals at great distances. I continued to get San Diego broadcasts over 100 nm north of San Diego. If you want weather reports offshore, get the new Garmin 376 which receives satellite weather. Carry an EPIRB for emergencies. You can easily check email when you go ashore.
- A huge nav station table: If you have the space, of course, it would be nice to have a large nav table. But you can also use your salon table for looking at large charts. With a GPS chartplotter and PCbased charts you rarely use old paper charts anyway. You should always have paper charts with you, but in my experience, I rarely used them.
- A big beamy boat: If you want to break some ribs, go to sea in a beamy RV-style boat and see how much you get thrown about in heavy weather as you try to go forward down below. A nice glossy teak and holly sole is fun when it's wet also. Ice skating during an earthquake





otters play off 'Nino's stern at Monterey Harbor; weekend racing under sunny skies in Newport



• Huge power inverters: Buy the smallest unit you can get by with. The latest models have improved tremendously in the last few years.

• A chart plotter on the binnacle: You need a handheld chartplotter that can be moved easily about the boat. At times you want it next to you while

Harbor; a memorable sunset at Monterey. weekend or 'beer can' racer either. I just want to have the freedom of getting away on the boat whenever I feel like it.

• An expensive RIB tender with a big outboard: Everyone goes the same slow

comes to mind.

• A generator: You don't need one for the same reason you don't need a big power inverter. If you can't live without all your power-guzzling home comforts,

ON CALIFORNIA CRUISING

It's the constant time

at sea that earns you

your sea legs.

buy a sailing video and play with your remote instead of going cruising.

- A self steering windvane: A good wheel-mounted autopilot works perfectly and is far more capable for less money.
 An open transom: Besides using up lots of valuable storage space, they often create lots of noisy wave slap and make the quarter berth too noisy to sleep in. A swim ladder is easy to use and keeps the cockpit closed to the elements, which is especially desirable in following seas.
- A spinnaker: I wanted one at first, but in retrospect it would have been suicidal singlehanding and flying a huge kite. Save it for Bay sailing with friends.
- Storm sails: I looked into this for a while and ended up leaving without them. It turned out fine. If you're coastal cruising with all your safety gear and have a good engine, you have the options of reefing the main, dropping the jib, running the jib alone or going under bare poles, so you're covered in all but the very worst situations. If the weather gets that bad, you will have called the Coast Guard already. You sure won't be up on the bow hanking on a storm jib.
- *Money:* Finally, you don't need a lot of money to go cruising. Even though I was out for five months, it was less costly than nearly every typical fly/hotel/beach vacation we have ever done. It was also 10 times more rewarding for the entire

Things I Guessed Wrong About

I was sure a 30-ft boat would be a handful in open seas. I was completely wrong. For starters, if you're singlehanding, a small boat is way more manageable. The key item is to be able to reef the main on your own. Now and again you will probably leave it too late (until it's too windy) and need to get it down fast. The bigger the boat, the more trouble you'll have in this situation.

The same is true regarding setting and raising the anchor. With a small boat you don't need a windlass, and in places like the Cojo anchorage, where it's always windy, you will find yourself running between the cockpit and the bow in order to get it set right for a night's stay. The

smaller the better in this case.

I found my 30-ft boat moves around just as much as a 40-ft boat in big seas, just differently. Both boats have their advantages

and disadvantages on big seas. Once you get your sea legs, you hardly notice the movement anyway.

I expected an Islander 30 would be too small for a long trip for a family of four, but with all of us aboard we still had enough space. It was never a problem. And when I was on my own, it felt too big. My boat costs less than some boats depreciate in value in one year, and it's just as capable.

I wasn't sure if a 30-ft boat would have the right equipment for coastal cruising. It turned out there was enough space to fit the latest navigation, safety gadgets and electronics on the boat. The new technology is available to you, not just to big new yachts. Finding the right equipment and knowing how to use it is way more important than just being able to pay for it. I see so much expensive equipment just being unused or misused due to ignorance.

I thought I would always be seasick when it was rolly and/or rough. When I first encountered heavy seas, I could only sit in the cockpit and stare out to sea in order to stop getting sick. But soon I was down below fixing the engine in huge

swells, making food and reading books underway. It just took time. Spending a few nights at anchor at the beginning helps a lot and doesn't make you sick. It's the

constant time at sea that earns you your sea legs. Not short trips, but at least two back-to-back days with the boat moving around all the time. At first, I found closing my eyes stopped the motion sickness. If you do get sick, just get it out and continue. But make sure you're facing downwind!







family. We all know each other so much better after being in close quarters with each other 24/7 for so long. As a family, there is a definite sense of achievement and teamwork in safely crossing open water, then tying up in a snug harbor in time for dinner.

positively cavernous! There was a place for everything and everything had its place.

Having a small boat is also helpful in crowded marinas. It was great the day when I got a slip and the guy with his new million-dollar 48-ft Island Packet had to anchor outside because he was

I never used half the clothes I took. I wore shorts and T-shirts nearly the whole time south of Point Conception.

I thought my CNG-run cooker system would be a problem. Two gas bottles lasted me all summer! I found refills of CNG at Redondo Beach.

I hardly used any of the toys I took.

A FRESH PERSPECTIVE (PART II) —

I never had time. Maybe if I had had crew with me, I would have had more time for the MP3 player, radio, LCD TV, books, etc. I did spend a lot of time reading *Latitude 38*s and I also read *Two Years Before the Mast* by Richard Henry

Dana which is a great book from the 1830's. I just finished *Sailing Alone around the World* by Joshua Slocum which was written in the 1890's. Both books show how little some things have changed. Your day aboard is typically very busy. Much more than I imagined.

I thought my 25-gallon water tank would be too small. I never ran out, or even used more than 50%. Even taking showers and washing hair, it lasted days and days. You have to be careful not to waste it, but conserving water becomes pretty easy with practice. You realize after your trip how wasteful you have been in the past.

I usually had eight gallons of bottled water with me for drinking. I found 'Crystal Geyser' square gallon bottles from Safeway fit perfectly in the bottom of the cool box.

I thought I would only eat canned food. With the help of the BBQ, refrigerator and the gas oven, we ate great! It takes a while to find food you like that works on a boat (i.e. lasts more than two days). But when you do, it becomes much more civilized. Items like potatoes, onions, eggs, 1% milk, jam, white sliced bread, sauces, cereal, biscuits, last forever.

Things I Would Change If I Were To Do It Again

A hot water solution when at anchor. I only had hot water when I had shore power. My diesel is raw water cooled

and does not have the heat exchanger option. Having hot water would have made showers and washing up easier. I did have a solar shower which I used a few times and I

used boiled water for washing up.

Fix all head smells. This is my current project. I will conquer it!

Take less stuff with me. The boat was so loaded up, the antifouling top line was under water and caused marine growth on the boot stripe.

Stop the stuffing box from dripping too much. I have heard good reports on the PSS dripless shaft seal. A dry bilge would have saved me a lot of hours drying equipment out and would have cut

down on boat smells.

Spend less time procrastinating and just go. If you wait for everyone to ap-



While berthed at Newport, the family took a side trip to Disneyland, where they stuck a pose with Nemo and his nemesis.

prove your boat as being safe for coastal cruising you will never get out of your own harbor. With an EPIRB you have a huge safety margin to play with. With West Marine stores everywhere, you can add equipment as you go.

Weather Notes

California summer weather is very predictable. In fact, it's one of the reasons I came to California. I have windsurfed most other places I have lived, and the problem I had was finding consistent wind. When I visited the San Francisco Bay Area on a business trip, I couldn't believe how good the weather was. The wind would kick in every afternoon from the NW and blow 12-25 knots un-

til it started dying off in the evening. The ocean conditions are exactly the same. Afternoon winds quickly build a big wind chop with lots of white caps and the swells

start to build.

Super clear sunny days with

unusually good visibility are

always a good sign that it's

going to blow like crazy.

There are days when the wind blows from other directions and during different times of the day, but that is not the norm. Since ideal sailing conditions for me while cruising are 8-12 knots, I avoid being out on the water in the afternoons, i.e. between 1 p.m. and 8 p.m. This is especially true between San Francisco and Pt. Conception. This makes the passage along the Big Sur coast tricky as it's the longest single leg, and there is nowhere

to stop or find shelter. You need to sail through the night in these areas.

The afternoon winds are simply thermals caused by the land heating up. Super clear sunny days with unusually good visibility are always a good sign that it's going to blow like crazy. Don't head north on days like this. If you live in California, you already know the weather pattern. It's no different offshore.

If you're used to sailing in San Francisco Bay and have been out the Golden Gate on a windy summer afternoon, you have seen the worst. Once you go round Pt. Conception and head east, the wind stops. Along most of the southern California coast, over 10 knots of wind is a big day, and you will often find yourself wanting more wind.

Ever wondered why boats sold outside the Bay Area have such huge jibs? If you head out Northwest of the Channel Islands, the swell and wind pick up a lot. The channel islands shelter the inner waters considerably.

The only consistently nasty conditions I encountered were between Pt. Arguello and Pt. Conception. You can count on wind and swell conditions here being double anywhere else on the same day. Be prepared to wait. I passed through both times at night after waiting for the sea to lie down. On the way down I just flew the jib and stayed 30° off the wind to stabilize the boat. This worked out great and I made good time.

I suggest not having the main up when going south between Pt. Arguello and Pt. Conception, unless it's very calm. You do not want an accidental jibe along this part of the coast. Look in the maritime museum at Santa Barbara to find out how bad it can get. The worst Naval maritime disaster of all time occurred here. The fog gets very dense at times, and the collision of the north/south weather fronts makes for some very confused seas. As Richard Henry Dana wrote in his book, "It's windy at Pt. Conception from January 1 until the end of December." On the way north, anchor at Cojo and wait for the wind to die down after dark, take a look 'round the point and, if it's good, then motor sail through the night to Morro Bay. I tried one time to go round at 7 p.m. and got whipped so hard the prop was hardly in the water. I headed back to Cojo and waited until 2 a.m. to try again.

I got caught out in one small craft advisory while on my own heading from

ON CALIFORNIA CRUISING

Every boat is different, so

there is no 'one way' to

singlehand a boat.

Santa Barbara to Santa Cruz Island. It was very calm until I got within 10 nm of Santa Cruz Island and then all Hell broke loose. My anchor came loose on the bow roller from being dunked under too many times and I had to go forward to lash it down. This is when the jack lines and safety harness are worth every penny. I had a lot of fun trying to get the main down as I could only hand-start my engine at that time and I needed the engine to get the boat pointed into the wind. At one point a big swell broke over the cockpit coamings and filled up the cockpit like a kid's swimming pool. Luckily I had put the companionway boards in and didn't get any water below. I remember thinking how blue the water was on the white gel coat before it drained away. It took a few minutes to drain. I can only guess how many gallons

Notes On Singlehanding

I singlehanded the boat on the majority of the cruise. I had the help of one crew member from San Francisco to Santa Cruz and had my family with me from Long Beach to San Diego. All the rest I was alone. I sailed the return trip on my own also. The Islander 30 is no problem to handle by myself, especially with all the electronic help I have avail-

able. It takes a lot of practice to singlehand a boat, and you have to work your way up to the typical windy afternoon conditions and open ocean swells which you will encounter. The key is practice, practice and more practice. Just get out there and try it. Bring a friend at first and just have him/her watch. You'll probably make a lot of mistakes, but will eventually work out how to get around any problems you have.

Every boat is different, so there is no 'one way' to singlehand a boat. Some moves, such as tacks and jibes may

not be as graceful as you would like singlehanded, but the main purpose is to do it effectively and safely. Often, the hardest part is handling the boat in close quarters, such as coming in to a new downwind guest slip with very little clearance. This takes practice and requires a lot of confidence in your boat-handling skills, which will only come with time. You will need to do it wrong a number of times to find out what not to do. Practice at a location where you can make mistakes without disaster, and have a shipmate ready to catch the boat for you if things go badly. Only then should you head out on your own.

Just from a practical standpoint, being able to singlehand your boat is some-

thing every captain should be able to do from time to time. At some point, your crew may be out of action for some reason, or perhaps you'll get left in port by yourself and need

to get home. Even something simple like moving the boat from your slip to the pump out and back without help is so much more convenient if you can do it

Setting the anchor can be a testing time for a singlehander, especially in windy conditions with kelp and rocks. It's especially taxing when you have all those factors and the roar of breaking waves in the background, or other obstacles nearby. When it's pitch black, foggy, or when the anchor drags, it may take many passes to get it set. This may sound extreme, but it describes arriving and leaving Cojo anchorage at Pt. Conception, and there is no one around to



"Are they seals or sea lions, girls?" Hint: sea lions have ears. Joe and his family saw plenty of sea life everywhere they went.

hear you scream!

You have to be able to keep a cool head, and you always need a backup plan. You must have confidence in both the abilities of your boat's equipment and your own skills to use them.

If you're already a seasoned singlehanded sailor from the Bay Area and can tie up at Ayala Cove in the dark and anchor at Treasure Island during a good afternoon blow, you are nearly there. A good local open-ocean practice spot is Año Nuevo. In terms of rocks, kelp, hard sand bottom and exposed water, it's very typical of what you may find on the Big Sur coast, and in the Channel Islands. You can easily daysail to Año Nuevo to practice, or check it out on the way to

Santa Cruz or Mon-

As a singlehander, you need to like vour own company. Similarly, you need to be able to get by without someone else's company.

However, I must say I have never met so many people or been given so much help as when I've been singlehanding a sailboat. It's a wonderful feature of human nature that you only see when you're on your own. A single person with a purpose is so much more approachable to strangers, and they seem to go out of their way to assist you.

You only have to worry about yourself when the going gets tricky. The point here is that the captain ends up doing most of the work when trouble rears its head, and having to worry about other people only adds to the load. If you have a small boat that you are familiar with, you can easily do every chore on the boat

anyway.

Having said all this, I suggest having family and friends meet you and sail with you when you're in a nice location. This way you don't have to drag people through long, rough passages and you won't run the risk of putting them off of sailing for life. Make sailing enjoyable for your friends and they will come back for more. I see so many captains doing the opposite of that. It seems they have to impress upon their colleagues how tough it is to be a sailor and make their new crew suffer for it.

I found it was more peace-

ful and relaxing on my own on long passages. Unless you really know someone, you can only talk for a few hours before the conversation turns to rubbish and causes issues. I can't imagine having a week-long passage with someone I found annoying. That's when the boat will seem

I should point out that when singlehanding, you're not alone, as you will probably have your crewmate 'Otto' with

A FRESH PERSPECTIVE (PART II)

you at all times, as I did. Otto the autopilot will allow you to raise, set and reef the main, set the anchor, enjoy the scenery, have a rest on long passages, make dinner and take a leak underway. It's one of the most important gadgets you can have.

I was worried about all-night passages and getting rest when I was alone at sea. This is where radar really helps. Head way out to sea (20 nm or more), well clear of any shipping lanes. The radar can tell you of any traffic up to 16 nm away, and you can catch 20-minute naps, which I found gave me enough rest. Make sure you have a good alarm with you that does not quit beeping and gets louder and louder. I found that an Oster timer worked great. (You can find

them on *amazon.com* and elsewhere.) If you can't sleep, you're not tired enough, so do something else.

If you're reading this and thinking "Why on earth would anybody go sailing



Feeling happy and fulfilled, Joe checks out the scenery on a sunny Southern California day, while 'Otto' the autopilot drives.

in the Pacific by themselves," you are in the majority. Singlehanders are an odd breed of people — and that probably explains a lot.

All in all, the journey was easier than I expected and I had no major problems, but you must be prepared to wait out the weather if needed.

Really though, the biggest hurdle to going cruising is getting yourself out there. All the above information is a simple list that anybody could follow. (See http://sailing.inetd.com for additional info). Breaking the rules and escaping the rat race is the hard part. How you do that is another question, and one that only you know the answer to. The odds of going are stacked against you, and that's why I hardly saw anyone out there. If my story can inspire just one person to go, I

will be happy. Maybe that's you?

"This is sailing vessel *Nino*, sector San Francisco, standing by on Channel 16. Out."

— joe elliot

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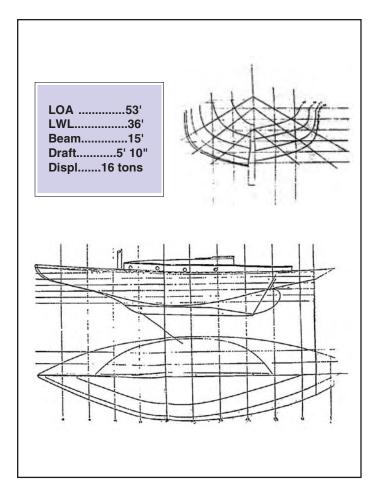




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YANKEE

April 18, 1906. Every San Franciscan from kindergarten age knows what happened on that fateful day. This year in particular, the 100th anniversary, much will be made of the earthquake, the people it touched and the history it changed, lest we forget.

Sailing figured into The Big One, if only peripherally. Many people fleeing the fires which destroyed the City were evacuated by boat, for example. The first TransPacific Race, planned for a San Francisco start several months later, was so ill-attended that it's started from Los Angeles ever since. The quake also interrupted work at Stone Boat Yard in the City, where a new yacht got knocked off a building cradle, delaying her launch by several weeks.

That boat was the 53-ft centerboard sloop *Yankee*, which had been designed and built by yard founder William F. 'Frank' Stone for a man named David Abbecassis. (Those are Stone's original drawings reproduced above.) Construction was of white oak stem and ribs; fir for the planking, deck and masts; and a 6-inch thick rudder post made of rot-resistant ironwood. Everything was fastened together with forged iron nails.

Frank Stone was already a household name among Bay sailors. All that's known about Abbecassis is his name on some old documents, and that he wanted a state-of-the-art racing machine to win the inaugural 1907 Farallones Race.

For her day, Yankee filled the bill. One of the larger yachts built at Stone's — located at that time in what is now the grassy area adjacent to the St. Francis Yacht Club parking lot — Yankee was essentially a large Pumpkinseed design, with a low freeboard, flat bottom, shortish waterline, long overhangs and a gigantic sailplan — the end of the boom extended almost 10



speed and, in the right conditions, the 16-ton boat could even surf briefly. But it was upwind or on a reach where she really came alive.

"You have to lay her over 20 or 25 degrees, where the rail is just on the verge of going under," says John McNeill, one of many 'heir apparents' in a family ownership that goes back eight decades. "All of a sudden, she's no longer this short peapod, but a long, slim 42-footer. You can feel the speed go up almost instantly."

She is said to have won the '07 Farallones Race handily, likely under a Corinithian YC burgee. The St. Francis YC, in whose history *Yankee* would figure prominently, would not be founded for another 20 years.

Despite several determined attempts to fill in the blanks, little else is known of *Yankee*'s early years. (Many early records



were lost in the earthquake. Perhaps hers, and those of her first owner, were among them.)

The fog clears slightly for her next owner, Charlie Miller, who, among other pursuits, wrote columns for the old *San Francisco Call* newspaper. It was likely on Miller's watch that, in 1911, *Yankee* underwent major surgery to convert her into a schooner. Again, records are sketchy, but it's almost certain that Stone's yard did the conversion. Her original mainmast was retained in position to become the foremast, while a larger spar and rigging were added aft to make her a gaff schooner. At the same time, her centerboard and trunk were removed. It made her a bit less weatherly, but opened up accommodations below for 'the niceties of life' — and the big gasoline engine.

Yankee's history really comes into focus in 1925, when brothers Sydney and Arthur Ford bought the boat from Miller, beginning a love affair that has so far lasted three generations.

Family legend has it that Bob Ford, Arthur's young son, 'found' the boat. He was riding his bike home from school in San Rafael when he spotted her up one of the creeks. When he got home, he went up to Sydney and said, "Uncle, I have found our boat."

The Ford brothers were among the founding members of the St. Francis YC, and *Yankee* has had a prestigious 'front row' berth practically since the club opened its doors. And what serendipity — though the Stone boatyard had long since moved to Alameda, *Yankee*'s slip at the west end of the San Francisco Marina is literally, well, a stone's throw from where she was built! Both Sydney and Arthur served as commodores of the club in the early years, as did Bob and his son, Dick, later on.

Despite the surgery on her rig, *Yankee* continued to shine in the local racing scene all through the '30s. Her bulkheads are still adorned with plaques from those days, and even her







voluminous logbook was itself a prize for her first place finish at the May, 1937, William Randolph Hearst $\it Examiner$ Regatta.

In 1942, Yankee went to war — or as close to war as many large sailing craft up and down the West Coast would ever get. Like other St. Francis alumni such as Santana, Seaweed and the great M-Class sloop, Windward, Yankee was commandeered by the Navy, painted gray and assigned 'submarine patrol'. This consisted of sailing back and forth 50 or 100 miles offshore for two week stretches, waiting for a sub to appear. The idea was that the yacht could then radio in a report, and a Navy ship would take care of the dirty work. It was never clear exactly what would happen to the yacht if the submarine saw them. Thankfully, no encounters ever happened, and the whole patrol idea is something the Navy would just as soon forget. The yachts took a beating, and the Navy 'crews' — usually one unfortunate

Yankee ingenuity (clockwise from top) — 'Yankee' at the annual Master Mariners Regatta, where she continues a tradition of racing with no winches aboard; current 'old guard' includes (top to bottom) Dick Ford, Phil Ford and John McNeill; 'Yankee' has always been fastest with her rail in the water; sailing past the 1939 Pan Pacific Fair, held on the recently created Treasure Island; under the Golden Gate, probably sometime in the late '30s. Inset top left, a rare photo of 'Yankee' as a sloop.

officer and several enlisted men — often spent the entire patrol seasick while local sailors manned the sheets.

After the war, Yankee was restored to racing trim and got back to the business of terrorizing local racing, as well as providing the platform for many memorable Ford family vacations. A favorite destination was the Delta, and there was rarely a year when Yankee didn't go — or go aground. That tradition continued into modern times, including one memorable run home

YANKEE





from Tinsley Island in the 1970s. "We left early in the morning, and the tule fog was so thick you couldn't see the front of the boat," recalls McNeill. "So we sent a guy up the mast. It was nice and clear up there. He could see Mt. Diablo and called out the bearings of some of the landmarks we needed — even though he couldn't even see the deck! He couldn't see the lower-lying berms, either, and we hit one pretty hard. We spent the rest of the morning drinking coffee or catching up on sleep while we waited for the tide to come in."

With few exceptions, *Yankee* has not ventured far from her San Francisco homeport. A few early black-and-whites show her at various anchorages in the Channel Islands. A visit to Los Angeles is half remembered because actress Mary Pickford came aboard for an afternoon sail. And then there was the time in the late '40s when she was stolen from her spot at the St.

Francis docks and ended up on the beach at Princeton; a joyride-gone-wrong perpetrated — allegedly — by some Stanford rascals. *Yankee* spent several days filling with sand before a tug pulled her back into the water. Sometimes even today, when a Ford descendant is exploring some less-accessible crack or crevice, he or she might come up with a handful of sand.

When the time came, in 1956, Art and Uncle Syd passed Yankee on to Bob Ford. Bob's kids also grew up on and around the boat. The timeline came full circle when, during a major refit in the '70s, it was found the transom had no fasteners in it! For 60-some years, it had been held captive by the planking and deck — and had never leaked! Since Stone's Boat Yard was always known for its meticulous attention to detail, it could only be speculated that perhaps they were fitting the transom when the '06 Earthquake happened and, in the confusion afterward, simply forgot to put fasteners in!

Yankee's most radical surgery occurred only a few years ago. During an insurance survey in 2000, some rot was discovered in her stem, then in frames, then in more frames. What began as a week-long freshen-up turned into a massive 18-month wood marathon. She was placed in her own shed at KKMI Boat Yard where she underwent, among other things, an almost total rebuild of her bow, including removal and replacement of a good 20 feet of her stem. The family has high praise for the fantastic restoration work the yard did, and yard personnel expressed appreciation at the number and enthusiasm of extended Yankee family members who showed up regularly to get their own hands dirty.

They are all part of a limited liability company formed when, about 10 years ago, Yankee passed into the third generation of Ford (and their extended families) ownership. The LLC simply states that each family member — there are around 50 at last count — are part owners of the boat, and have certain responsibilities. Some contribute money, some contribute sweat equity, some fix lunch. So far, it has worked out incredibly well. There are of course good years and bad years, "but when something comes up that needs to be done, it gets done by those who are able at the time," says McNeill.

John McNeill and Dick Ford (Dick is Bob's son, John is Dick's brother-in-law) currently manage the LLC. Jerry O'Connell also contributed much in the last decade, as did fourth-generation participant Ray O'Neal. In fact, Ray was expected to eventually take the reins until his tragic accidental death at a construction site two years ago.

For the rest, life goes on and life — at least life aboard Yankee — is good. "Turns out we're all from Scotch-Irish families and everything you've heard about the Scotch and Irish and their fiery family feuds is true," says McNeill. "Our only neutral ground is that boat. When you step aboard *Yankee*, everything else gets put aside."

One has to wonder how anyone has time for family squabbles in the first place. *Yankee* sails regularly, and the crew philosophy seems to be 'the more the merrier.' She also still races — and still wins. The latest awards in her collection are the Billiken Trophy (fastest elapsed time gaffer) and a handsome clock/barometer combo for second in division, both from last year's 2005 Master Mariners Regatta. With the boat once again as fit and trim as the day she slid into the water at Stone's a century ago, there will likely be many more.

Happy 100th birthday, Yankee!

— latitude/jr

Readers — Want to see the grand dame up close? You're in luck. Yankee will be one of the celebrity guests at the Strictly Sail Pacific Boat Show (April 19-23) at Jack London Square.

SAN DIEGO TO

The San Diego YC's 1,000-mile race to Puerto Vallarta in late March didn't, unfortunately, turn out to be everything it could have been. Although the fleet



Skipper Dennis Pennell and navigator John Craig of the victorious R/P 50 'Blue Blazes'.

featured many of the fastest sleds and raãng boats on the West Coast, there were only 15 of them, and three were in the Performance Cruising Division. The yacht club's 28th race to Mexico deserved greater partiāpation.

But the really unfortunate part is that the wind didn't cooperate. The big boats got more than a decent start out of San Diego, with the sleds hitting the mid and high teens, but it wasn't long before the hopes for a record run disappeared with the breeze. When a boat such as Doug Baker's Long Beach-based Andrews 80 Magnitude 80 — which has the third fastest TransPac time ever behind the two MaxZ86s — falls to an average boat speed in single digits, as she did on the second day, the course record didn't have to worry about being broken. Indeed, Magnitude's elapsed time of just under 112 hours — an average speed of 8.95 knots — was 18 hours off the record set by Roy Disney's SC70 turbo Pyewacket in '98.

As it turned out, corrected-time honors went to soft-spoken Dennis Pennell and his San Diego-based R/P 50 Blue Blazes (formerly Hasso Plattner's Morning Glory and then Dennis Conner's Stars 'n Stripes).

've been raang for 55 years," Pennell told *Latitude*, "and winning this race was the thrill of a lifetime. It's espeaally enjoyable because many of my crew have been raang with me for over 50 years. The keys to our success were that John Craig, who has been navigating for me for three decades, came up with a great

game plan, and we stuck to it. John's plan was to go wide at the Cape, and that's what we did. It didn't look like such a good strategy for awhile, and we got pretty nervous. But it paid off handsomely in the end, because we were on a hot headstay spinnaker reach doing 12 and 13 knots to the finish while the others had a serious case of the slows."

The weather conditions in Mexican races are often capriãous, and nobody

suffered more from it at the end than did Northern California's only entry, Jim Gregory's Schumacher 50 Morpheus. Approaching the Punta Mita finish line shortly after dawn, Gregory and crew had to beat to the finish in offshore zephyrs. Had they arrived four hours later, they would have been carrying a chute in a nice onshore breeze. Despite finding themselves in the wrong place at the wrong time, they corrected out second



PUERTO VALLARTA RACE

in fleet by about three hours.

A boat that did charge across the finish line on a tight spinnaker reach — and looked like a million dollars doing it — was Paul Scripp's San Diego-based 79-ft ketch *Miramar*. "We really surged right there at the finish," he said, "as though the boat was doing a broad jump." Under the Americap rat-

ing system, the gorgeous old wood ketch corrected out third in fleet. $\,$

Miramar is a speãal yacht. Designed by Finnish naval architect Jarl Lindblom, she was laid down in Finland in 1943, but had to be moved to Sweden because of the war. She was completed at Plim's Shipyard, but not until 1953, and for

Spread; Paul Scripps' 79-ft ketch 'Miramar' on the tightest of spinnaker reaches. Spread; 'Blue 'Blazes' showing her winning form. her second owners, the Harry Grebs family of Toronto. After being cruised on the Great Lakes until the '60s, she was purchased by British Columbia newspaper publisher and yachtsman George O'Brien, who raced her in the '69 Tahiti Race and in the '71 TransPac.

It was in that '71 TransPac that the ketch, then named *Mir*, made perhaps the most dramatic finish of any yacht race. While streaking down the Molokai Channel and only about 100 yards from



SAN DIEGO TO



PUERTO VALLARTA RACE



the finish, she was dismasted. But her resourceful skipper and crew cleared away the mess, and powered by a full mizzen flying astern, sailed her *backwards* across the Diamond Head finish line! Fortunately, the entire sequence



Spread and inset left; 'Miramar', carrying a cloud of sail, storms across the finish line. Above; Having picked the wrong time of day to reach Punta Mita, 'Morpheus' had to beat to reach the finish line.

was captured on film.

When newspaper publisher John P. Scripps, Paul's father, purchased the yacht in '73, he lengthened her name from *Mir* to *Miramar*. John campaigned her in many race to Mexico — Ensenada, Cabo, Mazatlan, Manzanillo, and the last Acapulco Race in '74 — until his death in '89. Paul purchased the yacht from his father's estate, and he's mostly cruised her. But he's also done several Ensenada Races, two Anãent Mariners, and had what Paul describes as "the good fortune" to win the '05 McNish Classic.

An interesting feature of the race was the use of the Flagship tracking system. Each boat was equipped with a transponder that reported her position, speed, and heading no less than every three hours. Thus it was possible for non-partiapants to follow very accurate tracks of the boats as they raced down the coast of Baja and across to the mainland. Check out the results at fistracking.com/pv—it's very cool.

-latitude 38/rs

PUERTO VALLARTA RACE RESULTS

AMERICAP 1 — 1) **Peligroso**, Kernan 68, Campbell/Williams, 102.82; 2) **Scout Spirit**, R/P 75, Dave Janes, 103.07; 3) **Medicine Man**, Andrews 61, Bob Lane, 107.55; 4) **Magnitude 80**, Andrews 80, Doug Baker, 111.73.

AMERICAP 2—1) Mongoose, SC70, Dennis Conner, 96.62; 2) **Pendragon 4**, Davidson 52, John MacLaurin, 100.12.

AMERICAP 3 — 1) Blue Blazes, R/P 50, Dennis Pennell 88.99; 2) Morpheus, Schumacher 50, Jim Gregory, 91.96; 3) Miramar, Lindblom 79, Paul Scripps, 93.04; 4) Lucky Dog, Bruce Shanner, J/125, 96.53; 5) Rum Funny, J/133, Bud Suitor, 105.16.

PERFORMANCE CRUISING: 1) lataia, Marcos Rodriguez, Beneteau 36.7; 2) Free Range Chicken, Perry 59, Bruce Anderson; 3) Brand New Day, Jim Madden, J/65.

PACIFIC PUDDLE JUMP '06

Many have the dream, but few fulfill its challenge.

Walk any dock, talk to any longtime sailor, and the odds are better than 50/50 that he or she has long dreamed of becoming a bluewater passage-maker — of simply casting off the shackles of the workaday world to live the life of a modern-day vagabond. In reality, though, relatively few ever get beyond the pipedreaming stage.

It takes strong convictions to leave the comfort and security of life ashore behind in pursuit of the cruising life. The folks you'll meet in these pages have done just that. We think of them as 'the lucky ones' whose thirst for adventure has inspired them to tune out the voices of practicality and make the necessary sacrifices to get 'out there', voyaging under sail. As you read this, many of them are now chasing the setting sun over the horizon en route to eye-popping landfalls at the fabled isles of the Marquesas.

We like to call the annual springtime migration from the Mexican mainland to the outer islands of French Polynesia the Pacific Puddle Jump. This 3,000-mile trip can be gruelling and exhausting, yet also exhilarating beyond imagining; a series of highs and lows that are dramatically accentuated by the sheer magnitude of the journey. This is, in fact, the longest patch of open water a sailor will face if he or she circumnavigates the globe via the tropics.

As in years past, we flew down to Puerto Vallarta in late February to meet as many of this year's fleet members as possible. At a kickoff party held in their honor at the Vallarta YC — cohosted by Latitude, the Club and Paradise Village Resort and Marina — we spent time with each crew, learning about their cruising ambitions and the inspirations which helped nudge them toward this bold

Unlike some, John and Donna know exactly what they're getting into.



adventure.

Meanwhile, a second group was staging for departure 200 miles to the south at Zihuatanejo. We'll profile them in these pages next month.

Now, however, let us begin introducing you to the Pacific Puddle Jump Class of 2006:

Kohilo — Hans Christian 33 John & Donna McVea, Seattle

As many Puddle Jumpers head west, they question whether they'll like this new lifestyle of ocean voyaging. But not John and Donna. They've both been adequately 'road tested' on previous trips.

From '95 to '97, John, a lifelong sailor, crewed for Jerry and Sue Knecht aboard their Moody 42 *Nightwatch* during their fast-paced circumnavigation.

Many years ago, Sue took off cruising with her husband, who'd been given only a year and a half to live. She loved the cruising life and, amazingly, it bolstered her husband's health. They cruised together for nine years along the Eastern Seaboard and Caribbean before he passed.

Years later, in 2004, Donna and John found each other via www.match. com. We suspect that they felt a special connection right from the start. Seven months later they bought this boat, with the intention of cruising together; they were married last April and headed south in August.

At present the game plan is to islandhop to Australia, then circle back home. However, Donna says she's curious to see "if John can talk her into going further."

Nereid — Valiant 40 Ray & Judy Emerson, Anchorage

One of the pleasant surprises when getting acquainted with this year's batch of Puddle Jumpers was learning that there were two vintage Valiant 40s on the roster, one crewed by an eager young sailor and his lovely wife, and the other crewed by his spunky parents. We're told they will more or less cruise in tandem, yet both couples joke that they are glad they have their own boat to retreat to!

Ray, a marine biologist by profession, claims that a novel he read in the mid-'60s first got him thinking about voyaging. He tested his enthusiasm when he got a chance to crew aboard the famous 76-ft racing ketch *Kialoa II* on a post-TransPac delivery from Hawaii to Fiji



If you see two Valiant 40s rafted together, it's probably Ross, Laura, Ray and Judy.

— but that trip was not all fun. What really got his cruising juices flowing, though, was a father and son bareboat charter through the San Juans years later. Right after the charter, while the



CHASING DOWN THE SUN

inspiration was still burning in both Ray and his son Ross, someone introduced them to Valiants, and before long they each bought one.

It has taken a while for Judy to warm up to the cruising idea, but after three years of living aboard, she is now fully committed. To those guys whose wives are reluctant, Ray offers the following: "Just get her to go along with it for a while, and let a quiet passage on a moonlit night work its magic."

New Dawn — Valiant 40 Ross & Laura Emerson, Anchorage

You've gotta like Ross and Laura's

Alaska, Laura was into winter sports, but not watersports. So when Ross -who learned to sail while attending UC Santa Cruz — suggested that they take their honeymoon aboard a sailboat, she initially said, "No way!" Eventually she gave in, though, and two weeks after returning from a glorious honeymoon charter in the British Virgins, she asked Ross when they could depart on a world

Two months later they bought New Dawn — sistership to Ross' parents' boat and moved aboard the following spring (April 2004). Then, last spring they set sail, first from Washington to Alaska, then south to Mexico.

They hope to be in New Zealand by Christmas, but their plans now are



Mexico to

Pacific

Puddle

Jump

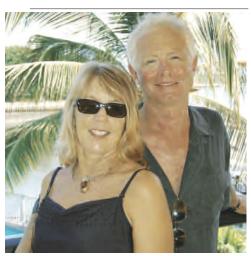
PACIFIC PUDDLE JUMP '06

as a means for him and his bride "to develop as a couple in ways that are rarely encountered on land."

Arctic Fox — Valiant 40 The Bowie Family, Portland, OR

Young Cameron, 11, says he's known since he was a little kid about his parents' dream of voyaging under sail. Although he misses his friends back home, he's made friends with several other cruising kids and hopes to reconnect with them again during his travels. He'll be homeschooled along the way, and the plan is to return within three years — in time for Cameron to start high school.

Although the whole family seems equally committed to this adventure today, apparently it was Tom (aka Dad) who's had fantasies of bluewater cruising in the South Pacific for decades. It took a bit of coaxing to get Cynthia (Mom) to sign off on the plan, but at this point the whole family is rarin' to go. Plan A is to get to the Marquesas, then assess whether to head for 'Oz' or Hawaii.



"Say Paddy," says Alison, "how about sailing me to Australia. That cruise ship was a drag."

Zafarse — Baltic 42 DP Paddy & Alison Barry, Australia

We thought the term 'zafarse' sounded African, but it's actually Spanish, meaning 'to break away'. And that's precisely what Paddy and Alison are about to do.

Theirs is not a typical story, though. Alison, a native Australian, crossed to the U.S. aboard a cruise ship on a one-way ticket. It was after meeting Paddy, a lifelong boater, that she first got into sailing. "You could say I jumped in with both feet," she says in her delightful Aussie brogue.

Paddy proposed recently at La Cruz, and they plan to tie the knot, so to speak, upon arrival in the Marquesas. After-

wards, he'll sail her home to Byron Bay, Australia — the home, incidentally, of Crocodile Dundee.

Lawur — Ron Holland 43 The Schmid Family Santa Cruz

You've got to admire Robert and Niki. They had the guts to leave good jobs in high tech in order to pursue their dream of cruising with their kids, Sebastian, 9, and Benjamin, 6. And they're only one of several families heading 'out there' this year. These kids have become good buddies with the Martin kids of *Ohana Kia*. "In fact," says Robert, "The Schmid and Martin families hang out

together so much folks are starting to refer to us as 'the Schmartins!"

Robert and Niki, both now in there late 30s, are originally from Austria, but came to Santa Cruz with the high tech boom. They'd windsurfed in Europe, but their initiation to (boat) sailing was here on the Left Coast, with lessons at Pacific Yachting and Sailing.

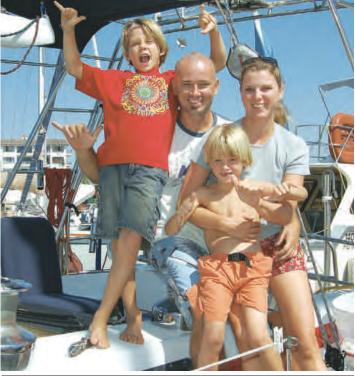
For now, the family is keeping their cruising plans flexible: "We'll go until we run out of fun or money."

Serenity — Westsail 32 Eva & Jim Moresco San Diego

Among this year's Puddle Jumpers, this bright young couple is probably the most unlikely pair to find themselves sailing west over the horizon. But we give them a lot of credit for their fortitude — and their willingness to admit some embarrassing moments.

What Eva and Jim lack in experience, they make up for with youthful exuberance.





With their sweet boat to take them, the Schmids might eventually sail back to Europe.

Their cruising fantasies began when Eva read *Dove*, the epic novel about a young kid singlehanding around the world. She soon gobbled up more books on voyaging and slowly coaxed Jim to share her dreams.

They were both graduate students in neuroscience back in January of 2002, when they made the decision to cruise the South Pacific. Having now achieved their PhDs, they bought this sturdy Westsail just last spring. "We were real novices at the time," admits Eva. "We were embarrassed to tell the boat broker that we didn't even know how to motor the boat out of the slip!" Thankfully, they've learned a lot since then, and are now heading west with cautious confidence. Hopefully Lady Luck will smile down on them.

Laule'A — Perry 47 Will Cloud, San Francisco

Here's another aptly named boat. Laule'a means freedom in Hawaiian.

Will, a retired computer guy, knows a thing or two about the cruiser blues. An aborted attempt to go cruising with his wife in 2001 eventually led to divorce. Sometime later, however, he fell in love again, and that relationship brought him to his current 'mission': His plan is to sail all the way to Thailand to reconnect with his Thai sweetheart. Eventually, they'll cruise on further from there.

Will was a California beach kid who learned to sail at age 10. He tells a great story about getting swept out to sea from

— CHASING DOWN THE SUN

Seal Beach by a strong breeze aboard a heavy wooden rowboat. He spent a terrifying, yet exhilarating night at sea and, he recalls, "I rowed into Catalina's Avalon Harbor the next day with the pride of Columbus arriving at the New World."

Crewing on the trip west will be Scott McGee, a singlehander who tragically lost his boat and everything he owned in a blow at Santa Barbara last year.

Scot Free — Bruce Roberts 36 Gerry & Donna Beauregard, Victoria

After two years cruising Mexico,

Gerry & Donna figure they're ready to jump the big puddle, and will keep going "as long as we both have more good days than bad."

Although he grew up in landlocked Saskatchewan, Gerry's been dreaming of sailing the South Pacific since he was



Gerry and Donna will have their adult son along as crew.

a kid. Donna, a native of Vancouver, grew up near the water, but it took a bit of convincing to get her to commit to this adventure. "When we decided to go," recalls Gerry, "our whole family thought we were crazy — and they still do!"

In contrast to many Jumpers who hopscotch across the Pacific in one season, Gerry and Donna plan to spend at least two seasons in the islands en route to Australia, in order to see as much as possible. Joining them on the passage to French Polynesia will be their adult son Klinton.

La Lynn — Aries Roughwater 32 Ken Wood, Richmond

Having met Ken on the Baja Ha-Ha

this year, we've come to think of him as quite a remarkable guy, and not just because he's eager to singlehand across 3,000 miles of open ocean.

He survived a bout with polio at age three, but,



In our book, Ken is one gutsy guy.

tragically, it came back to haunt him in recent years — a condition called Post

Polio Syndrome which attacks nerve pathways and muscles. He's got the green light from both his doctor and his family, however, to pursue a complete circumnavigation. His wife and two adult daughters will join him for stints along the way.

Ken considers his father, a Columbia River sailor, to have been his inspiration for this trip. It is a touching tribute that Ken is now carrying his olman's ashes, and plans to spread them along the ecuator. "Try to do this before you get older," says Ken. "And don't worry

about money. Worry about your health and happiness."

Dawn Treader — Contest 48CS Hal & Joan Kraft, Dana Point

"Since I now reside in New Zealand," explains Hal, "I figured this would be a great way to get the boat there, and have some fun doing it." Hal and Joan's game plan is a bit different from most other PJers. After reaching French Polynesia, they intend to base *Dawn Treader* in Raiatea for a season or two, flying out from

New Zealand occasionally to enjoy the Tahitian islands. Later, they'll continue to explore other South Pacific islands, eventually making Auckland the boat's homeport.

Hal seems to have fully embraced the Kiwi spirit, as he offers, "Anyone traveling to the Auckland area of New Zealand should feel free to look me up. I will try to give you a warm Kiwi welcome when you sail into port."

The Krafts will have a full contingent of able crew for the passage to French Polynesia, all of whom have extensive offshore experience. They are: Tony DeWitte, John Berol and Kenzie Lobacz.

Sohcahtoa — Lafitte 44 Stewart, McNeese & Smith, Seattle

Even though it's been a long time since we sat in a geometry class, we could swear we never heard the term 'sohcahtoa'. Nevertheless, this threesome insists that its origin is in geometry. They ought to know. Jeff Stewart, Casey McNeese and Matt Smith are all engineers.

They were college buddies, who conceived the idea of circumnavigating even before graduating. The small problem of not knowing how to sail was overcome by taking lessons from



Will Jeff, Casey and their buddy Matt still be friends when they reach Hiva Oa? We say yes.

Windworks. They went to work for three years to finance the boat and the trip and "escaped before we all had houses, wives and kids."

For offshore experience they resorted to on-the-job training: "We sailed 10 days nonstop from Neah Bay to San Diego." Their message to the wannabes back home: "You don't have to be retired to do something like this."

Bold Spirit — Passport 40 Jeff O'Neill & Kathi Bailey, Seattle

Jeff and Kathi have only been married for five years, but they've each dreamed of long-range cruising for as long as they can remember. Their exotic wedding

A couple who dreams together is bound to stay together. Jeff and Kathi are two of a kind.



PACIFIC PUDDLE JUMP '06



in Greece — accompanied by 30 close friends — was apropos of their current adventure. They spent their honeymoon cruising on a charter boat, and hope to return to those waters during their proposed circumnavigation.

"It takes a lot of sacrifice to do this,"

says Jeff. They sold their house and most of their possessions to make the trip possible. "But now," he muses, "we've got a home on the waterfront and can change our view anytime we want!"

They'll have some young talent on the passage to French Polynesia: Kathi's 23-

year-old daughter Bailey — a hot sailor who races in Hawaii — and family friend Jessica Fine, also 23.

Ohana Kai — Catalina 42 The Martin Family, Pt. Orchard, WA

We almost missed meeting Bruce and Lisa and their sons Tristan, 10, and Matthew, 7, as they'd had to rush home suddenly when Bruce's dad suffered a heart attack. But grandpa wasn't about to let his minor setback quash the adventurous plans of the *Ohana Kai* crew. His orders were for them to get on with it — perhaps so he could enjoy it vicariously through them.

This handsome family is, of course, the other half of 'the Schmartins', mentioned earlier. What was their inspiration for 'unplugging' from the mainstream and heading west? "We just wanted to spend as much time together as possible with our two boys, exploring and experiencing this world." Having left Washington last summer, they plan to island-hop to New Zealand this season



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The Martins are on orders from Grandpa to get out there and explore the Pacific.

then reassess their options.

They offer this thought to would-be future cruisers: "All who wander are not lost.'

Piper — C&C 40 Erhard & Ann Herrmann, Vancouver

We didn't have a chance to meet Erhard and Ann at Puerto Vallarta, but we were happy to receive their info via the magic of email. This happily retired couple first delved into the cruising life

CHASING DOWN THE SUN

in the late '60s. Then in '75 they bought a Morgan 34 in Florida and sailed her all the way home to B.C., via the Clipper Route to Hawaii.

Over the years they've had several other boats, but this sturdy C&C seems to be a keeper. They did the Victoria to Maui Race in 2002, then set off to Mexico. Last summer they returned from yet another

trip to Hawaii, repainted the boat and sailed south again. But this time they'll venture farther west, to Polynesia, then keep cruising for what Erhard hopes will be "a long, long time!"

"I think we are just dreamers," he says, "and our dream is coming true."

Sisiutl — Gulfstar 44 Bob Bechler & Brenda Maddox Seattle

Bob has logged over 20,000 miles since leaving Seattle in 2002, and his smile seems to get a little broader every time we see him. "I absolutely love passage-making," he confides, "the solitude, the challenge, the deep ocean swells, and hitting a little dot on the chart after 3,000

Believe it or not, he met his new love,



In a few weeks you'll find Bob and Brenda diving the reefs of the Tuamotus.

and cruising partner, Brenda, via a sailing website. From the beginning, they had what you might call cyber-chem-

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PACIFIC PUDDLE JUMP '06



La Kelly and El Kelly of 'Moorea' will have to change their pronouns in French Tahiti.

istry, as they had much in common, including similar cruising ambitions. Since Brenda began cruising 18 months ago, she's logged 5,000 miles on the East Coast and Caribbean, plus an Atlantic crossing.

"There is so much to see in the Pacific that we are in no hurry to rush through," says Bob. This year they plan to do a loop through French Polynesia and up to

Hawaii via Fanning Island, doing plenty of scuba diving along the way. "Eventually, our goal is a circumnavigation, but we are in no hurry."

Mooreα — Dufour 35 Kelly & Kelly Waterhouse, Seattle

As this cute, bright-eyed couple ex-

plained, "In Mexico, we're known as El Kelly and La Kelly!"

As a kid, he had the sort of grandparents we all wish we'd had. Every year they would fly Kelly and his brother down to San Francisco and spend the summer sailing the Bay. That inspired him to read the classic tales of great circumnaviga-

2006 PACIFIC PUDDLE JUMP FLEET			
Boat Name	Crew Names	Boat Type & Size	Home Port
Andiamo	Lisa & John Caruso	Wauquiez Pretorien 35	La Paz, Mx
Aquarelle	Diane & Ken Kay	MT-42	Bourne, Texas
Aquarius	Mark & Heidi Ribkoff	Olympic 47 Adventure	Hood River, OR
Blessed Be!	Jessica Stone & Mike Irvine	41 Morgan O.I	Seattle, WA
Blue Sky	Emma & Jim Mather	N/A	N/A
Bold Spirit	Kathi Bailly & Jeff O,Neill	Passport 40	Seattle, WA
Capaz	Tod, Juli, Jake & Zack Cordill	Perry 48	Portland OR
Carpe Vita	Mike & Mary McCluskey	Shuttleworth 44 cat	Eugene OR
Dawn Treader	Hal Kraft & friends	Contest 48CS Sloop	Dana Point, CA
Endeavour	Kim Sherback & Linda Tait	Bruce Roberts 40	Vancouver BC
Kavenga	Steve & Kay Van Slyke	Lord Nelson 41	Gig Harbor, WA
Kohilo	John & Donna McVea	Hans Christian 33	Seattle, WA
	Dave Kane, Karl & Julie		
Laule'a	Will Cloud, Scott McGee	Perry 47	San Francisco. CA
Lawur	Niki, Robert, Benjamin, Sebastian Schmid	Ron Holland 40	Santa Cruz, CA
Long Tall Sally	Greg & Penny	N/A	N/A

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— CHASING DOWN THE SUN

tors such as Bernard Moitessier, but with the responsibilities of adulthood he thought he'd never realize his own voyaging dreams.

Much to his surprise, when he introduced La Kelly to sailing, she loved it and soon encouraged the dream of cruising together. So for the past three years

they've lived aboard and have now 'sold the ranch' in order to circumnavigate. Along the way, their boat's namesake island, Moorea, will be a must-see stopover, but mostly they intend to seek out solitude in lesser-known, out-of-the-way places.

Boat Name	Crew Names	Boat Type & Size	Home Port
Maggie Drum	Joe & Cindy Barnes	Whitby 42	Anacortes, WA
Neried	Ray & Judy Emerson	Valiant 40	Anchorage, AK
New Dawn	Ross & Laura Emerson	Valliant 40	Anchorage, AK
New Horizons IV	Wolfgang Boehle, Eddie Hepp	Kelly Peterson 46	Coronado, CA
<i>OZ</i>	John Pasternak & Audrey Schnell	Talisman Sloop 37	Port Towsend, WA
Ohana Kai	Bruce, Lisa, Tristan & Matthew Martin	Catalina 42	Port Orchard, WA
Ranger	Paul & Marie Miller	Island Packet 40	Marina del Rey, CA
Raven	John & Heidi Bollinger	Nauticat 52	Madison, WI
Sandpiper	Tom & Amy Larson	Yorktown 35	Oakland, CA
Sarabi	Barry & Karen Philbrook	custom cat	Victoria,BC
Scot Free II	Gerry, Donna & Klinton Beauregard	Bruce Roberts 36	Victoria, BC
Sensei	Chris & Claire Mellor, Kelley Montana	Norseman 447	San Francisco, CA
Serenity	Eva & Jim Moresco	Westsail 32	New Haven, CT
Sisiutl	Bob Bechler & Brenda Maddox	Gulfstar 44	Portland, OR
Whistle Wing V	Mike Chase/Joe Mobley/Jack Oliver	Peterson 49	Honolulu, HI
White Swan	Bob & Dianna Denny	Cape George 36	Port Townsend, WA
Zafarse	Alison & Paddy Barry	Baltic 42	San Diego, CA



After exploring the depths, Claire, 10, of 'Sensie' show off her treasure of the day.

Sensie — Norseman 447 The Mellor/Montana Family San Francisco

Both Chris Mellor and his wife, Kelley Montana, admit to having an ailment which afflicts most Puddle Jumpers: "We have this lifelong virus running through our veins which loves sailboats and most things nautical. We can't get enough of them."

They bought Sensei just a year ago



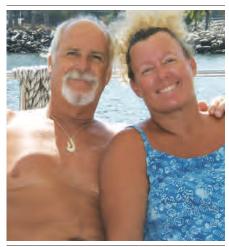
PACIFIC PUDDLE JUMP '06

and, to hear them tell it, worked nonstop to get her ready for the Baja Ha-Ha last fall. The couple had done quite a bit of recreational sailing over the years, but they credit Tradewinds Sailing of Pt. Richmond for helping them fine-tune their skills. Chris did the '03 TransPac aboard the company's Catalina 38, Barking Spider, which won her class.

The other members of the Sensie crew are daughter Claire, 10 and Mrs. Kily Rodriguez, a one-year-old feline whose acceptance on the crew roster was "a bribe to Claire so she would agree to cross an ocean." The family expects to island-hop to New Zealand this season, then circle back north again as weather permits, eventually arriving in Australia, where they'll reassess.

Po'oino Roa — Kelly Peterson 44 Jerry & Kathy McGraw Newport Beach

This duo has got to be one of the most colorful and fun-loving couples in this year's fleet. Jerry's face is probably familiar to many West Coast sailors, as he spent 27 years working for the harbor



Crazy in the head? Naw, we'd say Jerry and Kathy's plan makes perfect sense.

department in Newport Beach. Kathy, who holds a 100-ton license, ran a business and taught sailing.

Their cruising career began in 1999 when they headed south aboard their Ericson 32. It was a bit too small for comfort, though, so when they returned to Newport a couple of years later they upgraded to this late-'70s cruiser. They headed to the sunny latitudes of Mexico

again with the 2004 Ha-Ha. It was then that we learned the meaning of *Po'oino Roa*, which translates as "very crazy in the head" in Tahitian.

So now they're headed west with flexible plans. No doubt they'll receive a warm, but perhaps cautious, welcome when they reach French Polynesia. On the crossing, longtime friend Kurt Sanders will be along as crew.

We'll take a break here, but will crank out another installment of Pacific Puddle Jumper profiles next month — primarily those leaving from Zihuatanejo.

Sure, we know. You wish it was you that was setting off for distant shores where coco palms sway and tropical fruits are free for the taking. But perhaps your time will come one of these days. And when it does, we'll be more than happy to give you your 15 minutes of fame in these pages. Until then, though, we suggest you enjoy the journey vicariously through these lucky souls.

_ latitude/aet

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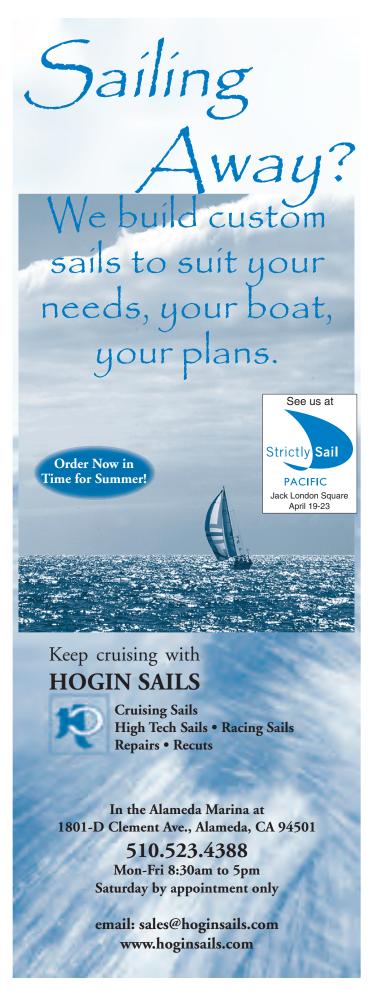


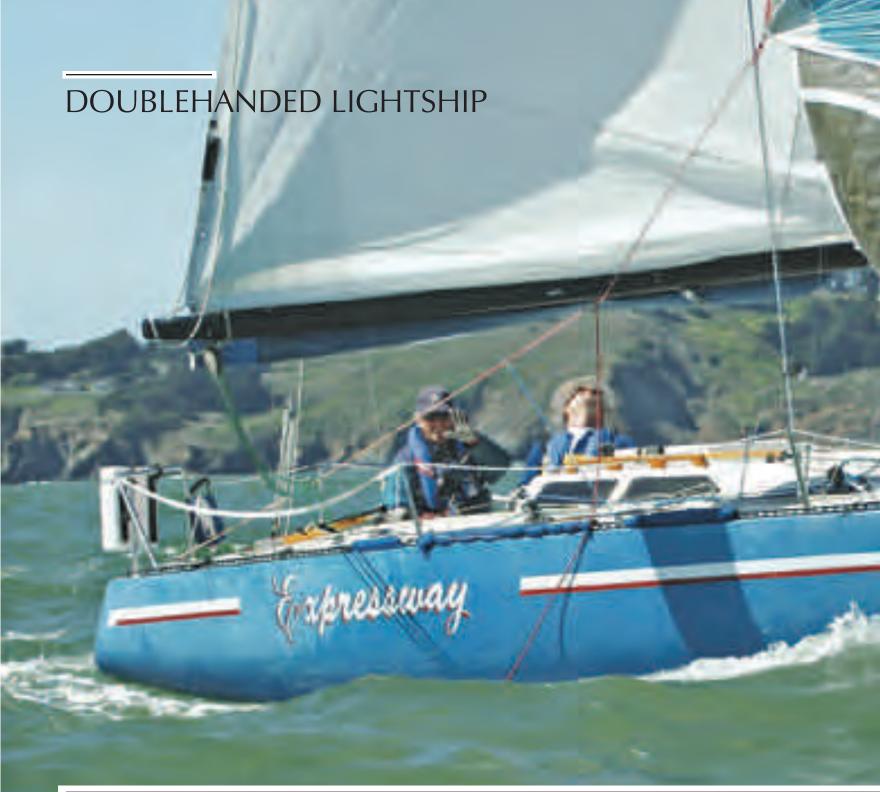
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You've got to ask yourself, 'Do I feel lucky?' Well, do ya — punk?"

— Dirty Harry

The weekend of March 18-19 was a sunny oasis in a month awash with rain. That was luck enough for most local sailors who crawled out of hibernation to sail the Bay. But perhaps the luckiest were the 64 sailors on 31 boats who started Island YC's annual Doublehanded Lightship Race.

The DHL course is about as straightforward as they get: start off the Golden Gate YC, sail out 11 miles to the Light-

bucket, round it and sail back to finish in front of the club. What makes the race interesting is the degree of skill — or luck — you have trying to work the wind and current to your best advantage.

2006 marked the silver anniversary of the Doublehanded Lightship. Credit Paul Mazza of BAMA (the Bay Area Multihull Association) for creating the race back in 1981, and credit Island YC for carrying on his tradition of donating all proceeds beyond operating expenses to helping find a cure for cerebral palsy.

As far as we know, this is the only annual event which supports a charity so generously and, once again, we applaud everyone involved.

Getting back to the luck-strategy thing, DHL racers aren't the only ones who contemplate the wind and waves every year. IYC's race committee, headed by Joanne McFee, also has decisions to make. For example, if it's going to be really gnarly outside, she can initiate Plan B, which is to send the fleet on a Three-Bridge Fiasco course (rounding Angel Island, Treasure Island and Southampton. It's been done before (last year,



race, the weather forecast outside the Gate called for 25-30 knot winds and 15-ft seas.

Saturday dawned clear and flat inside the Bay, and though the forecast outside hadn't moderated appreciably, the ocean course was given the green light. At 9:05 a.m., the starting sequences for the four PHRF divisions were fired off, one by one, at five-minute intervals.

By 10 a.m., most of the fleet had still not quite made it across the starting line.

It was one of those days. Although it was still ebbing slightly at the Gate at 9, a weak countercurrent flooded along the shore. That, combined with about 1 knot of wind, conspired to keep sails just full enough to counteract the current. The result was an odd sort of 'moving still life' with boats sailing but not moving. Occasionally one would make it over the line on port tack, only to be swept back when they tacked in front of the breakwater. We're pretty sure Green Buffalo

While 3/4 of the fleet hovered around the line for the next hour, a half-dozen lucky ones — okay, really skilled ones — had not only started, most had ridden the last of the ebb under the bridge and were on their way west.

Among the great escapes were Dan Newland's Pegasus XIV, Mike Bruzzone on Desperado and David Kuettel on one of the event's bigger boats, the 38-ft Thompson 1150 Serena.

"The forecast looked scary, but once we got out there, it was great," says Kuet-

DOUBLEHANDED LIGHTSHIP



tel, who sailed with longtime friend Dave Van Houten. "I'd say steady low 20s, not super puffy, and the seas weren't bad at all. As usual, every sail we put up turned out to be the wrong one. But it was a nice day. There was enough north in the wind that it was a reach out and reach back." Serena was the first boat to finish shortly after 12:30 — which was about the same time most of the fleet were just heading out the Golden Gate Channel.

Oteve Wonner and Bren Meyer on the WylieCat 30 Uno were also having a stellar day. "For us, the race was won right at the start," says Wonner. There's an understatement — Uno was the only boat in Division B which actually made it across the line at their 9:10 start. While everyone else was strung out from the GGYC to practically Alcatraz, Steve and Bren flogged their little horse west with the big boys. As with Serena, the light breeze in the Straits piped up to a cool 20 or so and shifted north at Point Bonita. Steve and Bren tacked through only 20 degrees and close-reached on layline all the way to the Lightship. They jibed around the giant buoy (in the old days, it used to actually be a lightship, with a crew and everything), then close reached back in, setting a kite at Bonita when the breeze moderated. They, too, met many boats in their division heading out as they were heading in.

Above, Dave Austin's 'Lil Bear' on the way to a division win. Inset, overall winners Bren Meyer and Steve Wonner of 'Uno'. Below, 45 minutes after the gun, most boats were still struggling to start

Their lead was so big that besides winning Division B, they also corrected out first boat overall.

Two more lucky/skilled ones were Pat Broderick and Michael Andrews

aboard the race's smallest entry, Pat's Santana 22 *Elaine*. Both accomplished 'Tuna sailors (Andrews was last year's season champion), they also managed to get the race's smallest boat across the line on time. But it took almost two hours just to make it to the bridge — a trip that can normally be made in about 20 minutes. By the time they got out into the ocean, the conditions were quite a bit different than the moderate stuff encountered by the earlier boats.

"It was just exactly what the weather forecast said. 22-25 knots from the NNW and big swells," says Pat. who has done more of these races than he can remember. but never did better than third on the Newport 30 he used to own. By mid afternoon, it had gotten even bigger



— GREAT DAY IN THE MORNIN'!



and windier (one boat recorded a sustained gust of 34 knots.) But by then they were going with it and having a helluva ride.

"According to the GPS, we were doing a consistent 12-13 knots over the bottom, and once hit 15!" says Pat. And that was with just white sails. Once they got in the more moderate breeze inside Point Bonita, they set the kite and ran for home, crossing the finish line at 3:30.

"I had no idea how we did because we never saw any of the other boats in our division. We didn't know if they were behind us or in front of us."

The capper for a great day of spring sailing was learning that they had not only corrected out for Pat's first first place in the DH Lightship, but that they had beaten the fastest boat in the division boat-for-boat.

We don't know if it was just the day, the sun — or the first sail after a

long, wet, cold winter exile, but every participant we talked to or heard about had high praise for the race — even the three boats that DNF'd. (One had to turn on their motor to prevent hitting the South Tower after the wind died.) John Harold, sailing his Hunter 340 *Impulse* in his and the boat's first race ever, called in after his DNF to say he had a *great* time.

When you get right down to it, win or lose, isn't that what sailboat racing is all about?

DIVISION A (Sportboats) — 1) **Desperado**, Express 27, Mike Bruzzone; 2) **Pegasus XIV**, Newland 368, Dan Newland; 3) **Mirador**, Antrim 27, Jodie Harris. (8 boats)

DIVISION B (PHRF <135) — 1) **Uno**, WylieCat 30, Steve Wonner; 2) **Auspice**, Schumacher 40, Jim Coggan; 3) **Eurydice**, Custom Ross 930; 4) **Punk Dolphin**, Wylie 39 custom, Jonathan Livingston. (11 boats)

DIVISION C (>136) — 1) **Elaine**, Santana 22, Pat Broderick; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Hurrah**, Yankee 30, Jon Rollen. (4 boats)

DIVISION D (multihulls) — 1) **Lil Bear**, Corsair 31R; 2) **Origami**, Corsair 24, Ross Stein; 3) **Wingit**, Corsair F-27. (3 boats)

Complete results: www.iyc.org.



MARINA SAN CARLOS

In 1978, Latitude 38 was barely a year old, cruisers navigated with things called sextants, and most of the Pacific



Tere and Ed Grossman.

Coast of Mexico was populated by sleepy fishing villages. Cabo's inner harbor was a small boat anchorage, Marina Vallarta was a swamp, and the only moorage in Mazatlan was at Club Nautico, on a buoy next to sport fishing boats. The only real marina between San Diego and Panama was the Acapulco Yacht Club.

What a difference almost 30 years can make. In 2006, the former 'sleepy' coast has awakened to the hum of modern, upscale marinas that rival, if not surpass, most of what we have back in the Bay Area.

Many factors and persons are responsible for this. Certainly, the influx of cruising sailors from the West Coast that make the yearly migration south to warmer waters has fed this growth. You

And few could argue that when it comes to accommodating sailors in Mexico, from 10-year cruising permits to what must be the biggest dry storage yacht facility in the world, the Grossman family of San Carlos, Sonora, has led the way. This is the story of that family, their long association with boats and boaters, and their tireless efforts to help make boating in Mexico what it is today.

Ed Grossman was born in New Jersey in 1936. When he was 9, the family moved to Mexico, where his father and grandfather founded Grossman Laboratories, a pharmaceutical business, in the late '40s. (The company, which still exists, is now called USV Grossman and is owned by Revlon.) Ed shuttled between schools in Mexico and Los Angeles — finishing grammar school in Mexico City and high school and college in L.A. — before returning to Mexico. He began working at the family business in 1960 and by 1964, at age 28, became company president.

By this time, Ed was also an experienced boater with many coastal powerboat passages under his belt. Most were aboard the family boat, a 54-ft Chris Craft named Reina Rosilee which his father had purchased in Miami in 1951. A teenage Ed helped him deliver it to Veracruz, and later to Acapulco, where his father became one of the first members of the yacht club. Ed later made many trips between Acapulco and Los Angeles on the boat, as well as skippered boats for other owners. Eventually, he obtained a Mexican skipper's license. As far as we know, he remains the only American to have earned this unique license.

Marina Seca Dry Storage can handle 500 boats, 90% of which are cruising sailboats.

don't even have to retire or quit your job anymore. With such advancements as the internet and WiFi, 'commuter' cruisers can even take their jobs with them, or work part time and cruise part time.

But there have also been individuals and groups who have had a significant effect on the development of yacht facilities in Mexico, especially for sailboats. Ed was also an avid diver in his youth, and belonged to a scuba diving club in Mexico City. One of the members was a flight attendant named Marina Teresa Celis, known to her friends as 'Tere'. Beautiful, well-educated and multilingual — she had been educated



in Rome and Paris and spoke four languages — Tere was also an avid diver and water skier.

Back before Cancun became the diving center of the universe, their club organized a 15-day dive expedition to nearby Akumal. There were no roads in that part of Mexico at that time, so they had to fly from Mexico City to Cozumel, and then cross to the coast in an old shrimper. "It was full of cockroaches", Tere remembers, and a far cry from the five-star diving and cruising accommodations in that part of Mexico today. Despite the hardships, Ed and Tere fell in love with the area — and with each other. Three years later, they were married.

For their honeymoon, the couple decided to load some friends aboard Reina Rosilee and run up to L.A. A week after departing Acapulco — on April Fool's Day, 1968 — the plan started to come apart. And so did the boat.

"We had been pounding into heavy

— A FAMILY AFFAIR



a marina, but found that suitable property for sale in Baja was hard to come by. A friend told them about a place near Guaymas on the mainland that had similar landscape to Baja, but was even better, as it was closer to the U.S. border and had much better roads. Ed and Tere flew to San Carlos in 1975 to check it out.

"Water was coming in like a fire hose."

The Grossmans liked what they saw, but the decision to pursue the property was the easy part. It took a year of negotiations to secure ownership, and several more years of wrangling with the Mexican Government to get a permit to build a marina. Why so long? Seems the Government had never actually issued one before! Thus Marina San Carlos eventually became the first 'official' marina in Mexico. (According to Tere, 70 marina permits have been issued in the years since, but only 35 marinas have actually been built.)

While they were working on getting

Above, picturesque Marina San Carlos is now flanked by expensive homes. Right, Marina Seca Dry Storage is a short trailer-ride away.

seas, 20-ft breaking waves for most of the day," recalls Tere. "Around midnight, Ed woke me and said, 'Honey, you'd better pack' — as if we were going on a little trip!" The 'little trip' was to launch the boat's two dinghies and climb into them. The old Chris had sprung a bow chine and "water was coming in like a fire hydrant." Ed only had time to get off a few quick maydays before Reina sank out from under them in about 15 minutes.

There were 10 people altogether in the two small boats (three other couples and two crewmembers). They were 25 miles offshore, in cold, storm-tossed seas, and had no idea if any ship or shore station had heard their calls. Some honeymoon. "We were afraid that even if we made it to shore, we would be in the middle of a desert and die anyway," remembers Tere. Fortunately, someone had heard their calls, and after three days adrift, they were picked up

by a NOAA Research ship en route to Los Angeles.

To put it mildly, some couples would have taken the experience as a bad sign. Not Ed and Tere. Within two weeks of stepping ashore in LA, they had bought a new Grand Banks 42 trawler, aboard which they enjoyed many more years of cruising in Mexico and Central America.

The place that kept drawing them back was the Sea of Cortez. Like John Steinbeck and many others who had come before, Ed and Tere fell in love with the Sea and the rugged beauty of Baja.

They decided to buy land and build

their permits and building the marina, the Grossmans were also busy building a family. Daughter Heidi was born in 1970 and Kirsten ('Kiki') followed four years later. The spectacular landscape of San Carlos was the young girls' backyard.

To Ed and Tere, San Carlos was not so much backyard as field of dreams. More

MARINA SAN CARLOS

ALL PHOTOS JOHN SKORIAK EXCEPT AS NOTED

than once they wondered if they were doing the right thing. But eventually, 'they built it', and boaters came — by the hundreds. So many that the paint on the marina was barely dry before Ed conceived the idea to offer dry storage to

cruisers. Work began immediately on a piece of land a half-mile from the marina, and, in 1993, Marina Seca Dry Storage opened its gates. The 11-acre parcel, surrounded by a secure fence, can handle more than 500 boats, 90 percent of which are cruising sailboats.

The Grossmans hired many local fishermen and farmers to help build both the marina and dry storage areas. A number of them stayed on to help run the facilities. Several, including cur-

rent transport coordinator Jesus Salas, have been with him over 20 years.

What's a transport coordinator? The guy who runs what became the next phase of Ed's ever-growing facility.

Having done his share of 'Baja bashes' in his powerboats, Ed realized that the journey home for cruisers was often the least-pleasant part of their experience. And the time commitment sometimes

So Ed came up with a way to transport boats efficiently and reasonably back to the U.S. — overland.

There are few meth-

ods more efficient (or ingenious) than the one he designed to meet this challenge. The boats are hauled out quickly and efficiently on Marina Seca's specially-built hydraulic trailers (whose six hydraulic pads gently conform to boats up to 50 feet), loaded on Marina Seca's trucks, and transported to Tucson. There the boat is transferred to a US truck to finish the journey to a U.S. boatvard. Since it started in 1995, the service has saved boaters lots of time, money, and no doubt a few marriages.



Hauled from the water by one of Marina Seca's purpose-built trailers, this sailboat gets its mast pulled by a special crane before it heads north.

While Ed was tending to the work at 'home', Tere kept busy acquiring permits and developing governmental guidelines for the pleasure boating industry. During the early years, the Mexican Government began inviting Tere to various meetings as an expert on matters pertaining to boating. In 1989, the Secretary of

Tourism asked if she could organize everyone that had a marina, or was planning one, into an association, so they wouldn't have to deal with each one individually. Tere not only took on the assignment of forming the Association of Mexican Marinas (AMMT), she has been

its tireless President ever since. Among her more visible accomplishments of late are efforts to obtain import permits for yachts, as well as her recent Herculean efforts to eliminate the complicated check-in procedures for yachts. The new,



Big or little, long or short, Marina Seca Dry Storage accommodates vessels of every size and description. Almost all are sailboats.

simpler check-in rules were implemented just last April.

For Ed, now 69, and Tere — who is, well, younger — the work never stops. Ed is a hands-on owner who can drive a tractor or haul a boat as well as any of

The service has saved boaters time, money and a few marriages.

his crew. He also flies a plane. He still handles the planning and engineering for the facilities, including the current effort to enlarge the popular 300-berth marina to accommodate demand for boats in the 45 to 60-ft range.

Tere handles their business affairs and, as she puts it, "tries to figure out the big problems, especially with the Mexican Government." In between, she devotes as much time as she can to her three granddaughters, Andrea, 3, Elise, 2 and Sophia, 1.

Heidi and Kiki are following in their parent's footsteps. Heidi, now 36, is in charge of everything related to the Marina and fuel dock. Her husband Grant is from Detroit and, as Tere puts it, is



Kiki and Heidi Grossman are an integral part of the business their parents started almost 30 years ago.

cut weeks off a cruise. As well, sometimes cruisers' plans changed quickly and they couldn't sail their boats home.

— A FAMILY AFFAIR



"in charge of getting the boaters drunk at the Marina Cantina", which he and Heidi own and he runs.

Kiki, 31, is in charge of the Marina Seca Dry Storage and Transport end of the business, as well as the administra-

tion and bookkeeping for all the Grossmans' companies. Her husband, Luis, is well known at the marina for running a boat maintenance business.

Marina San Carlos started as a Mom and Pop operation for a couple who was tired of living in the city, and wanted to be around boats as much as possible. But neither Ed nor Tere could ever have imagined back then how successful their dream would become. Yet despite the success, despite the tremendous growth, Marina San Carlos remains a family business with a family atmosphere — if a boater needs help, Ed and Tere are as likely to step from behind the counter as any of their staff.

As the Grossmans look back at what they have accomplished, and recall the customers they have helped over the years, they still look for ways to make building and operating a marina in Mexico easier, while at the same time making the boating experience more accessible and enjoyable for all of us who venture south of the border.

— john skoriak



2006 BIG CREW LIST -

"Forget all the racing — let's get to the good stuff." If this passed through your water-logged brain when we ran the Racing Crew List, your patience has paid off. You now hold in your hot little hands the Crew List for anyone interested in cruising, daysailing, co-chartering, or boat swapping this summer.

IMPORTANT NOTICE: The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make nor imply any guarantee, warranty

or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

If your name appears here, chances are you already know the drill — look for the listing showing the type of sailing you want to do, decipher the 'code' beside each name using the information in the gray boxes (highlighting the most desirable aspects using a red pen), and then start making calls. Of course, if you're listed here, you will most likely be receiving calls, too.

If you don't have a clue what we're talking about, it's easy enough to figure out. Plus, you don't have to be listed here to take part. If you were late getting your name in, didn't bother, or are looking at your very first issue of Latitude — no problem. All we ask is that everybody wanting to take part in the Crew List first read and acknowledge the disclaimer in the skinny box at the top of this page. Or, as we said in the very first Crew List, which appeared in the April, 1982, issue, "If using this list leads to your getting hurt, killed or married, it's not our fault. If you aren't something of a risk-loving swashbuckler who can handle him/herself in any situation, don't use this list."

So what do you say when you get called or make calls? The interviews you will conduct with your prospective skipper or crew will vary with each situation. Folks hooking up for occasional daysails will naturally remain a lot more flexible than those heading over the horizon for long periods with the same group of people. Here are some general guidelines for the more involved Crew List situations:

If we were looking to crew on a cruising boat, we'd certainly ask a potential skipper about his experience, planned destinations and itinerary - and how flexible those latter two are. We'd ask

about financial arrangements, accommodations, how the watch system works, how much (or little) stuff to bring and what non-sailing duties are expected of the crew - shopping, painting, cooking, etc. We'd ask when the boat was last surveyed, how much the skipper prefers to sail vs. motor, amenities aboard (hot/cold water, refrigeration, etc.) and what primary and back-up navigation systems are used. Don't forget the 'little' stuff, either, like on-board rules regarding smoking, drinking, snacking, playing music, entertaining guests, bathing and so on.

A skipper, of course, will be more concerned with skills, experience level and compatibility. It's worth noting here that, to some skippers, people with little or no experience are preferable to those with lots of sea miles — they're easier for the skipper to 'train' to do things his or her way.

By the way, it's a good idea to make a list of questions, make

copies of that, and pull a fresh copy out for each new 'interview' you do. Otherwise, by the fourth or fifth call, you'll start to fuzz out over who said what. Trust us on this.

The Crew Listing process has put together thousands of crews over the last two decades. Most of them who 'wrote home' told us nice things about their various experiences. Some said it

changed their lives. Some — to the head-scratching of friends and family — quit good-paying jobs they didn't like to pursue low-paying ones in sailing that they did like. Some even got married — and thanked us for it.

 $oldsymbol{A}$ nother advantage to having your name listed here (or last month's Racing Crew List) is that you get in free to the Crew List party. If it doesn't, you're still welcome, but it'll cost you \$7 a head to get in. It will help everyone if you bring exact change. If you haven't been to one of these in awhile, they've grown from relatively low-key get-togethers to multifaceted Events, complete with equipment demonstrations, T-shirt giveaways and the usual no-host bar.

This year's Crew List Party is on Wednesday, April 5, at the Golden Gate YC in San Francisco from 6 to 9 p.m. If you haven't made Crew List connections by then, you'll have a chance to do that at the party — 'Looking for Crew' people and 'Looking for Boats' people wear different colored name tags.

Now for a medley of our greatest Listing tips:

- Call prospective crew or boat owners no earlier than 9 a.m. and no later than 9 p.m.
- If you're looking to crew, be realistic about the commitment involved. Even daysailing often starts early and almost always ends later than you think (the 'time flies when you're having fun' principle). Cruising, of course, requires you to put your life ashore on hold for long periods of time. Plan accordingly.
 - · Be honest.
 - · References. A lot of people, particularly women, appreciate

references before getting onto a boat with a bunch of people they don't know. For skippers, this can be as simple as giving out two or three phone numbers of crew who can vouch for your skills or character (clear it with them first, of course). References might also prove useful for experienced crew looking for new boats.

· Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth.

And the steady hand of experience usually brings better music. Give everybody a chance.

If you're a man, please don't be a jerk to any of the women on the Crew List. (Many of them have chosen to list themselves by first name only in the event any jerks disregard this notice.) Don't tell them moronic things like "sex is required" to crew on

DIRECTIONS TO THE GOLDEN GATE YC

DIRECTIONS TO THE GOLDEN GATE YC

The Golden Gate YC is located in a modern two-story gray building in the San Francisco Marina. From the East Bay, cross the Bay Bridge, get on the Embarcadero and go north. Turn left on Bay and right on Laguna. Laguna turns into Marina. Right on Lyon and follow the parking lot around to the right, past the St. Francis YC and all the parked boats to the very end. Park near the old tower. From the south, take 101 to the Fremont exit. Turn right on Harold Street and go through three stoplights. Left on Embarcadero, then follow directions above. From the north, it's a bit tricky. Take 101 across the Golden Gate Bridge. Bear left after going through the Golden Gate toll plaza and follow the "Marina" signs. The first light as you approach Marina Green is Lyon, but you can't turn left there. So turn right, and another immediate right into the parking lot of the Exploratorium. Bear right. Follow the parking lot to the far end and turn right on Marshall. Pass under 101, then turn right on Mason. You'll now be on Presidio property. Marina intersects Lyon at the first stopsign, and this time you can turn left. Proceed as above. Note that you cannot drive all the way up to the GGYC clubhouse. Park at the far end of the parking lot and walk out the jetty to the club.

SOMETHING FOR EVERYONE

a boat — an actual quote, we're sorry to say. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

• We've been asked to address the issue of shyness, particularly for people attending the crew parties. Here's a suggestion: bring a friend. It's always easier to walk up and start talking to somebody when you have some moral support. It would help if the friend is at least somewhat interested in sailing, and even better if he or she was willing to take part in the Crew List. *However*, if the friend happens to be Johnny Depp or Catherine Zeta-Jones, find a different friend or come alone.

Well, that's about it. The whole thing's pretty intuitive once you get going, and if you're a typical Crew Lister, you'll be doing just the type of sailing you want this summer — and wondering why you didn't try Crew Listing years ago.

— latitude/jr

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW ON A CRUISING BOAT

Alex Peters, 56, (707) 944-0825... .exp 3/wants 5/offers 1(2 wks),3,4,7,8-(teacher; avail. in summer, TransPac. **Benjamin Taylor**, 19, (541) 942-8596, stepbender@att.net... exp 2c/ wants 4,5,7,8,9,10,11 (the world)/offers 1,2,3,4,6,7,8 (woodworking, positive attitude, prefer to crew with Slade Taylor). .. exp 2c/wants 4,7/offers 1,3,4,7,8 (ASA Barefoot Cert.). Bob Macomber, 62, (619) 888-2834, bobarete@prodigy.net......exp 4, SF-SD, Ha-Ha '05 vet, 8 yrs racing/wants 4, Ha-Ha '06/offers 2,4,7,8 (navigation, mitigation, appreciation, communication). Bob Pezzoli, (925) 631-0545, pezzoli@comcast.net... ... exp 3/wants 2,3,4,6,7/offers 2,4,5a,7,8 (nav, provisioning). Bob Walden, 47, bob@bobwalden.com, (415) 302-0128......exp 3/wants 3,4,5,6,7,11 (West Coast deliveries)/offers 2,3,4,7,8 (nav.). **Bruce Johnson**, 42, (415) 970-2282......exp 2,3/wants 1,4,8,10/offers 1,2,3,4. Chris Erickson, 57, cell: (408) 921-8834, c_bear@sbcglobal.net ... exp 3/wants 1,2,4,7/offers 3,4,7,8 (tend a jib, crawl out on bow, take the helm). Clive Foreman, 53, (408) 853-0347 exp 3/wants 1,2,4,5/offers 1,3,7. **David Berke**, 41, (408) 458-6044, dave.berke@sbcglobal.net..... ... exp 4/wants 1,2,3,4,5,8,9/offers 2,3,4,7,8 (divernaster)... David Matt, 57, (707) 479-6900...exp 3/wants 1,2,4,5,10/offers 1,3 David Scott, 63, (510) 534-8360 wants 4,5,8,9,10,11 around the world/offers 1,2,3,4,5b (French),7,8 (ex-submariner). **David Trumble**, 58, (530) 265-0138.... .. exp 1 (cat racer from Tahoe, Atlantic crossing on ship in hurricane, in Basic Keel & Coastal)/wants 1,2,3,4,5,6,7,11/offers 1,2,3,4,5,7,8 (common sense). **Derek duNann**, 50, (206) 931-4867, ddunann@comcast.net ... offers 3,4,6,7,8 (currently owns Westsail 42 in Pac. NW; looking to crew 2006 Ha-Ha). Eddie G., 37, (805) 574-0735... exp 2/wants 1,2,3,4,5,6,8,9,10/offers 3,4,7,8 (patient, good cook, dive, fish, surf). **Ev Pelton**, 55, (925) 575-4970......exp 3/wants 1/offers 3,4,7 **Fred Jacobs**, 61, (559) 642-6356, fvj@sti.net, (559) 289-0734 cell...... .. exp 2c/wants 1,2,3,4,5,6,7,8,9,11 (open)/offers 2,3 (cleaning), 7. Gerard Ellison, 24, (760) 807-7659, hardcorevdub71@yahoo.com. exp 2c/wants 4, 11 (Baja Ha-Ha)/offers 2,3,4,5a,6,7. wants 3,4,5,8,9,10/offers 1?,2,3,4,6,7,8 (carpentry, plumbing, retired fireman). J.B. Braswell, Jr., 57, P.O. Box 664, Atwater, CA 95301 .exp 4/wants 8,10/offers 1?,2,4,5a,7,8 (gas & diesel technician).

Jim Comfort, 43, jtcomfort@yahoo.comexp 3/wants 4,5,7,8/offers 1,2,3,4,7,8 (strong mechanical skills). Joel Waldman, 77, (650) 327-4259, loner753@yahoo.com.. exp 3/wants 1,6,8,10/offers 1,2,3,7.

Johnston Ayala, 32, (786) 423-2392exp 2b/wants 1,2,3,4,5,6,7,8,10/ offers 3,4,5a,6,7,8 (singer/guitar player, good for keeping the crew entertained). Josh Oen, 45, (510) 791-7690....... Kent Magnell, 48, (787) 486-7632... exp 2c/wants 1,4/offers 1,2,3,4,7,8 (nav.). exp 2,3/wants 2,3,4,5,8,10/offers 1,2,3,4,6,7,8 (rigging exp.). Kevin McKenna, 47, (719) 866-2354 wants 1,4,5,6,7,8,11=Ch. Isl. from S.F./offers 1,3,4,7,8 (life guarding/swim expert). Klaus Wilden, 62, (510) 525-3457, klauswilden@aol.com......exp 3/wants 1,2,3,4,5,6,7,8,9,10/offers 1,2,3,5b (German),7,8 (splicing, knots). Kurt Roll, 49, (858) 228-0539... exp 4/wants 4,5,8,10/offers 1,2,3,4,5a (a little),6,7,8 (good diver/surfer=35 yrs. both). Kurt Zabriskie, 51, (213) 793-1700, kurtsails2@aol.com.exp 3/wants 3.4/offers 2-eng.7. Mark, 50, whimsymb@yahoo.com, Acapulco 40, San Blas/Bocas/Panama, 5/06 Matt Hoffman, Vinu Lakkur & Shiraz Bengali, 19/19/20, (541) 295-0904 or matt912@gmail.com want 2,3,5,8,9,10/offer 3,4,5a,7,8 (CPR/AED certified, photography). Matt Ingamells, 49, (805) 659-9640 or (805) 701-0245... ... exp 3/wants 4,5,7,8,9,10/offers 1,2,3,4,7 exp 3/wants 1,2,4,5,8,11 (Thailand)/offers 2 (elect.),7,8 (electronic engineer). Mike C., 66, lat385@yahoo.com.....exp 4/wants 4/offers 1,2,3,4,5a,7,8, Baja Ha-Ha 5x, stand midnight-4am watch. Mike Wapner, 61, mwapner@cox.net, (805) 964-7420exp 4/wants 5 (So. Pac.)/offers 1,2,3,4,7,8 (USCG master, Ham license). Neal Frost, 60, (539-974-2254 exp 1/wants 1,2,11 (Baja Ha-Ha)/offers 1,4,7. Norman L. deVall, 66, (707) 357-5555, ndevall@mcn.orgexp 4/wants 8,10/offers 3,4,6,7,8-celestial; have sextant, will teach. Peter Kacandes, 39, (650) 714-2042, kadyca@yahoo.com.exp 4/wants 3,4,5,10/offers 1,4,7 Peter Muny, 50, (415) 497-5310, petermuny@sbcglobal.net...exp 4/wants 5,6,7,9/offers 1,4,7,8. Peter Van Gelder, 60, (707) 857-3868..... wants 1,2,3,4,5,8,9,10,11-E. Coast US, Aegean Sea/offers 1,3,4,5a,7,8 (celestial nav.). **Richard Shoemaker**, 52, (707) 468-5779 exp 2c, 3 (one long coastal)/wants 1,2,3,4/offers 2 (eng),3,7. Rick Sorg, 63, sailorrick60@yahoo.comexp 4/wants 4,6,9,10/offers 1,3,4,7,8 (USCG license). RonWhite/Chris Dingle, 59/52, (253) 265-6203 (old sailing friends wanting to do Ha-Ha together)...expRon: 3, Chris: 4/want 4/offer 2, 4, 7, 8 (Ron: musical; both: USCG masters lic.) Roy Guerrero, 51, (415) 318-6014... exp 2,3/wants 1,4,8,10/offers 1,2,3,4. Russell Czarnecki, 63, (831) 224-9202exp 2b,3/wants 2,5/offers 1,3,4,7,8 (compatability). Scott Davis, 49, (530) 263-1314, scottd@tqa-inc.com..... Steve Fischer, 36, (415) 948-9542, stephenfis@yahoo.com....exp 2b/wants 1/offers 7. Steve Minden, 50, (650) 892-7719, mindens@samtrans.com. ... exp 3/wants 1,2,4,5,7,8,9,10/offers 1,2,3,5a,7. Terry Kane, 62, (831) 475-4143exp 4/wants 5 Fiji/Tonga-NZ 11-06/offers 1,4,7. Tim Page, 50, (916) 780-2005, (916) 622-6323 exp 2c/wants 1,3/offers 3,4,7. Trapper, 59, (858) 483-8727, loshermano@aol.com.. ...exp 4/wants 3,4,5,10/offers 1,3,4,7,8 (nav., medical, scuba, refs. avail.). Wil Harrison, 44, (407) 921-1961. exp 2c/wants 4,5,8/offers 1,2,3,4,5a,7,8 (awesome jury rig skills, great cook).

WOMEN TO CREW ON A CRUISING BOAT

2006 BIG CREW LIST —

"WANT TO CREW" CODE

SAILING EXPERIENCE:

- 1) None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) Lots. Several long ocean passages

I / WE WANT TO CRUISE:

- 1) SF Bay and/or Delta
- 2) Monterey Bay
- 3) Southern California
- 4) Mexico this fall/winter
- 5) Hawaii and/or South Pacific
- 6) Pacific Northwest or Alaska
- 7) Caribbean
- 8) Mediterranean
- 9) Anywhere warm
- 10) Other destination(s)_

I/WE CAN OFFER:

- 1) At least a month of shared expenses
- 2) Mechanical skills: engine, electronics, refrigeration, etc.
- 3) Elbow grease for bottom work, varnishing and upkeep
- 4) Cooking and cleaning skills
- 5) Language skills I'm reasonably conversant in a) Spanish; b) Other(s):
- 6) Ornamental skills I look good in a bikini/speedo
- 7) Personality skills I don't get pissed when awakened at 3 in the morning, and can maintain a sense of humor in most situations
- 8) Other skill(s):

WOMEN TO CREW, CRUISING — cont'd

Cecile Schwedes, (805) 795-5515, cgenerauxschwedes@yahoo.com......exp 4/wants 5,9-inquire/offers 2,4,5b,6,7,8 (no smoking/drugs)

Charlene, 53, ladysailor44@hotmail.com.

....exp 3/wants 4,5,6,7,8,10/offers 3,4,5a,7,8 (basic hand tool & maintenance skills). Christine Douglas, 59, (510) 658-6414 exp 2b/wants 4,5,8,10/offers 1,3,4,7,8 (taking sailing lessons @ sailing school, swim, communication skills, have land in Baja). Cindy, 50+, (415) 497-5689, sailawaymoon@gmail.com



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SOMETHING FOR EVERYONE

WOMEN TO CREW, CRUISING — cont'd

Donna W., 43, (831) 402-7378, dcwww@greens.org.....exp 2c,3 (one long coastal)/wants 1,2,3,4,5,8/offers 1,3,4,6,7,8 (singing). Gayle Summers, 55, gayle2sail@yahoo.com....exp 4/wants 5,8,9,10/offers 1,3,4,6,7. Holly, 40, hollysailing@gmail.com.....exp 2a/wants 1,2,3,4,5,6,7,8,9,10,11 & all!)/offers 1,3,4,7,8 (organization, admin., photography, purchasing).exp 2c,4/wants all/offers 1,2,3,4,5a,6,7,8 (lots of offshore exp). Jenna Fleur, 42, (805) 205-3420.... exp 2a/wants 3,4,5,8,9,10/offers 1,3,4,6,7,8 (prof. masseuse of 20 yrs.) Joyce Jones, 50+, (415) 939-3150, cookiebaker2004@hotmail.com..... exp 2c/wants 1,2,3/offers 1,4,7. Judy, 50s, live in Novato, (707) 322-8420exp 2/wants 1. Karin Bird, 46, (650) 851-8100 x305.....exp 2c/wants 1,2,3,4,5,7,8,9,10/offers 1,3,4,5a,7,8=exp. crossings in crazy weather. **Lauren**, 22, (808) 889-5453, veganmagick@yahoo.comexp 2b/wants 5,6,9,10,11(long voyages, Philippines)/offers 3,4,7,8 (medic, survival, First Aid). Lynn, 48, needsailynn@aol.com. exp 3/wants 1,4,5,6,8,9,11 (NZ,Australia)/offers 1,3,4,5a,7,8 (sail repair, Ham lic). Lynn, 55, sfmariner@gmail.com.exp 3/wants 3,4,5,8,9,10,11 (Baja Ha-Ha)/offers 1,4,5 (French),7. Lorraine Weiss, 43, (415) 921-5344..... exp 3/wants 1,5/offers 4,7. Mabelle, 61, (831) 375-2408, mabellesailor@hotmail.comexp 4/wants 8,11-Bahamas next winter/offers 1,4,5a,b,7,8-reliable watchkeeping, good company. Mariane C. Ferme, 47, (510) 558-7224 exp 4/wants 1,2,9/offers 3,4,5b (Italian & French), 7, 8 (nav./skippering exp.). Martha, 41, (510) 652-1305 or martha_sail@yahoo.comexp 3/wants 1,3,8,9,10/offers 1,4,5a,b (Greek),7. Nance, 49, nan_sail2006@yahoo.com. exp 3/wants 4,5,8,9,10/wants 4,5,8,9,10/offers 1,4,6,7. Renee, 54, (702) 575-4521, sailinglady@hotmail.com...exp 3/wants 4,5,8,9,10/offers 1,3,4,5,6,7,8 (nursing skills).

COUPLES TO CREW ON A CRUISING BOAT

Norm Winters & Jean Davis, 65/64, (707) 994-4242, nwint@allvantage.com

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....exp 1/want 1,4,5,8/offer 1,2,3,4,7.

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2006 BIG CREW LIST —

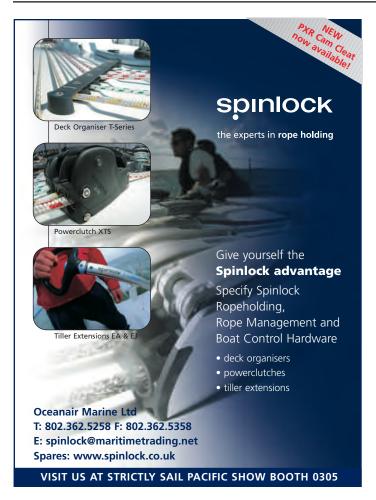
COUPLES TO CREW, CRUISING — cont'd

CRUISING BOATS LOOKING FOR CREW

MEN LOOKING FOR CRUISING CREW

Chuck Jones, 66, (503) 728-3326, le_coup_final@yahoo.com, Cust. 45' motorsailer, Pacific NW, Mexico, Central America, June '06......wants 3,9,10,11.

Dale Stansel, 50, (415) 240-0129, dwstansel@hotmail.com, Roberts 370 steel hull sloop, South & West, Oct. '06 (hopefully w/Ha-Ha.....wants 1,3,7a,8,9. Fred Brutschy, 76, frbrutschy@hotmail.com, '81 Ted Brewer-designed 46' cutter, Okinawa to SF on 6/15/06......wants 4. Greg Himes, 62, (530) 957-2810, ghimes@mindspring.com, Hunter Legend 40, Ha, Sea of Cortez, Loreto Fest, mainland Mex, Panama, Belizewants 2,3,9. Jerry Morgan, 68, (707) 321-8559, email's best: jmorganmd@msn.com, Trintella 53, John Chille, 58, (510) 604-6518, squeaks47@earthlink.net, 22' Columbia, 30' Golden Gate, SF Bay, Delta, local coast, all summer......wants 1,3,9. **Larry Boyles**, 58, sloopysailor@yahoo.com, 30' Islander Bahama sloop, Catalina Island, May-Sept '06. Lars Hassler, 60, +46-70-7296482 (Stockholm), www.yacht-jennifer.nu, lars@yachtjennifer.nu, 50' Beneteau Oceanis 500, Croatia, Greece, Istanbul, 5/20-9/1 wants 1,3,8 (social skills). Marco, 55, sailormarco@gmail.com, Crealock 37, Fiji-NZ, 5/06......wants 1,2,3,4,7. Mark, 50, whimsymb@yahoo.com, Acapulco 40, San Blas-Bocas Panama, Mark Sciarretta, 54, (858) 243-3948, msciarretta@excite.com, Beneteau 41, PacificNW. 5/06 Martin Orton, 64, (818) 353-0034, http://www.portsandcoasts.com/diamaresa.html, 65-ft motorsailer, South-Baja & beyond, Fall 2006.....wants 1,2,3,4,7a. **Max Young**, 59, maxsail47@aol.com, Perry 50, Thailand-Malaysia, July 1,





SOMETHING FOR EVERYONE

MEN LOOKING FOR CREW — cont'd

COUPLES LOOKING FOR CRUISING CREW

Bill & Terese, 40s/50s, villagedwellers@yahoo.com, Vagabond 47, Baja/Mex/Panama/beyond in 2007want 3,8, single sailor or couple.

David & Shirley Goodgame, 55/54, drgoodgame@yahoo.com, 45' Crowther cat, in Great Barrier Reef, 6/06-10/07want 1,11.

Mark, Molly, Kendall, 44/38/2.5, (925) 683-7896, mar_w_rogers@hotmail.com, 1995 Island Packet 45 cutter sloop, to NZ via Baja Ha-Ha, Mex, Puddle Jump, Tahiti, Cook Isl, Tonga, departing SF 9/06.........want 1,3,5,6,7b (French), 8 (good w/children).

Mike & Diane Quiriconi, 56/54, (206) 818-9429 (Mike's cell), dfq.maq@verizon.

net, 47' Custom Brewer PH Cutter, 1993, San Diego & perhaps Mex., from Seattle, Sept.-Dec., 2006...........want 4,5.

Steve & Susan, seniors, sarian1286@aol.com, (415) 461-5902, Sceptre 41, to Mex in fall 2006

"WANT CREW" CODE

MY/OUR BOAT IS A:

I/WE PLAN TO SAIL TO:

ON OR ABOUT (DATE):_

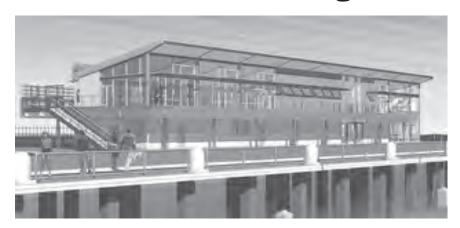
WE ARE LOOKING FOR CREW:

- 1) Be willing to share basic expenses such as food and fuel
- 2) Be willing to bust butt preparing the boat
- 3) Have more desire than experience
- 4) Have lots of ocean experience
- 5) Know more about offshore navigation than just pushing buttons on the GPS
- 6) Have mechanical skills for the engine, refrigeration, etc.
- 7) Have language skills: a) Spanish, b) Other:
- 8) Other skills (woodworking, scuba, etc.)
- 9) Be unattached and unopposed to the possibility of a friendship blossoming
- 10) Look good in a bikini/speedo/birthday suit
- 11) Understand and appreciate Jim Carrey's humor

South Beach Yacht Club Summer Racing Season



For the best sailing on the South Bay, come race with SBYC and be one of the first sailors to visit our new clubhouse!



Friday Night and Holiday Series

All Boats Welcome

One Design Fleets available (based on minimum entry requirements)

Friday Nights: April 21 – August 25 Holiday Series: May 26 and June 30

Post-race activities include barbecue & no-host bar.
Prizes awarded for all divisions.

For race information, contact Nancy at Rearcommodore@Southbeachyc.org or visit our Web site at:

www.southbeachyc.org

South Beach Yacht Club Pier 40 on the Embarcadero San Francisco, CA 94109

2006 BIG CREW LIST

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

Brian , 53, (408) 848-1107
Chris Erickson, 57, (408) 921-8834
Christopher Wolf, 35, (408) 515-0432, cwolf@bcp.org
Clive Foreman, 53, (408) 853-0347
Don Scott , 51, (707) 290-1909
Efraim Wichmann, 38, (707) 526-1322, efraim@zeitgeist-atelier.com
Ev Pelton , 55, (925) 575-4970
Joel Waldman, 77, (650) 327-4259, loner753@yahoo.com
John , 60s, (707) 773-3750
John Rich , 52, (707) 778-0130, john@cpip.org
Jon Tomashoff, 48, (415) 385-1251
Keith Aderholdt, 38, (415) 533-3144
Norm Winters, 65, (707) 994-4242, nwint@allvantage.com
Peter McKenna, 46, (415) 331-9176
Rob Cram, 30, (916) 489-9904, rcram2002@yahoo.com
Scott Davis, 49, (530) 263-1314, scottd@tga-inc.com
Steve Fischer, 36, (415) 948-9542, stephenfis@yahoo.com
Steve Minden, 50, (650) 892-7719, mindens@samtrans.com

WOMEN FOR CASUAL DAYSAILING

Alexandra, 39, alexcantin@yahoo.com1.
Anita Bischoff, 37, anitabischoff@yahoo.com1.
Cindy Williamson, 40+, (415) 831-8791, cwcpa@comcast.net
Deborah , 35, (650) 703-3132
Dede Thoma , (707) 888-41031.
Donna W. , 43, (831) 402-7378, dcwww@greens.org1.
Holly, 40, hollysailing@gmail.com1.
Jan , 69, (916) 359-68451.
Jane Gover , 47, (415) 388-5408, penelope9@comcast.net
Jenna Fleur , 42, (805) 205-3420
Joy Jarrell , 51, (415) 388-6188
Joyce Jones , 50+, (415) 939-3150, cookiebaker2004@hotmail.com
Karin Bird , 46, (650) 851-8100 x305
Kate Sails , 46, (831) 477-2936
Lorraine Weiss, 43, (415) 921-5344
Mariane C. Ferme, 47, (510) 558-7227
Martha, 41, (510) 652-13051.
Pattie Bross, 60, (707) 751-0229
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Glen, 75, captainsgig2-sailing@yahoo.com	
Greg Himes, 62, (530) 957-2810, ghimes@mindspring.com	3,4.
John Chille, 58, (510) 604-6518, squeaks47@earthlink.net	1,4.
Jud Yaski, 34, (415) 468-3559	1.
Kent Magnell, 48, (707) 486-7632	
Lawrence Ives, 56, rlives@calcreek.com	
Louis Stamos, 34, (925) 487-7421	1.
Michael Daley, 55, (707) 480-8517, michaeld@pon.net	1,2,3,4.
Norman L. DeVall, 66, (707) 357-5555, ndevall@mcn.org	
Nicholas Clinton, 33, (510) 502-8901, nicholas.clinton@gmail.com	1.
Roger Pelz 73 (916) 961-3315 rdpelz@lanset.com	1234

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exp 2b/prefers 1,6,7/wants 1,2,3,7.

Christopher Wolf, 35, (408) 515-0432, cwolf@bcp.org, 1-2 wks in summer 2006

exp 1,2a,b/prefers 1,6,7,8/wants 1,2,3,4,6.

Donna W., 43, (831) 403-7378, dcwww@greens.org, anytiime.....

exp 2 (never chartered)/prefers 1,2,4,6,7,8/wants 1,2,3,4,5,6,7,9 (So. Seas). **Norm Winters & Jean D.**, 65/64, (707) 994-4242, nwint@allvantage.com, 1-4 wks in fall/winter 2006.......exp 2a/prefer 2,3,4,6,7,8/in 4,5,7.

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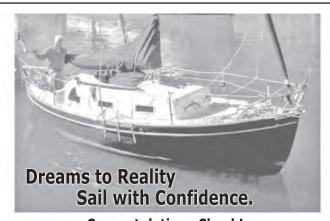
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- 1) Bareboats (we sail)
- 2) Crewed (professional skipper and/or crew)
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Radar. After years of groping around in the fog playing hide and seek with big ships, the last yacht club cruise convinced me that it was time. Yes, my racing crew would give me a hard time for sticking all that 'useless' weight on the back of the boat. And yes, they will be especially annoyed if I have to install heavier batteries to handle the power loads. But no more close calls with big ships for me.

The decision did not come easily. When I first started sailing, radar was unheard of on a sailboat. It was for ships, tugs, ferries and opulent power yachts. It was expensive and power hungry. But it was finally time to get over my prejudices and open my electronic eyes.

Still, I knew I was not being completely honest with myself. Was it coincidence that I made this decision in mid-April? Of course not. This was my excuse to spend a day at the boat show. I would shop for radar — and it might just take all weekend to do it.

It was worth it. Whatever they're saying about the industry, the show was as interesting as ever. So interesting, in fact, that nobody else in my family had the slightest interest in coming with me—which is fine because it's always better to go to these things alone anyway.

arrived early and, noticing the total absence of lines to see the elephants, I explored some of the very big and very expensive top-of-the-line production boats.

Just like any novice in the cabin of a big boat at a boat show, I sat down at the chart table and opened the lid to see what was inside. Instead of the usual brochure or accessories price list, there was a stack of flyers for the local university sailing club with copy that boasted of "three months of unlimited daysailing, racing, windsurfing and sailing lessons on the Bay for less than the price of a winch handle." And a cheap winch handle at that, I thought to myself as I read the details.

There's only one person I know who does this 'reverse shoplifting' style of underground publicity. It had to be

Lee Helm. In fact, I'd once caught her stashing that same sailing club's instructional pamphlet into a shelf in the sailing section of a used book store, with the one dollar price crossed out and fifty cents written in. The show had just opened, so she couldn't be far.

But there was no sign of her out on the docks, and every other big boat I checked out had that same small stack of sailing club flyers. I decided it was time to head up to the accessories tent, all the while kicking myself for not having had the forethought to bring a pile of race notices for my club's beer can series.

The accessories tent is the best part of a boat show by far. It's where I find new gadgets and talk to old friends. I can usually find a booth where they know me well enough to let me leave some gear behind their table, or maybe even sit down and rest my feet. First stop was my sailmaker, who allowed me to drop off my jacket and a bag full of brochures I'd already accumulated.

Then I ambled up to the first big electronics dealer's display, picked up some more brochures for various models of radar, and looked around for the sales rep so I could discuss features, price and installation options.

"Radar is like, so . . . 20th century." Lee had found me, and had seen what I was buying. And sure enough, she had an armload of sailing club flyers.

"Up to your old subversive marketing tricks, I see."

"For sure, Max. But like, why are you looking at ancient technology like radar?

"I thought I was modernizing . . . "

"Think about it. You send a blast of high-energy microwaves out in all directions, and hope some of them will bounce back. How totally retro. And from all these little blobs on a screen, you try to figure out what's out there. We have much better ways of doing that now."

"If I'm trying to get across the bay in fog, those little blobs tell me where the big ships are. Why, just last week on the club cruise we were . . ."

"Radar is like, so...

20th century."

"But it's like, 2006!" Lee interrupted.

"Everything that floats has a GPS. I mean, you don't really care how good a ship is at reflecting microwaves. You want to

know where the ship is and how fast it's moving, in what direction, and maybe its name and selective calling ID so you can communicate with it quickly if you have to."

While she was talking she had grabbed my arm and was leading me out of the



clutches of the electronics salespeople and across the aisle to another booth that had a laptop computer running one of the more popular electronic chart and piloting programs.

"Forget all that high-power radar transmission, especially if you don't want to run your engine a lot. You have reliable data communication via VHF, and you have reliable position fixing via GPS. Neither of them is expensive or uses a lot of electrons. So like, stick them together, settle on an international protocol, and you have a gadget that does everything radar does, and does it better and cheaper."

"Actually, we don't think AIS is a re-

— CROWD CONTROL



Even in good visibility, knowing exactly what the big guys are doing makes for safer navigation. AIS provides direction, speed, rate of turn, and all sorts of other invaluable information.

placement for radar," said the proprietor of the booth demonstrating the new system. "Not every vessel is AIS equipped, and there may always be passive targets that will never be displayed on an AIS screen."

"Wait, wait, back up a minute," I protested. "What's AIS and what does it have to do with radar?"

Lee and the woman running the

booth took turns filling me in. 'AIS' stands for Universal Shipborne Automated Identification System, and it does exactly what Lee was describing. A full AIS system encodes vessel position, speed, heading, rate of turn, length, vessel name, destination, and a few lines of text into a short data burst that's broadcast at frequent intervals on VHF channels 77 and 78. So instead of looking at a blip on a radar screen, you see a little icon for the ship, and if you move the cursor over it you get all the data.

"And since it starts out as digital data instead of analog blips," said Lee, obviously more than a little excited over this gizmo, "it's easy to calculate risk of collision, closest approach, time to closest approach, and all those things they used to have to send people to 'radar school' to learn how to do when the technology was from the Second Punic War."

"Ferries, tankers, and virtually all commercial ships engaged in international commerce are now required to be AIS equipped," added the booth manager. "That means that, with very few exceptions, they will all show up on your AIS display screen — or more commonly, the screen of your onboard computer on which you run your nav program."

"Uh, but I don't use a computer on my boat. I don't have a good place where it would stay dry, and I don't like the power drain."

"Max, if you can't handle the power drain for a laptop, you sure won't deal too well with the power drain of radar," noted Lee.

"Play with this demo for a while," insisted the booth person.

It really was pretty slick. All the traffic was there — big container ships, fast ferries, slow tankers, tugs, everything but the whales — and Lee was quick to point out that whales don't show up on radar anyway.

"Okay," I finally conceded. "How much does this system cost?

"It can be done with software alone," said Lee, "and there's a company in England selling a software package for about \$40."

"But that requires a laptop computer, right?"

"And a VHF with data output — sometimes called the 'discriminator' output. There are hacks to add this output to some VHF models if it's not already provided. The AIS modulation is like, higher bandwidth than the audio channel, so an audio-only VHF will drop some of the data. You have to intercept the signal from the receiver before it's made into sound."

The logic of that escaped me, but I did understand that you can't get AIS data from your VHF while you're listening to other channels or transmitting, so I lost interest in using my existing VHF as part of this system.

"You really do need a dedicated AIS receiver," explained the booth proprietor again. "And you have several options for display. You can use a laptop or tablet computer and your favorite navigation software, which will give the most features and versatility . . ."

"For sure," Lee interrupted. "That new

MAX EBB

Microsoft tablet PC — you know, the one that's like a warmed-over Apple Newton — would be a good platform for this."

"It'll be a while before we can get our hands on one, but yes, I think the nav software will be well adapted to it, and with no keyboard it should do well in a small boat environment. Anyway, your other option is to use a graphic GPS that accepts AIS input from an AIS receiver. That way the ships appear right on the screen with all the rest of the map data and waypoints."

Ah, so I can do this without a computer," I said. "Now we're getting somewhere."

"But you'll need the AIS receiver and the AIS-compatible GPS. And those AIScapable graphic GPS units haven't quite hit the market yet."

"Too bad, I'm due for a new GPS," I said. "But I suppose I could mount my old laptop in the same space I had in mind for the radar display. How much are these AIS receivers?"

"The good ones are in the \$500-\$600 range. More if you want to transmit."



This screen shot of AIS doing its thing in Puget Sound shows no fewer than 25 targets.

The price still seemed high for a box that's just a two-channel VHF and some software, but Lee assured me it was a volatile price point that was falling fast.

"And like, way cheaper than radar," she insisted.

"There's one receive-only model," said

the booth manager, "with a street price down in the \$300 range. It's even getting decent reviews from cruisers. But remember," she repeated, "AIS isn't a substitute for radar."

"They have to say that," remarked Lee in a stage whisper.

"But she does have a point," I said.
"What happens if there's a ship coming

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— CROWD CONTROL

into the Bay that doesn't have an AIS transmitter? Rules aside, compliance isn't going to be perfect. Or a fast power yacht that's blasting through the fog using an AIS receiver instead of radar? They won't know about me and I won't know about them."

"Yeah, well, nothing's perfect," shrugged Lee. "But like, there's one addition that could be added to the protocol that would close that gap in coverage."

"Which is?"

"Vessel Traffic Control," she explained, "has very good and very highres radar coverage of the Bay and the immediate offshore approaches. They track just about everything that moves. All they need to do is like, encode the radar returns that don't correspond to AIS signals with position and speed data, as determined by their own shore-based industrial-strength radar and software, and then broadcast those targets as new 'non-transmitting' AIS stations. That way, your cheap receive-only AIS display would show every bit as much stuff as

the expensive radar at VTS. The speeding brain-donors on the powerboat would see you, and you'd see them. You just wouldn't know each others' boat names or DSC calling codes, so you couldn't yell insults at one another."

"They would only see you if they bothered to look at their AIS display or turn on the collision warning feature," said the booth person. "They might all be down in the salon with the boat on autopilot."

"An autopilot doesn't know what to make of radar blips, but it'd understand AIS data just fine," Lee pointed out. "Just think, then those bozos would never have to go up to the wheelhouse at all!"

"Now that's really scary," I said.

"Point is, with local shore-based radar encoding there's no loss of info compared to your own onboard radar. Sure, you wouldn't get their phone number or anything, like if everyone had a real full-spec transponder, but it would still give you more info than your own radar would have given you. And a shore-based

AIS supplemental broadcast could even do things like correct the positions of slightly off-station buoys."

"No reason why that wouldn't work. But of course the problem is that they're not doing that yet. And it doesn't help you offshore. So if you needed radar before AIS, you still need radar today. At least for now."

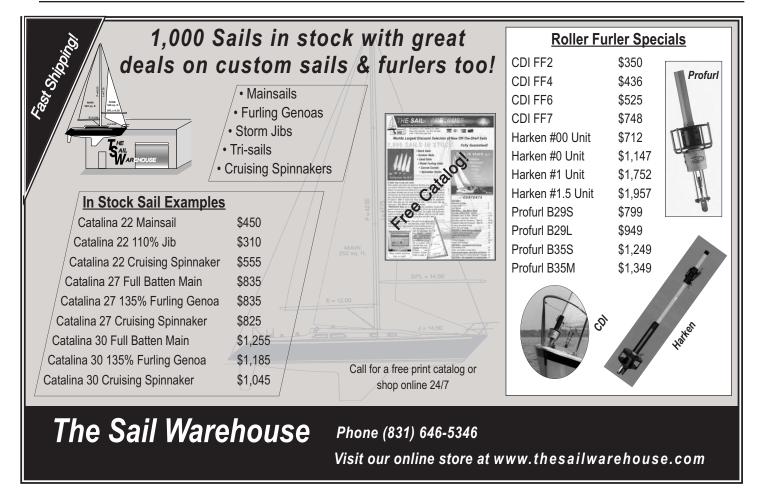
"But like, if you don't need radar, and you're not required to have radar, then AIS is a sensible alternative."

"Not a substitute for radar, but an alternative," echoed the booth owner, as if reciting a sacred mantra.

Meanwhile, the accessories tent was starting to fill up, and we weren't the only people with a strong interest in the AIS demo.

"Look!" said a woman with a deep tan and a T-shirt advertising a popular Mexican bar chain. "This is the gadget that I heard all boats over 34 feet are going to be required to have for cruising in Mexico next year!"

"You've got to be kidding," said another cruiser. "They can't even get ev-



MAX EBB

eryone to keep their goddamn running lights working down there, how are they gonna get everyone powered up with a transponder?"

"No, really," she insisted. "It's supposed to be part of some deal between the U.S., Canada, and Mexico — something to do with Homeland Security, I think."

"That's a bunch of hooey," said a third cruiser who was listening in, as if on the morning ham net.

The booth manager did her best to dispel the rumors, but the cruisers were skeptical, and expressed a strong desire to get back to Mexico as soon as they could. They were, however, extremely interested in what AIS could do, so Lee and I walked over to the next booth, where another kind of AIS receiver was on display.

"Look, this one has its own built-in screen," I said joyfully. "And it's cheaper than some of the black boxes that only work with a computer!"

This particular product was new to Lee also, and she predicted they would sell 'gazillions' to the cruising market.

"Then again," she added, "it's a receive-only 'Class B' system that leaves out some of the big-ship data like rate-of-turn and destination, and it's limited to 30 targets at a time. We might see full-on transponders at the same or lower price point pretty soon."

You might win your bet after all," I conceded. "In five years, I think there's a good chance that there will, in fact, be more boats in our yacht club fleet with AIS receivers than with radar."

"Win my bet? Max, what are you talking about?"

"Remember? Ten years ago, when you first predicted that some kind of GPS-VHF-based data network would replace radar in just 15 years? I didn't believe it then, but now..."

"Must have been someone else, Max. Ten years ago I was still in like, middle school."

"Yes, I guess it must have been someone else. But I'm sure whoever made that bet will track me down to collect their winnings in another five years."

The crowd around the AIS demo was getting thicker, and Lee had another agenda to pursue.

"Gotta run, Max. I have like, a ton more flyers to sneak into all the exhibits that attract the newbies. Look for me around closing time at that booth over by the door — I think I know just where to be to get invited to one of those exhibitor-only post-show parties."

"Roger that, I'll look for you then. But there's one thing I'm still wondering about. How is AIS going to help us intercept squalls when we're racing to Hawaii?"

Lee didn't answer that with words. She just grabbed my arm again, and walked me back across the aisle to the radar display.

— max ebb

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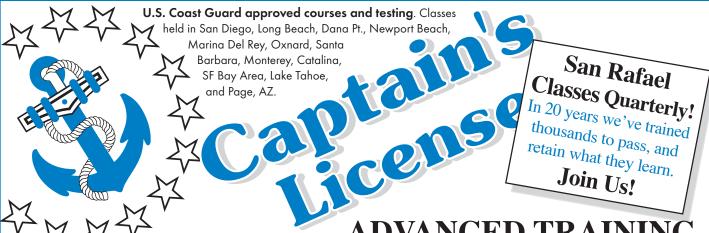
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THE RACING

With reports this month from the **Big Daddy Regatta**, three St. Francis YC invitational series, a **MEXORC** collage, a blurb or two about the **TransPac 52 Worlds** and **Acura Miami Race Week**, and for dessert, a specially-picked selection of organically grown **race notes**.

St. Francis YC Season Premiere

St. Francis YC kicked off their racing season in fine style with their usual triumverate of invitational regattas, the Spring Keel Regatta (March 4-5) for boats under 30 feet, the Spring Dinghy Invitational (March 11-12) for, well, dinghies, and the Spring One Design Invitational (March 18-19) for bigger boats.

Since our photo boat breathed its last — a moment of silence, please — we were unable to be on the water for these events, but at least we have results.

Performances of note in the three regattas include Ray Lotto's Express 27 *El Raton* for bulleting four out of their five race series in the Spring Keel; Josh Leighton and Devon Lindsley for an incredible 12 firsts in their small but competitive 420 fleet in the Spring Dinghy; and J/120 owner-on-a-roll Rick Wesslund for topping off a wildly successful Florida road trip with a division win in the Spring One Design.

SPRING KEEL REGATTA (3/4-5, 49 boats)

EXPRESS 27 — 1) **EI Raton**, Ray Lotto, 5 points; 2) **Magic Bus**, Paul & Eric Deeds, 10; 3) **Moxie**, Jason Crowson, 13. (6 boats)

MELGES 24 — 1) (no name), Seadon Wijsen, 6 points; 2) **Go Dogs Go!**, Tim Hawkins/Pepe Parsons, 6; 3) **Caliente**, Matt McQueen, 14. (11 boats)

J/24 — 1) **Running With Scissors**, Curtis Press/Jim Yares, 9 points; 2) **TMC Racing**, Michael Whitfield, 11; 3) **Take Five**, Susan Taylor/Werner Horn, 13. (11 boats)

MOORE 24—1) **Paramour**, Rowan Fennell, 9 points; 2) **Flying Tiger**, Vaughn Seifers/Dave Hodges, 13; 3) **Feng Shui Moore**, Scott Sorensen, 15; 4) **Adios**, Klitza/LeFaive, 18; 5) **Mercedes**, Joel Verutti, 23. (21 boats)

SPRING DINGHY (3/12-13, 72 boats)

LASER — 1) Peter Phelan, 6 points; 2) Tracy Usher, 10; 3) David LaPier, 17. (11 boats; 5 races, no throwouts)

FINN — 1) Darrell Peck, 8 points; 2) Henry





Sprague, 16; 3) Patrick Weaver, 19. (9 boats; 5 races, no throwouts)

29ER — 1) John Heineken/Matt Noble, 5 points; 2) Brooks Reed/Brian Malouf, 10; 3) Jen Morgan/Mike Kuschner, 15. (11 boats; 6 races, 1 throwout)

505 — 1) Mike Martin/Jesse Fanstone, 9 points; 2) Howard Hamlin/Cam Lewis, 15; 3) Andy Beeckman/Jeff Nelson, 22; 4) Simon Cooke/Jeremy Smith, 27; 5) Nick Adamson/Rob Waterman,

33. (20 boats; 6 races, 1 throwout)

VANGUARD 15 — 1) Holt Condor/Katie Schuman, 21 points; 2) Adam Lowry/Mara Holien, 24; 3) Jim Barkow/Mallory McCollum, 37; 4) Jason Artof/Veronica Gaska, 60; 5) Madhaven Thirumalai/Melina, 62. (17 boats; 12 races, 1 throwout)

420 — 1) Josh Leighton/Devon Lindsley, 9 points; 2) Isabelle Zingale/Alex Butti, 18; 3) Chris Humphries/Giselle Mohler, 28. (4 boats; 10 races, 1 throwout)

SHEET



SPRING ONE DESIGN (3/19-20; 43 boats)

EXPRESS 37 — 1) Elan, Bill Reiss, 7 points; 2) Expeditious, Bartz Schneider, 8; 3) Golden Moon, Kame Richards, 9. (6 boats; 4 races, no throwouts)

J/120 — 1) **El Ocaso**, Rick Wesslund, 11 points; 2) **Mr. Magoo**, Steve Madeira, 13; 3) **Chance**, Barry Lewis, 16. (8 boats; 5 races, no throwouts)

J/105 — 1) Good Timin', Perkins/Wilson, 7

points; 2) **Donkey Jack**, Sellers/Kaiser/Ryan, 9; 3) **Nantucket Sleighride**, Peter Wagner, 20; 4) **Akula**, Doug Bailey, 30; 5) **Natural Blonde**, Cooper/Deisinger, 33. (29 boats; 4 races, no throwouts)

Big Daddy Regatta

Almost exactly 100 boats showed up for Richmond YC's annual homage to Bob 'Big Daddy' Klein on March 11-12 — a pretty nice turnout considering the rainy forecast. Although Bob is no longer with us, he was once again certainly smiling down on all the goodwill and enthusiasm surrounding the event he helped create 24 years ago.

As it was from the beginning, the format for the Big Daddy consists of buoy racing on Saturday, and a reverse-handicap pursuit race on Sunday. In between,

THE RACING

the famous Saturday night theme party ("Animal House Toga Party!") this year had folks showing up in various degrees of Greek garb from olive branch tiaras to full-on togas

Saturday's three-race format featured what one racer called 'four seasons' conditions. It started cold, rainy, overcast and light in the wind department. But as the day progressed, the sun came out. Fleets on the three East Bay courses — Southampton, Olympic Circle and Deepwater (Treasure Island) — warmed up, dried out and by mid afternoon were sailing in sunny, summery conditions. Among the most notable performances of the day, Steve Katzman and his crew dominated Fleet J with three bullets on Dianne, the very first Express 27.

On Sunday, winter returned — and remained. It was cold, rainy and shifty all day for the 77 starters, 68 of whom hung in to complete the mini-Fiasco course around Angel and Alcatraz Islands.

We're not sure if it was the conditions or just the right toss of the coin (you could go either clockwise or counterclock-

wise around the two islands), but Sydney 38s took four of the top 10 spots, with Tom Thayer's *Howl* leading the way.

SOUTHAMPTON COURSE

FLEET O (Wylie Wabbits) — 1) Mr. McGregor, Kim Desenberg, 6 points; 2) Bad Hare Day, Eric Menzel, 9; 3) Weckless, Bill Erkelens, 9. (10 boats)

FLEET R (SF 30) — 1) **Wishful Thinking**, Tartan Ten, Lester Gee, 5 points; 2) **Abba Zaba**, Tartan Ten, Charles Pick, 8; 3) **Jane Doe**, Olson 911S,Bob Izmirian, 10. (9 boats)

FLEET T — 1) **Uno**, WylieCat 30, Steve Wonner, 4 points; 2) **It's a Rental**, Etchells, Sears Cup Team, 5; 3) **Lotta A'Tude**, WylieCat 30, Jon





Who's your Daddy (clockwise from above) — 'Ragtime' gets puffed; Stu Knigge and Christine Weaver tough out the Sunday rain on 'Stink Eye'; 'Clean Sweep' drops her kite.

Bloom, 9. (4 boats)

FLEET U - 1) **TMC Racing**, J/24, Michael Whitefield, 4 points; 2) **EI Gavilan**, Hawkfarm, Jocelyn Nash, 5; 3) **Hamburger Haus**, Olson 25, Jens Jensen, 11. (10 boats)

OLYMPIC COURSE

FLEET F (99 raters) — 1) **Naked Lady**, Olson 30, Jeff Blowers, 4 points; 2) **Family Hour**, Olson 30, Bilafer family, 7; 3) **Wraith**, Olson 30, Ray Wilson, 10. (10 boats)

FLEET G — 1) **Mintaka 4**, Farr 38, Gerry Brown, 6 points; 2) **Flexi Flyer**, Soverel 33, Mitch Wells, 6; 3) **Petard**, Farr 36 modified, Andy and Cynthia Newell, 10. (7 boats)

FLEET J — 1) **Dianne**, Express 27, Steve Katzman, 3 points; 2) **Expressway**, Express 27, R.B. Ward, 8; 3) **Great White**, Express 27, Stan Clark, 9. (6 boats)

FLEET K — 1) **Tiki Blue**, Beneteau 423, Gary Troxel, 4 points; 2) **Serenity**, Beneteau 393, Mike Cloutier, 5; 3) **Black Pearl**, Beneteau 473, Randy Chandler, 8. (7 boats)

DEEP WATER COURSE

FLEET A — 1) **Howl**, Sydney 38, Thomas Thayer, 9 points; 2) **Swiftsure**, Schumacher 54,



SHEET



Sy Kleinman, 14; 3) **Double Trouble**, Sydney 38, Andy Costello, 16. (10 boats)

FLEET C — 1) **Mistral**, Beneteau 36.7, Ed Durbin, 19 points; 2) **Sand Dollar**, Mumm 30, Erich Bauer, 20; 3) **Shaddy Daddy**, Beneteau 40.7, Joel Davis, 21. (11 boats)

FLEET D (J/105) — 1) **Cuchulainn**, James Mullens, 12 points; 2) **Orion**, Gary Kneeland, 16; 3) **Brick House**, Kristin Lane, 16. (9 boats)

FLEET E — 1) **Knots2**, J/109, John Notman, 12 points; 2) **Arc Angel**, Antrim 27, Bryce Griffith, 12; 3) **Cascade**, Antrim 27, Steve and Laraine Rienhart, 12. (7 boats)

PURSUIT RACE (SUNDAY, 3/12)

1) Howl, Sydney 38, Thomas Thayer; 2) Double Trouble, Sydney 38, Andy Costello; 3) Copernicus, Sydney 38, Michael Kennedy; 4) Astra, Farr 40, Mary Coleman; 5) Swiftsure, Schumacher 54, Sy Kleinman; 6) Orion, J/105, Gary Kneeland; 7) Bustin Loose, Sydney 38, Jeff Pulford; 8) Sand Dollar, Mumm 30, Erich Bauer; 9) Sweet Okole, Farr 36, Dean Treadway; 10) Sheeba, C&C 99, Mike Quinn; 11) Lulu, J/105, Don Weineke; 12) Flashpoint, Melges 24, Pat Brown; 13) El Gavilan, Hawkfarm, Jocelyn Nash, 14) Jeanette, Frers 40, Henry King. (73 starters, 68 finishers)

Complete results: www.richmondyc.org

MIDWINTER WRAP UPS

Spring sprang on March 20. Winter is over, and with it, the various midwinter series. Last month, we ran final results from the series that ended in February. This month, we tie up the loose ends with cumulatives from the Golden Gate and Sausalito YC series.

SAUSALITO YACHT CLUB

DIVISION A (Spinnaker < 197) — 1) Racer X, Mumm 30, Gary Redelberger, 6 points; 2) Lynx, WylieCat 30, Overton/Plumley, 12; 3) Absolute O2, Sydney 38, Keith MacBeth, 14; 4) Razzberries, Olson 34, Bruce Nesbit, 15. (12 boats)

DIVISION B (Spinnaker > 197) — 1) **Q**, Schumacher 40, Glenn Isaacson, 11 points; 2) **Youngster**, IOD, Ron Young, 17; 3) **Veronese**, Beneteau First 47.7, Chris Dawson, 18; 4) **Roeboat**, Catalina 30, Rod Decker, 22. (12 boats)

DIVISION C (non-spinnaker >197) — 1) Elaine, Santana 22, Pat Broderick, 10 points; 2) Patience, Ranger 23, John Baier, 12 3) Nordlys, Knarr, Joel Kudler, 16. (9 boats)

J/105 — 1) Blackhawk, Scooter Simmons, 9

points; 2) **Lulu**, Don Weineke, 12; 3) **Streaker**, Ron Anderson, 18. (8 boats)

1D35 — 1) **Zsa Zsa**, Grand Prix Sailing Academy, 15 points; 2) **Sweet Sensation**, GPSA, 17; 3) **Great Sensation**, GPSA, 18. (3 boats)

Complete results: www.syconline.org

GOLDEN GATE YC

PHRF 1 (<51) — 1) **Quiver**, McCord 35.6, Jeff McCord, 7 points; 2) **Zephyra**, DK 46, Robert Youngjohns, 7; 3) **Mr. Magoo**, J/120, Stephen Madeira, 14; 4) **Astra**, J/120, Mary Coleman, 22. (19 boats)

PHRF 2 (52-78) — 1) **Q**, Schumacher 40, Glenn Isaacson, 5 points; 2) **Sand Dollar**, Mumm 30, Erich Bauer, 6; 3) **Tupelo Honey**, Elan 40, Gerard Sheridan, 13; 4) **Racer X**, Mumm 30, Gary Redelberger, 13; 5) **Stewball**, Express 37, Caleb Everett, 20. (9 boats)

PHRF 3 (79-114) — 1) **Uno**, WylieCat 30, Steve Wonner, 10 points; 2) **Lilith**, WylieCat 39, Tim Knowles, 13; 3) **Shaman**, Cal 40, Steve Waterloo, 18. (6 boats)

PHRF 4 (115-155) — 1) Harp, Catalina 38,

Mike Mannix, 4 points; 2) **Blue Pearl**, Hunter 41, John Dahle, 11; 3) **Lazy Lightning**, Tartan Ten, Tim McDonald, 12; 4) **Windwalker**, Islander 36, Richard Shoenhair, 13. (10 boats)

PHRF 5 (> 156) — 1) **Mr. Toad**, J/24, John Hunt, 4 points; 2) **Crazy Jane**, Thunderbird, Doug Carrol, 10; 3) **Elaine**, Santana 22, Pat Broderick, 12. (6 boats)

KNARR — 1) **Knarr 134**, Eric Gray, 7 points; 2) **Flyer**, Chris Kelly, 11; 3) **Benino**, JohnMounier, 13. (7 boats)

J/105 — 1) Lulu, Don Weineke, 4 points; 2) Rum Rum Tugger, Bob Campbell, 12; 3) Whisper, Eden Kim, 13. (6 boats)

IOD — 1) La Paloma, Jim Hennefer, 5 points; 2) Xarifa, Paul Manning, 8; 3) White Cap, Henry Hernandez, 10. (5 boats)

CATALINA 34 — 1) **Wind Dragon**, Dave Davis, 8 points; 2) **Crew's Nest**, Ray Irvine, 9; 3) **Casino**, Bill Eddy, 11.5. (8 boats)

FOLKBOAT — 1) **Folksong**, Peter Jeal/Vince Spohn, 8 points; 2) **Windansea**, Don Wilson, 10; 3) **Frihed**, Bill Madison, 11. (8 boats)

Complete results: www.ggyc.com

THE RACING











Race Notes

Florida in the spring is race boat central. In the third major regatta in the Sunshine State in as many months, the battle for supremacy in the inaugural Rolex TP 52 Global Championship came right down to the wire. Going into the final day — after six days and eight races (including a 35-mile coastal race

and 200-mile long distance offshore bout), Northern California's **Philippe Kahn** on *Pegasus 52* led Irishman Eamon Conneely's *Patches* by only three quarters of a point. After Sunday's first race, *Patches* led *Pegasus* by one quarter point. Few eyes were on the other seven boats as Kahn and Conneely blazed up to the first mark, where it all went south for

Kahn and company. They tried to cross *Patches* on port, but the Irish boat had to crash tack to avoid collision. *Pegasus* did their first 360-degree penalty turn before the mark, and their second — for fouling within two boatlengths of a mark — after rounding. That put them dead last, but to their credit, they clawed back to third, just behind *Patches*, at the finish. "If you

SHEET







live by the sword, you die by the sword," noted *Pegasus* tactician Ken Read.

Though it started a couple of days before, the TP 52 'Globals' was part of **Acura Miami Race Week**, March 9-12. In all, 142 boats in 12 divisions slugged it out in splendid 80-degree temps in the 10-race, no-throwout series. Notable Northern Californians elsewhere

in the ranks included **Mark Rudiger** aboard IRC-1 winner *Moneypenny*; **John Kostecki** calling tactics on the Farr 40 *Warpath*, which ended their series in fourth, and **Rick Wesslund's** Tiburon-based J/120 *El Ocaso*, which continued her Key West streak by winning PHRF-2 and once again earning top PHRF boat of the event.

Theirs was for sure a hard act to follow, especially in the last race when a lifeline broke and two crew went overboard. The recovery put *El Ocaso* in dead last, but Wesslund's warriors clawed their way back to fourth at the finish. Thanks to having won five of the first six races, they managed to hold on to win their division by just one point, and be named **PHRF**

THE RACING

Boat of the Week, an accolade they had also received at Key West. We bow before their magnificence.

Northern Californians were also acquitting themselves proudly a bit farther down island. Roger Sturgeon's TransPac 52 Rosebud sailed to second in the March 3-5 Heineken Regatta in St. Maarten behind defending and once-again champion, Tom Hill's R/P 75 Titan XII. John Wimer and his J/120 Desdemona crew also showed well at the Heineken, albeit without Desdemona. They chartered the comfy Beneteau 443 Allegheny Gal from The Moorings and cleaned up the 92-boat Bareboat division, taking first in class and first overall! Wow! Kudos to John and his crew Valerie Cohen, Brain Gauny, Denise Rebar, Rod Marble and Tori Luby.



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- Harken Furlers
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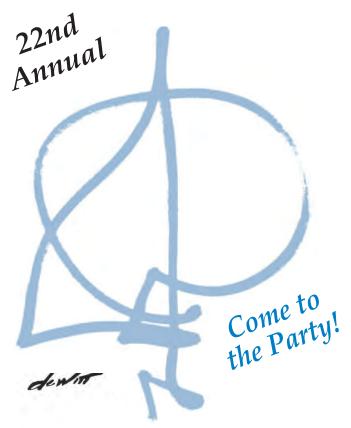


Sale Boat of the Month: Doug Taylor of Hawaii, who's owned a series of performance boats named **Zamboni**, recently purchased a new X-35 from Pacific Yacht Imports in Alameda, which is also the new home of Bay Area sailor and now X Yacht representative Chris Corlett.

Island Yacht Club's Sadie Hawkins women skippers' race was held Saturday, February 26, the day before last month's endless procession of storms started pummelling the Bay Area. "We were certainly lucky to have a sunny day and enough wind to buck that awful ebb!" commented long-time IYC Racing Co-Chair Joanne McFee.

Nine boats competed in light breeze on the Estuary in this annual event, which is almost as old as the 35-year-old vacht club. Winners included Division A - Rascal, Wilderness 30, Ruth Summers; Division B — Elaine, Santana 22, Leah Pepe. Also honored was the top Island YC finisher, the Newland 368 Pegasus XIV, sailed by Linda Newland. Prizes were West Marine bags containing a choice of red or white wine.

Finally, we got word literally the afternoon this issue was going out the door that local 470 sailor Carisa Harris Adamson and her crew Isabella Kinsolving had just announced they will be making a bid for the 2008 Olympic team. Carisa, a former collegiate All-American sailor, received Top U.S. Boat in the 2005 Women's 470 Worlds on the Bay. She also made a previous Olympic bid in 1996. We'll have more on this local effort and how you may be able to help in the next issue.



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Call (415) 661-3498 or BVBC after 5pm (415) 495-9500

Bay View Boat Club, 489 Terry Francois Blvd., San Francisco, CA 94107

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WORLD

We depart from our normal format this month to bring you a special 'season-opener' report on The Bay Area's Bareboat and Crewed Charter Yacht Fleets.

A Guide to Accessing the Bay: Our Cure for the 'No Boat Blues'

We're proud to say that all sorts of folks read Latitude, both lifelong sailors and neophytes, both mega-yacht owners and folks who've never even owned a dinghy. If you're a member of the latter group, a would-be sailor who suffers from the 'no boat blues', this article is

Thousands, perhaps millions, of folks look out at sailboats gliding across the Bay each year, wistfully wishing they could be out there among 'em. Ironically, they would probably be shocked to know just how easy it is to get out sailing on the Bay, whether or not you know the pointy end of a boat from the other end!

For as little as \$25 or \$30 a head, thrill-seekers of all ages can hop on a stout, safe sailing vessel for a glorious three-hour spin around the Bay. Those who possess sailing skills, but are boatless, can choose from a vast selection of rental boats located all over the Bay

In an era when the cost of dinner and a movie can empty your wallet, the cost of booking a spot on a 'scheduled sail' or renting a boat for the exclusive use of your group is an excellent value — especially when split among friends.

We probably don't need to remind you that the Bay Area is universally considered to be one of the best all-around sailing venues in the world. And the arrival of spring makes a day on either San Francisco or Monterey Bay all the more enticing.

Even if you do own your own boat, there are special occasions when it makes sense to leave your trusty steed in its slip and utilize the resources listed in these pages. Read on, and you'll see what we mean.

Bareboats — As every sailor worth his salt knows, the term bareboat was coined back in the late '60s to mean a drive-it-yourself rental boat equipped with all necessary sailing gear, as well as interior amenities. Over the years, that novel concept evolved into what is today a multimillion-dollar industry with charter bases located in both tropical and temperate climates all over the planet.

Here in the Bay Area, there are roughly 250 bareboats available for hire, but the businesses that manage them are not simply rental agencies. Almost without exception, these boats are offered by sailing schools — usually called 'clubs'

Club Nautique

Sausalito Alameda

(800) 343-SAIL

— which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, however, you don't have to be a member of the sailing club to rent a boat, although nonmembers will pay somewhat higher rental prices.

The first time you charter with a company you will generally have to get checked out by their staff so they'll feel confident that you're not going to run the pride of their fleet into a waterside restaurant. Our advice concerning check-outs is to drop by the rental outfit a few days ahead of time and get signed off, so ## you won't cut into your ## precious charter time on a busy weekend.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues, 'social sails' where everyone pitches in a few bucks to cover costs, and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.



BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible, and we regret any errors or omissions

Note: Not listed here are university and community sailing programs which offer the use of sailing dinghies and daysailers in conjunction with their instructional programs.

Yacht Charters
Sausalito (415) 332-0800
www.yachtcharter.com
• 30' & UNDER •
Ericson 30
• 31' - 35' •
N/A
• 36' - 40' •
Columbia 36
Beneteau 38
• OVER 40' •
Nordic 44
• • • • • • • • • • • • • • • • • • • •

Atlantis

Cass' Marina Sausalito (415) 332-6789

www cassmarina com

• 30' & UNDER • Santana 22 Santana 22 Mark II (2) C&C 25 Bristol 27 Lancer 30 Cal 30 C&C 35

Fricson 35

www.clubnautique.net SA = Sausalito; AL = Alameda • 30' & UNDER • Santana 525 (3) AL, SA Colgate 26 (5) AL, SA Hunter 290 (2) AL, SA Hunter 306 AL • 31' - 35 Hunter 310 (3) SΔ Hunter 320 (5) AL, SA Hunter 326 (2) SA AL. SA Jeanneau 32 (2)

Hunter 33

Hunter 410

Gib Sea 33 AL Jeanneau 34 SA Hunter 36 (4) AL, SA Dufour 36 (2) AL, SA Jeanneau 37 (2) AL, SA Caliber 40 (2) AL, SA Jeanneau 40.3 AL OVER

AL

AL

Hunter 41 (2) AL SA Jeanneau 43 AL ΑI Gib Sea 43 Hunter 466 ΑI Jeanneau 52.2 AL Jeanneau 54 DS AL J/World Alameda (510) 522-0547 www.jworldsf.com • 30' & UNDER • J/80 [26'] (5) • 31' Catalina 34 J/105 [34'] (3) J/35C • 36' - 40' • N/A • OVER 40' • J/120 [40'] (2) Beneteau 423 Beneteau 47.7

Lighthall Yacht Charters Santa Cruz (831) 429-1970

www.lighthallcharters.com

• 30' & UNDER •
N/A
• 31' - 35' •
Catalina 34
• 36' - 40' •
N/A
• OVER 40' •
Catalina 42 (2)

Catalina 470

Modern Sailing Academy Sausalito (800) 995-1668

www.modernsailing.com

• 30' & UNDER Islander 30

Beneteau 311 Pearson 32 Ericson 32 Beneteau 33 Seawind 1000 [33'] cat Beneteau 35

OF CHARTERING



Are we having fun yet? Oh, yeah! A daysail aboard a local charter boat - such as 'Flying Tiger', pictured here — is an ideal way to introduce newcomers to our favorite sport.

For folks who don't own their own boat and/or who don't have close friends

interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through a hierarchy of classes. and the natural camaraderie that comes with shared activities on the water often

spawns lasting friendships.

Even if you already own a boat or have access to a friend's, the Bay's combined fleet of so many varied types of boats can be a valuable resource. Suppose, for example, you can go out racing with a friend whenever you like, but you rarely get time on the wheel. Renting a bareboat is the perfect solution for honing the full range of skills. We'd bet that virtually every Bay Area sailor has fantasies about chartering a boat in some tropical paradise, but if you never get a chance to take total responsibility for a boat — including anchoring — how will you ever be qualified to charter abroad? Trust us, it's a whole lot more fun to begin an expensive vacation charter if you have confidence in your abilities, as opposed to the continual angst brought on by trying to fake it.

Likewise, if you're thinking of buying a boat of your own, there's no better way to scrutinize the differences between popular makes and models than by personally sea-testing them before you commit.

Crewed Charter Vessels — The vessels you'll find on these pages are accessible to folks of all ages, with no sailing skills required whatsoever. However, there are special occasions when even diehard sailors who own arsenals of sailing craft could also use these services.

Consider a few possibilities. Suppose you have a slew of relatives com-

• 36' - 40' •

Beneteau 38 Catalina 38 Island Packet 38 Beneteau 393

• OVER 40' •

Beneteau 423 Beneteau 43

Monterey Sailing

Monterey (831) 732-9463 www.monterevsailing.com

• 30' & UNDER •

Islander 28 Coronado 30

· 31' - 40' ·

Catalina 36

• OVER 40' N/A

ocsc

Berkeley (800) 223-2984 (members only) www.ocscsailing.com

• 30' & UNDER •

J/24 (24) Ultimate 24 (3) Olson 25 (4)

• 31' - 35'

Catalina 32 (4) Beneteau 331 Gemini 105 [34'] J/105 [34'] (6) J/109 [35']

- 40' •

Catalina 36 (4) Sabre 362 Caliber 40

• OVER 40' Santa Cruz 52

Pacific Yachting/Sailing Santa Cruz (800) 374-2626

www.pacificsail.com

• 30' & UNDER

Santa Cruz 27 Catalina 28

Olson 911s

• 31'

Beneteau 31 Catalina 31 Catalina 32 (3) Beneteau 33

Hunter 33 Hunter 34

Catalina 34 (2) • 36'

Catalina 36

• OVER 40' Beneteau 46.1

Tradewinds Sailing School & Club

Pt. Richmond (510) 232-7999 www.TradewindsSailing.com Brickvard Cove / Richmond Marina Bay (*boats also at Folsom Lake)

• 30' & UNDER •

Capri 22 (6) Newport 24* Catalina 25' Ericson 27 (3) Cal 27 (2) Catalina 270 Newport 28

Catalina 30 (4) Newport 30

Cal 31 (2) Dufour 31

Hunter 35 Islander 36 Catalina 38

• OVER

Beneteau 42

Spinnaker Sailing of Redwood City

(650) 363-1390 www.spinnakersailing.com

• 30' & UNDER' Santana 22 (7)

Cal 24 (2) Merit 25 (7) Catalina 27 Hunter 30

Bristol 31

Catalina 36

• OVER 40' • Ron Holland 47

Spinnaker Sailing

of San Francisco (415) 543-7333 www.spinnaker-sailing.com

• 30' & UNDER' •

Santana 22 (3) Santa Cruz 27 (6)

• 31' - 35' •

Hunter 310 Catalina 310 Allmand 35 Hunter 356

• 36'

Jeanneau 36 Catalina 36 Hunter 380 Beneteau 39 C&C 40

Hunter 410 Hunter Passage 42

WORLD

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For as little as \$25 or \$30 a head, thrill-seekers of all ages can hop on a stout, safe sailing vessel for a glorious three-hour spin around the Bay. Those who possess sailing skills, but are boatless, can choose from a vast selection of rental boats located all over the Bay Area.

In an era when the cost of dinner and a movie can empty your wallet, the cost of booking a spot on a 'scheduled sail' or renting a boat for the exclusive use of your group is an excellent value - especially when split among friends.

We probably don't need to remind you that the Bay Area is universally considered to be one of the best all-around sailing venues in the world. And the arrival of spring makes a day on either San Francisco or Monterey Bay all the more enticing.

Even if you do own your own boat, there are special occasions when it makes sense to leave your trusty steed in its slip and utilize the resources listed in these pages. Read on, and you'll see what we mean.

Bareboats — As every sailor worth his salt knows, the term bareboat was coined back in the late '60s to mean a drive-it-yourself rental boat equipped with all necessary sailing gear, as well as interior amenities. Over the years, that novel concept evolved into what is today a multimillion-dollar industry with charter bases located in both tropical and temperate climates all over the planet.

Here in the Bay Area, there are roughly 250 bareboats available for hire, but the businesses that manage them are not simply rental agencies. Almost without exception, these boats are offered by sailing schools — usually called 'clubs'

Club Nautique

Sausalito Alameda

— which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, however, you don't have to be a member of the sailing club to rent a boat, although nonmembers will pay somewhat higher rental prices.

The first time you charter with a company you will generally have to get checked out by their staff so they'll feel confident that you're not going to run the pride of their fleet into a waterside restaurant. Our advice concerning check-outs is to drop by the rental outfit a few days ahead of time and get signed off, so ## you won't cut into your ## precious charter time 9 on a busy weekend.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues, 'social sails' where everyone pitches in a few bucks to cover costs, and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.



BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible, and we regret any errors or omissions.

Note: Not listed here are university and community sailing programs which offer the use of sailing dinghies and daysailers in conjunction with their instructional programs.

Yacht Charters
Sausalito (415) 332-0800
www.yachtcharter.com
• 30' & UNDER •
Ericson 30
• 31' - 35' •
N/A
• 36' - 40' •
Columbia 36
Beneteau 38
• OVER 40' •
Nordic 44
•••••

Atlantis

Cass' Marina Sausalito (415) 332-6789 www.cassmarina.com

Santana 22 Santana 22 Mark II (2) J/24 C&C 25 Bristol 27 Lancer 30

C&C 35 Ericson 35

Cal 30

(800) 343-SAIL www.clubnautique.net SA = Sausalito; AL = Alameda Santana 525 (3) Colgate 26 (5) AL, SA Hunter 290 (2) AL, SA Hunter 306 ΑL Hunter 310 (3) SΔ Hunter 320 (5) AL, SA Hunter 326 (2) SA AL SA Jeanneau 32 (2) Hunter 33 AL Gib Sea 33 AL Jeanneau 34 SA Hunter 36 (4) AL, SA Dufour 36 (2) AL, SA Jeanneau 37 (2) AL, SA Caliber 40 (2) AL, SA Jeanneau 40.3 AL Hunter 410 AL

Hunter 41 (2)	AL, SA
Jeanneau 43	AL
Gib Sea 43	AL
Hunter 466	AL
Jeanneau 52.2	AL
Jeanneau 54 DS	AL
Jeanneau J4 DJ	AL
J/World	
Alameda (510) 52	2-0547
, ,	
www.jworldsf.c	OM
• 30' & UNDE	ER •
J/80 [26'] (5)	
• 31' - 35'	•
Catalina 34	
J/105 [34'] (3)	
J/35C	
• 36' - 40'	•
N/A	
• OVER 40	•
J/120 [40'] (2)	
Beneteau 423	
Beneteau 47.7	

Charters
Santa Cruz (831) 429-1970 www.lighthallcharters.com
• 30' & UNDER •
N/A
• 31' - 35' •
Catalina 34
• 36' - 40' •
N/A
• OVER 40' •
Catalina 42 (2) Catalina 470
Calallia 470
Modern Sailing Academy
Sausalito (800) 995-1668
www.modernsailing.com
• 30' & UNDER •
Islander 30
• 31' - 35' •
Beneteau 311
Pearson 32
Ericson 32
Beneteau 33 Seawind 1000 [33'] cat

Beneteau 35

OF CHARTERING



Are we having fun yet? Oh, yeah! A daysail aboard a local charter boat - such as 'Flying Tiger', pictured here — is an ideal way to introduce newcomers to our favorite sport.

For folks who don't own their own boat and/or who don't have close friends

interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through a hierarchy of classes. and the natural camaraderie that comes with shared activities on the water often

spawns lasting friendships.

Even if you already own a boat or have access to a friend's, the Bay's combined fleet of so many varied types of boats can be a valuable resource. Suppose, for example, you can go out racing with a friend whenever you like, but you rarely get time on the wheel. Renting a bareboat is the perfect solution for honing the full range of skills. We'd bet that virtually every Bay Area sailor has fantasies about chartering a boat in some tropical paradise, but if you never get a chance to take total responsibility for a boat — including anchoring — how will you ever be qualified to charter abroad? Trust us, it's a whole lot more fun to begin an expensive vacation charter if you have confidence in your abilities, as opposed to the continual angst brought on by trying to fake it.

Likewise, if you're thinking of buying a boat of your own, there's no better way to scrutinize the differences between popular makes and models than by personally sea-testing them before you commit.

Crewed Charter Vessels — The vessels you'll find on these pages are accessible to folks of all ages, with no sailing skills required whatsoever. However, there are special occasions when even diehard sailors who own arsenals of sailing craft could also use these services.

Consider a few possibilities. Suppose you have a slew of relatives com-

Beneteau 38 Catalina 38 Island Packet 38 Beneteau 393

Beneteau 423 Beneteau 43

Monterey Sailing

Monterey (831) 732-9463 www.montereysailing.com

Islander 28 Coronado 30

Catalina 36

N/A

ocsc

Berkeley (800) 223-2984 (members only) www.ocscsailing.com

J/24 (24) Ultimate 24 (3) Olson 25 (4)

Catalina 32 (4) Beneteau 331 Gemini 105 [34'] J/105 [34'] (6) J/109 [35']

Catalina 36 (4) Sabre 362 Caliber 40

Santa Cruz 52

Pacific Yachting/Sailing Santa Cruz (800) 374-2626

www.pacificsail.com

Santa Cruz 27 Catalina 28

Olson 911s

Beneteau 31

Catalina 31 Catalina 32 (3)

Beneteau 33 Hunter 33

Hunter 34 Catalina 34 (2)

Catalina 36

Beneteau 46 1

Tradewinds Sailing School & Club

Pt. Richmond (510) 232-7999 www.TradewindsSailing.com Brickvard Cove / Richmond Marina Bay (*boats also at Folsom Lake)

Capri 22 (6) Newport 24 Catalina 25* Ericson 27 (3) Cal 27 (2) Catalina 270 Newport 28

Catalina 30 (4) Newport 30

Cal 31 (2) Dufour 31

Hunter 35 Islander 36 Catalina 38

Beneteau 42

Spinnaker Sailing of Redwood City

(650) 363-1390 www.spinnakersailing.com

Santana 22 (7) Cal 24 (2) Merit 25 (7) Catalina 27 Hunter 30

Bristol 31

Catalina 36

Ron Holland 47

Spinnaker Sailing of San Francisco

(415) 543-7333 www.spinnaker-sailing.com

Santana 22 (3)

Santa Cruz 27 (6)

Hunter 310

Catalina 310 Allmand 35 Hunter 356

Jeanneau 36 Catalina 36 Hunter 380 Beneteau 39 C&C 40

Hunter 410 Hunter Passage 42

WORLD

ing in from out of town for a wedding or reunion, and you'd like to show them around the Bay. Do you really want to cram them all onto your beat-up old daysailer with the nonfunctional head? No. The smart move would be to charter one of these well-kept 'multi-passenger' vessels, where the pampering service of a professional crew will allow you to sit back, sip champagne and play tour guide.

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you introduce them to the idea of a Bay cruise on a bona fide sailing vessel. Those who care to pitch in with the sailing chores are usually welcome to help, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: 'Six Pack' boats, which are licensed to charter with only six passengers for hire, and 'Multi-Passenger Vessels' (technically called Inspected Vessels). In most cases these can legally carry up to 49 passengers.

On these pages we've attempted to be as comprehensive and up-to-date as possible. We regret any errors or omissions, so please let us know if we've left anyone out!

'Multi-Passenger' Vessels (7+) (In alphabetical order.)

Argosy Venture: One of the largest and more unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-



'Argosy Venture' is a rare classic.

catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family

charters and expeditions, as well as film and dive charters.

• (650) 952-4168.

Adventure Cat I: A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers aboard. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.

- · Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for scheduled sails daily (individually ticketed), private group charters and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; website: www.adventurecat.com

Adventure Cat II: Designed by cat connoisseur Kurt Hughes, Adventure Cat II was launched several years ago. Like her older sister (above), she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.

- · Carries up to 99 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for private group charters and special events, including weddings,



'Adventure Cat II' is fast and fun.

whale watching and corporate programs.

• (415) 777-1630 or (800) 498-4228; website: www.adventurecat.com

Bay Lady: At 90 feet in length, *Bay Lady* is the largest Coast Guard 'certified' sailing vessel on the West Coast. Licensed

to carry up to 80 passengers, she holds the second-largest capacity of any sailing charter vessel in the region. Bay Lady was built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great clouds of sail on her traditional gaff rig.

- Certified for 80 passengers (most comfortable with about 65).
- Berthed at South Beach Harbor, San Francisco.
- Some scheduled sailings (individually ticketed), private group charters, off-

shore charters (such as to Monterey) and special events including corporate and baseball parties.

• (415) 543-7333; website: www. rendezvous-charters.com

Chardonnay II: If you've ever sailed in the waters off Santa Cruz, you've prob-



The steel schooner 'Bay Lady' carries 80.

ably seen this sleek beauty gliding over the wavetops with a spirited load of revelers on deck. A modified Santa Cruz 70 design, she was specially customized by Bill Lee for safe, easy-handling charters. Based at Santa Cruz Yacht Harbor, she is popular with both locals and Silicon Valley corporate clients.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Available for scheduled sailings



'Adventure Cat I' slips gracefully through the Golden Gate. With her broad beam, she is exceptionally stable.

(individually ticketed), private group charters, and special events including corporate.

• (831) 423-1213; website: www. chardonnay.com

Derek M. Baylis: Named after a famous Bay Area yachtsman, this distinctive 65-ft cat ketch was built specifically for conducting ocean research and marine education. Tom Wylie designed it to be an "environmentally friendly way

The custom Wylie 65 'Derek M. Baylis'.



to keep up with whales and other marine life without using an engine."

- Carries up to 49 passengers on daysails or 12 passengers for overnights.
- Berthed at Monterey; pickups in Santa Cruz by special arrangement.
- Specializing in marine research and educational marine study groups (such as the Monterey Aquarium's Science Under Sail program and Stanford's recent great white shark study at the Farallons). Also available for private group charters.
- (831) 251-4656; website: www. derekmbaylis.com.

Gas Light: Built by master shipwright Billy Martinelli, this beautifully crafted 50-ft schooner is reminiscent of the days when hay and produce were brought down Bay Area rivers to market under sail, aboard similar scow schooners. Her main cabin is spacious and bright, while her broad decks make it easy to mingle during a party cruise, and she heels only minimally.

- Carries up to 49 passengers (ideal with 25-35).
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters and special events including corporate meetings and teambuilding. Kids' groups
 - (415) 331-2769 or (415) 601-1957;

OF CHARTERING

website: www.gaslightcharters.com

Glory Days: This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional female skippers in the local charter trade. Before going out on her own a few years



The Morgan O.I. 51 'Glory Days'.

ago with the purchase of *Glory Days*, Pam skippered many of the Bay's biggest charter vessels.

When Morgan first began producing the Out Island line in the late '60s, they quickly became a hot cruising design, and charter companies loved them — especially the 51s, like *Glory Days*.

- Certified for 42 passengers probably the only O.I. 51 which is.
 - Berthed Pelican Harbor, Sausalito.
- Available for corporate events, private charters, weddings, ash scatterings, teambuilding sails and Angel Island BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).
- (800) 849-9256 or (415) 336-0392; website: www.sailsfbay.com

Nehemiah: Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that she has circumnavigated — twice — under previous owners.

'Gas Light' is a replica of bygone days.



WORLD

Her current use is also unique, however. Capt. Rod Phillips and his wife, Admiral Joni, enjoy doing Bay charters for the general public, which finance their true passion, youth sail training - particularly for 'at-risk' youth. Solidly built and traditionally rigged, she is an ideal platform for hands-on training, as well as pleasure sailing. A lifelong mariner, Rod also captains S.F. Bay ferries.

- · Carries up to 32 passengers.
- Berthed Richmond's Marina Bay.
- · Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; website: www. sailingacross.com

Ruby: At 64 feet in length, this double-ended steel sloop has been a familiar site on the Bay for as long as we can remember. In fact, Ruby has been chartering longer than any other boat on the Bay — 25 consecutive years. She's also become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance cruising, but once he started chartering her, he discovered that both he and she were well suited to the business. In addition to scheduled sailings, she does a variety of special charters - one of the most memorable



The custom steel sloop 'Ruby'.

was when The Playboy Channel brought a dozen bunnies aboard for an Opening Day photo shoot in the waters off what is now SBC Park.

- · Carries up to 31 passengers.
- · Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.
- · Available for lunch and evening sails daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.
 - (415) 861-2165; website: www.

rubysailing.com

Sea Raven: This comfortable 65-ft catamaran specializes in elegant dining cruises under sail, accommodating up to 30 guests for 'sit-down' dinners in her customized salon. For this purpose, she is completely unique within the Bay Area fleet, which, naturally, brings her plenty of corporate business and special-occasion charters.

- · Carries up to 48 passengers.
- Berthed at South Beach Harbor, San Francisco.
- · Available for private charters only: dinner cruises, private group charters, special events including corporate functions and baseball tailgate parties.
- (415) 543-7333; website: www. rendezvous-charters.com

Seaward: This 82-ft staysail schooner is the latest addition to the Bay Area charter fleet, having arrived here from Boston last summer. Rather than doing typical daysails, during the spring, summer and fall her primary function is running hands-on sail training for youngsters in, or near, the Bay. When



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ROYAL CLIPPER: 7-Day Caribbean to the 'Grenadine Islands' December 3-10, 2006 Barbados - Grenadines - Grenada - Tobago Cays - St. Vincent - Bequia - Martinique and St. Lucia Caribbean fares start at \$1,395 per person (double) + \$545 for round trip airfare from San Francisco.

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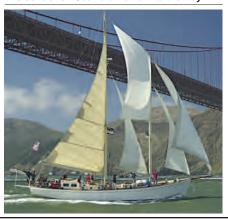
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OF CHARTERING

winter approaches, she heads for the sunny latitudes of Mexico, where she offers a series of programs which combine education in traditional seamanship, study of the marine environment and fun in the sun. She is owned and operated by the nonprofit Call of the Sea organization.

- Carries up to 45 passengers on day trips; 15 for overnights.
 - · Berthed at Sausalito.
 - · Available for youth sail training,

The schooner 'Seaward' is new to the Bay.



overnight coastal trips, scheduled (individually ticketed) Friday night and Saturday sails, 'adventure sailing' in Mexico, as well as private group charters and corporate events.

• (415) 331-3214; website: www. callofthesea.org; and for Mexico: www. seawardadventures.org

Team O'Neill: Based in Santa Cruz, this custom-built 65-ft cat is expansive, stable and fast — ideal for party charters or whale watching in the waters of Monterey Bay. Although Jack O'Neill is a longtime sailor (as well as a lifelong surfer), he initially became interested in the 65-ft Team O'Neill cat in connection with another of his passions — hot air ballooning. He rigged her with a tabernacle mast that hinged aft, and used the massive 65 x 28-foot platform as a 'launch pad'.

Although *Team O'Neill* is available for private charters, she spends much of her time these days running educational sailing trips for grade school kids. Called the O'Neill Sea Odyssey, these programs focus on marine science, integrating classroom study and community service



The 'Team O'Neill' cat is easy to spot.

with sails out into the Monterey Bay Marine Sanctuary.

- · Carries up to 49 passengers.
- · Berthed at Santa Cruz YH.
- Available for private group charters, whale watching and special events including corporate, as well as educational programs including the O'Neill Sea Odyssey.
- (831) 475-1561; website: www. oneillyachtcharters.com and www. oneillseaodyssey.org

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WORLD

Yukon Jack: Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you'd like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she actually holds the San Franciscoto-Tahiti record from her '95 crossing: 19 days, 4 hours and 51 minutes, if anyone's counting.

- · Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Race charters (including offshore), private group charters, and special events including corporate.
- (415) 543-7333; website: www. rendezvous-charters.com

Smaller Capacity Crewed Yachts (alphabetically)

We need to preface this section by saying that in addition to the six-passenger vessels which follow — many of which are operated by their owners — virtually every sailing school (aka 'club') listed

at the beginning of this section also has boats which are available for 'six-pack' charters with captain and crew.

Some of the larger boats in those fleets are very nicely fitted-out for both **comfortable daysails and overnight charters**. Call them for details and pricing.

Apparition: Sleek and speedy, Apparition was custom-built in Sausalito with small-group chartering in mind. Captain Stan Schilz loves to introduce guests to the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you're

This 'Apparition' is a familiar sight.



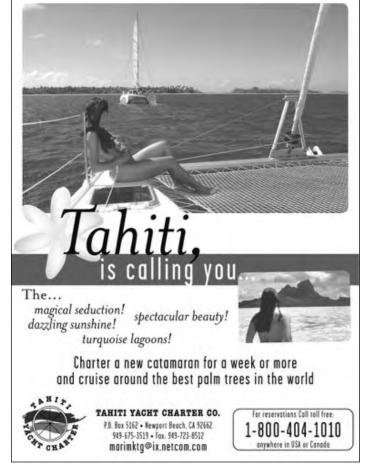
planning to bareboat a cat soon, spending some time aboard *Apparition* would be good preparation.

- Carries up to 6 passengers for private charters. Can also be bareboated by special arrangement with up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events, multihull sailing instruction and trips up the Delta or the Petaluma or Napa Rivers.
- (415) 331-8730; webs: www. apparition.com or www.boatsboatsboats.net

Carrera: At the smaller end of the spectrum is Gene Maly's well-kept Capo 32 racer/cruiser. Based at Monterey, *Carrera* balances her increasingly busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

- · Carries up to six passengers.
- Berthed at Fisherman's Wharf, in Monterey.
- Available for scheduled daysails including whale watching and Marine Sanctuary tours, private charters, ac-







The Catana 42 'Cat Ballou'.

credited instruction, and "teambuilding challenges" for corporations.

• (831) 375-0648; website: www. sailmontereybay.com

Cat Ballou: Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owners Chuck and Ellie Longanecker upgraded her substantially during an extensive refit. As well as doing custom charters on the Bay, she also occasionally voyages beyond the Golden Gate. In fact, in recent years she's offered a series of 'adventure charters' to, from and within Mexico. A management

OF CHARTERING

consultant by trade, one of Chuck's specialties is teambuilding charters.

- Carries up to six passengers. (Note: This vessel will soon be licensed to carry 12 passengers.)
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, including teambuilding.
- (888) 566-8894; website: www. sanfranciscosailing.com

Flying Tiger: This sleek former racing yacht is one of the newest additions to the Bay's charter fleet. Originally designed to race in the SORC, she was later fitted out for comfortable cruising and explored both Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a successful career in the energy business to pursue his dream of chartering on the Bay aboard Flying Tiger.

She is ideally suited to charters with those who enjoy high-performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront. She has recently undergone an extensive refit.

- · Carries up to six passengers.
- · Based at Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 858-1640 or cell (650) 492-0681; website: www.sfbaysail.com

Incognito: This custom-built C&C 48 is the 'dream boat' of 30-year charter skipper Mark Sange. He had been looking for a stiff, high-performance boat that was well balanced and responsive. And to hear him tell it, *Incognito* filled the bill perfectly. Having skippered big luxury charter yachts in the Med for a decade,

The C&C 48 'Incognito'.





WORLD

Mark knows a thing or two about putting excitement back in his client's lives. "I like to introduce them to the therapeutic effect of bashing to windward in 20 knots of breeze with the lee rail buried."

- · Carries up to six passengers.
- · Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events; specializes in instructional 'performance sailing' charters.
- (415) 868-2940; (415) 987-1942; website: www.sailingsf.com or www.captainmarco.com

Lanikai: This lovely C&C 44 racer/cruiser — whose name means heaven near the sea — is one of the newest additions to the S.F. Bay fleet. Having undergone an extensive refit, she is in like-new condition and features luxurious amenities below decks. Operating under the name Executive Charters, owners Lisa and Garrett Caldwell focus on the high-end, small-group market. Their charters include limo pick-ups, first-class service and fine cuisine catered by a San Francisco hotel.



The C&C 44 'Lanikai'.

- Carries up to six passengers.
- Pickups at South Beach Harbor, Pier 38 and at Jack London Square.
- Focused on high-end service and accommodations; available for private day charters including corporate, special events, skills assessment and scattering of ashes.
- (916) 826-5653; website: www. executiveyachtsystems.com

Leibling: This sleek Amel Super Maramu 53 is also operated by Executive Charters. Her elegant 'gold-plater' appointments are ideally suited to those high-end clients in search of a truly luxurious sailing yacht.

- · Carries up to six passengers.
- Berthed at Alameda, with pick-ups at South Beach Harbor, Pier 38 and at Jack London Square.
- Focused on high-end service and accommodations; available for whale watching, private day charters including corporate and offshore voyage legs.
- (916) 826-5653; website: www. executiveyachtsystems.com

Mer Nav: Operated by Monterey Bay Sailing, this comfortable 30-footer is a familiar sight in Monterey waters. She is used for a wide range of sailing trips, from instructional sails to weddings at sea, presided over by Capt. Dutch. That is, Rev. Capt. Dutch.

- · Carries up to six passengers.
- Berthed at Fisherman's Wharf, Monterey.
- Available for sailing lessons and private charters, including sunset dinner cruises, corporate team building, and scattering of ashes.
- (831) 372-SAIL (7245); website: www.montereysailing.com

- latitude/aet



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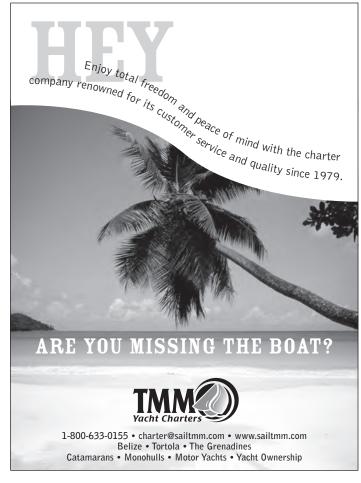


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With reports this month from Interlude on getting knee surgery in Mazatlan; from Dream Caper on Cruising in Costa Rica and Panama; from Cheshire on refitting in Trinidad; from Breila on the south coast of Chile; from Synergizer on Basta! hitting a ray in Mexico; from Hawkeye on cruising Ecuador; from St. Briged on fun adventures in Mexico; and lots of Cruise Notes.

Interlude — Morgan 382 Don & Peggy Cox Barra de Navidad (Marina del Rey)

Have knee surgery while cruising on a sailboat in Mexico — are you crazy? Maybe I am, but it's been two months since my arthroscopic surgery in Mazatlan, and I have nothing but praise for the medical help I received.

My husband and I sailed to Mexico on the Ha-Ha in November. It was when we got to the first stop, Bahia de Tortuga, that I experienced trouble with my left knee. I wore a knee-brace and took Advil when the pain was really bad. During a rather rough passage up to Los Frailes following the Ha-Ha, I experienced a shooting pain in the knee while at the helm. And walking became a chore. By the time we crossed the Sea of Cortez to Mazatlan, every other step sent me through the roof. Tom Jones, our friend on Charissa, is a veteran of five knee operations, and recognized my symptoms. He felt that I was a liability on the boat in my condition, and could put my husband and me in danger if my knee tweaked at the wrong time. He urged me to get my knee checked out.

I didn't want to fly home to L.A., so I discussed my situation with Sylvia, the office manager at Marina Mazatlan, and with some of the cruisers who have been at Marina Mazatlan for a long time. I got

Don and Peggy Cox marvel over Peggy's repaired knee. They believe the surgery would have cost 10 times as much in the States.



the names of two orthopedic surgeons from them. The first, who spoke perfect English, advised me to exercise the knee for three weeks and then see him again if my knee hadn't gotten better. The next day I went to see Dr. Eduardo Valle Ramirez, who doesn't speak any English. Since my husband and I speak very little Spanish, I was lucky there was a bilingual American patient there to explain my symptoms and offer the assessment that my meniscus was likely injured. Dr. Valle Ramirez wrote out a 'prescription' for an MRI, and asked us to return with the films that evening.

So off my husband and I went to the laboratory. Just 15 minutes after I walked in, I was having the MRI. In just a few hours, we had the films and a written report by the radiologist. It only cost \$250, which is about a tenth of what it would have cost in the States.

That evening we returned to Dr. Valle Ramirez with the MRI films and report in hand. After reviewing them, the doctor used an anatomical model of the knee, broken English and Spanish, and a lot of sign language, to explain that he felt I'd damaged the meniscus. He said the damage could only be repaired with arthroscopic surgery. I told him I wanted to get it done ASAP. He said it wasn't a problem. In fact, if I got the necessary blood work the next day, he could perform the operation the morning after that.

I got the blood work done — \$40 — the next day, so the operation was scheduled for 7:30 a.m. the following morning at Sharp Hospital in Mazatlan. The hospital staff was top-notch. During the surgery, Dr. Valle Ramirez discovered that a loose piece of cartilage had found its way into the meniscus area and done the damage. He removed the cartilage and smoothed the meniscus.

Before the surgery, he indicated that I would be able to go back to Interlude right after the surgery. But after finding the cartilage "complication", he suggested that I stay in the hospital overnight. But when he came to my room to check on me later that afternoon, he was so happy with my progress that he said if I wanted, I could go home. But my husband and I decided that since we'd already paid for the room, I might as well spend the night. So I was pampered by the hospital staff — who served me excellent Mexican food — and checked out the next morning.

The cost — including Dr. Valle Ramirez



and his assistant, the anesthesiologist, and hospital stay? A total of \$3,200.

When I was discharged, Dr. Valle Ramirez gave me some exercises to do, and told me to use crutches for three weeks. One week after the surgery, the stitches were removed. During the check-up a week after that, he advised me that I no longer needed to use the crutches. In addition to doing the exercises the doctor prescribed, I started to go for walks and swim.

So after two weeks and \$3,600 — which was almost less than my Blue Cross deductible — I was in good enough shape to continue cruising. I can't say enough about the great medical care I received in Mazatlan. If you're a cruiser and need health care, don't let the language or the fact that it's a foreign country stop you from getting medical treatment in Mexico. You sure can't beat the cost!

— редду 02/01/06

Peggy — We're glad you had such a good outcome, and agree that medical care in Mexico can be surprisingly good and affordable. But seriously, language

IN LATITUDES



Spead; The view out one of the cat's ports at Manuel Antonio Park. Inset; a three-toed sloth, which should normally be hanging upside down.

barriers can be a serious impediment to an accurate diagnosis and proper treatment. We urge everyone to be careful and use common sense.

Dream Caper — Venezia 42 Cat Steven Stecher & Portia Igarashi Costa Rica & Panama (San Rafael)

We had our bottom painted in Bahia del Sol, El Salvador, after hauling in a sandspit at low tide. Unfortunately, a combination of inferior bottom paint combined with very poor workmanship meant that the 12 inches from the bottom of the keels needed repainting. In fact, with the paint flaking off almost everywhere, the whole bottom may need to be redone. For the time being, we've had to regularly scrape the barnacles off the area in question as well as other places where the paint didn't adhere to the hull. So we appreciate *Latitude*'s email response about where to get a cat hauled in Panama.

We're currently anchored at Isla Ca-

vado in Western Panama, having had a wonderful time in Costa Rica. We enjoyed fabulous anchorages in the northern part of that country — Bahia Santa Elena, Bahia Huevos, Playa Panama, and Bahia Ballena — as well as the islands in the Gulf of Nicoya. We also enjoyed a wonderful six-day cruise down the coast from Puntarenas to Golfito. The anchorage at Manuel Antonio Park near Quepos was phenomenal! We saw four sloths and numerous howler, whitefaced, and squirrel monkeys — all just a short walk from

where our boat was anchored.

Since we enjoyed Costa Rica so much, and heard that Panama was even better, we decided to postpone our March crossing to the South Pacific. Our plan now is to spend more time in Panama and Ecuador,

and then cross to the Galapagos and Marquesas in March of '07. That's the great part about open-ended cruising — you can change your plans whenever you want.

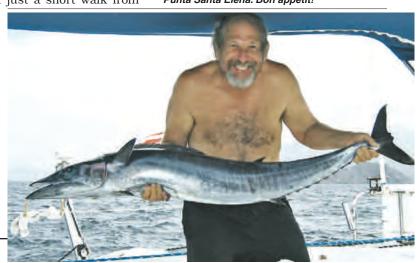
So far, our decision has proved to be a good one, as the islands of Western Panama are beautiful, remote, and sparsely populated. Most of the time it's been just *Adventuress*, our buddy-boat, and us in the anchorages. The water down here is warm and clear, and the sea life is bountiful. To tell the truth, the visibility in the waters of Costa Rica wasn't very good. Anyway, we're looking forward to the Las Perlas Islands and may even go through the Canal in order to visit the San Blas Islands and Bocas del Toro.

And now for a dental update. The two root canals, three crowns, and one implant that Portia had done in San Carlos and Puerto Vallarta last year have all continued to work out fine. But while in Costa Rica, we decided to have the crown completed for Portia's implant, as we heard there were good dentists in San Jose.

Although the dental work in Costa Rica is not as cheap as in Mexico, the cost was still 70% less than in the States. Portia's crown cost \$350 as opposed to \$250 in Mexico. Although it's based on only one visit to a dentist in San Jose, we found him to be much more thorough in learning about patient's history than the five dentists we visited in Mexico.

While in San Jose, Steve decided to jump into the dental scene by having six veneers affixed to enhance his smile. They look great! The veneers cost \$400 each. If you're a veteran residing in Costa Rica — and apparently there are some 15,000 of them — you can join a \$145/year dental plan that allows for free x-rays, cleanings, and fillings — plus a 50% dis-

Steve's catch, a 52-inch wahoo he hooked and landed as 'Dream Caper' rounded Costa Rica's Punta Santa Elena. Bon appetit!



DREAM CAPER



A white-face monkey, hanging in the jungle.

count on crowns, veneers, implants and all other treatments. Because the dental office we visited was just beginning this program, they allowed us, because we are U.S. federal government retirees, to take advantage of the discounted prices. As such, Steve's six veneers cost a total of \$1.200.

For those who might be interested, we had our work done at the New Smile Dental Spa that is owned by Dr. Mario Bonilla. He is assisted by Dr. Marisela Jimenez, and both of them speak excellent English. The office has its own in-house dental lab, and the lab tech is right next to the chair when the crowns, veneers, and implants are fitted on the patient. Having the in-house lab allows for quick service. When the dentist and lab technician felt that Portia's permanent crown didn't fit properly, they had a new one ready the next morning.

We recommend the cruising — and the dental work — in Costa Rica.

— steve and portia 03/10/06

Cheshire — Spindrift 40 Cat David and Susan Ames Time-Out In Trinidad (Seattle)

When we last wrote, we were contemplating hauling somewhere between Trinidad and Panama to install a new engine. We elected to do it in Trinidad, as

Peake's is an unusual yard in Trinidad in that it has a hydraulic trailer designed and built especially to haul and move catamarans. it also allowed us to complete a lot of other boat projects before undertaking our next series of passages. It turned out to be a long and painful break from cruising, but in hindsight it was a good decision, as we were able to get things done in a familiar place. We were also able to acquire some additional gear — most notably, a newto-us Avon dinghy with a 5-hp Yamaha to replace our failing, oar-powered Tinker Tramp.

We hauled Cheshire at Peake's Yacht Services in late September, and launched her almost three months later with a new bottom, new engine, and new engine housing. Peake's was recommended to us by other catamaran owners, as they have a trailer with hydraulic arms to move cats around the yard. This gives them more flexibility for placement than would a Travel-Lift or fixed trailer. While on the hard, we also checked Cheshire's other hard-to-inspect areas — such as the thru-hulls, rudder posts, and chainplates. Once back in the water, we repainted the lower deck nonskid, and David finished putting fuel tanks in the lazarettes. The latter jobs took an additional two months in the water, during which time barnacles sprouted on our freshly painted bottom! Thanks to the warm and brackish water from the Orinoco River, it's very hard to keep boat bottoms clean in Trinidad.

Eight-and-a-half months in one place was far longer than we had contemplated when planning our cruise, so we've now extended our trip to at least three years, as we want to enjoy at least two seasons in the South Pacific. But it was hard to see our friends from the summer in Trinidad take off in the fall while we were still deep in projects. This was particularly true of Ken and Gail Klinehoff of Sangreal who, like us, are refugees from the rains of Washington.

We worked every day we were in the yard, and most of the days when the boat was in the water. But we did take time to see some of Trinidad and enjoy the many festivals. I especially enjoyed the Hindu Divali Festival of Lights in early November, which features Halloween-type treats, a Thanksgivingtype communal dinner, and house-



hold light displays that would rival any Christmas show. We also took a July trip to the Atlantic coast to watch leatherback turtles nest and hatch. It was awe-inspiring — but we were a bit distracted, for at the time hurricane *Emily* was just 36 hours out and less than one degree north. Fortunately, we only got three hours of 40-knot winds.

We also watched Trinidad's version of 'The Game' in November, that being the soccer match against Bahrain which catapulted Trinidad to a coveted berth in the World Cup. The game was a huge deal on the island, and the victory celebration went on for at least two days. We figured the ensuing impromptu public holiday was somewhat of a fait accompli, as not too many people were in good enough shape to work the next day. It's pretty cool when a whole country gets fired up about something like that soccer match — and was a nice change from discussions of the worsening crime situation on the island. Trinidad had more than one murder a day in 2005, a new and unfortunate record.

We decided to depart Trinidad before the country's celebrated Mardi Gras celebration. The thing is Carnival wasn't



COURTESY CHESHIRE

IN LATITUDES



David Ames familiarizes himself with the joys of working on his boat at Peake's. It was hard to watch friends leave when the season started.

until late February this year, and we still wanted to spend time in the ABC and San Blas Islands, and get through the Canal before the year was over. Nonetheless, we did attend some of Trinidad's pre-Carnival events. Several friends of ours play in pan (steel drum) bands, so we went to the first round of performances in the Panorama. We also went to the first round of judging for the King and Queen of Carnival. The king and queen costumes ranged from hokey to spectacular, but there were 80 entrants, so it was a very long process. There was also a great concert featuring vintage calypso masters such as Lord Superior. As in many such events in Trinidad, the audience sings along with the performer.

We expected to find a good selection and supply of boat materials and gear in Trinidad, and were generally satisfied. However, it wasn't uncommon for items that had once been plentiful — such as marine plywood — to suddenly not be available for weeks. Some of the shortages were due to major construction being

done at Port of Spain's port. We shopped for bargains where we could, but adopted an 'if you see it, buy it' policy when it came to things like tortilla chips, tomato paste in tubes, and the extra large Zip-Lok bags for storing our foul weather gear for the next two years.

Were there any benefits to all the work I did on the bottom and our carless lifestyle? There sure were, as I lost 30 pounds! So I treated myself to four new bathing suits, a skirt, and a dress. I bought them all from Debbie 'the swimsuit lady' at a total cost of \$150.

But for us, Trinidad's real gift was the people we met. The island is a natural crossroads for cruisers, who arrive from Europe, North America, South Africa and South America — and even a few from Central America. When we had questions, we usually got answers over the local VHF net. We also organized two chart swaps, talks on cruising Venezuela, and attended a hurricane preparation seminar from local expert Eric Mackey. As a result of all these activities, we now know over 20 boats headed west with us, and are sharing information on ports and conditions along the way.

Since almost all of the marinas, yards, and boating businesses in Trinidad are

located at Chaguaramas rather than Port of Spain, we were probably insulated from most of the increase in crime that has been blighting the country. But it also meant the cruising community could become somewhat insular. So I came to relish my trips outside the Chaguaramas area, and worked to get to know people outside of the cruising community. It was worth it.

Our relatively long stay at Peake's led to us making a number of friendships there, with cruisers, folks in the charter trade, and ultimately some of the local workers. Even the yard dogs began to follow us around! We went to several Friday evening 'limes', for example, with the Travel-Lift crew, who tried to teach us an unusual card game they played. I think it was a variation of bridge, but with elaborate hand-signals between partners. As the time drew near for us to depart, we responded with 'maybe' rather than 'no' when people asked if we were ever going to come back.

After an easy two-day passage, we arrived in Bonaire to enjoy their low-key version of Carnival. We're now spending a week on 'vacation', exploring the azure water, snorkeling among the coral reefs, reviving my Spanish, and savoring the drier and more pleasant weather. Nonetheless, we miss Trinidad more than we thought we would — the Indian roti wraps, the Stag beer, biking in Chaguaramas National Park, the echoes of howler monkeys in the hills, and the friendliness with a little flirtation that laces most interactions with Trinis. Trinidad may not look like the typical Caribbean brochure,

Sometimes small is as good or better than bigger. Carnival in Bonaire is small and personal — unlike Carnival in Trinidad.



but it grows on you - and I plan to go back.

— david & susan 02/15/06

Readers — It's a little hard to believe, but it was a couple of Bay Area sailors, George Gliksman and his then-girlfriend whose name we can't recall, who played a key role in Trinidad becoming a major yachting center. It must have been at least 15 years ago when they showed up at Trinidad aboard their 55-ft Marco Polo schooner Symphony. After falling in love with the area — and particularly the music of the island — they managed to convince local authorities to put a Customs and Immigration facility at Chaguaramas, a remote military facility that had been built by the U.S. during World War II. At the time, there was only a small Peake's facility, Power Boats, Ltd., and a couple of other marine businesses. But when Hugo Chavez staged his seven-month coup in Venezuela, many of the boats looked for another place out of the hurricane zone to store and repair their boats, and Trinidad became it. Over the course of the next several years, Trinidad exploded as a yacht repair center. As we recall, several thousand boats a year come to the island, almost all for extensive work and/or summer storage.

We arrived very early in the explosion to have some significant work done on Big O. This was during the tremendous buildup to Carnival and Carnival itself. It's a wild and spectacular event on Trinidad that consumes the entire island, and it shouldn't be missed. Alas, even back then it could be dangerous if you wandered into the wrong areas. One of our friends was slashed repeatedly on the arms as he protected his body from a knife attack. His crime? Dancing in a huge group of people in the wrong part of Port of Spain.

And oddly enough, it was on the socalled 'Rainbow Island' that we observed the most blatant racism of our lives. We'd

The Chaguaramus area of Trinidad, which two Bay Area cruisers helped put on the map. It's much more developed now

flown some West Indian fiberglass and painting experts down from the British Virgins to do an osmosis and paint job on Big O, and after it was over, we took them to a restaurant to celebrate the completion of the job. As we entered the restaurant with the guys, we were told that blacks weren't welcome! And this was by the dark-skinned host!

Despite this and the fact that oil-rich Trinidad itself has almost no cruising grounds, we'd still very much love to return. By the way, Trinis are very good sailors and win a lot of races up and down the Caribbean.

Breila — Contessa 38 Mike and Catharine Whitby South To Chile (Vancouver, B.C.)

After helping organize the Zihua Sail-Fest in 2003, we sailed south — all the way to Chile - along the coast. It's definitely the 'long way', as it's against the wind and current. Nonetheless, it gave us a chance to really experience Ecuador, Peru and Chile - which we would have missed had we taken the offshore route. Southern Chile is a fantastic place to cruise, although it's completely different from balmy Mexico.

We arrived in Arica, in the far north of Chile, in October of 2004, and last vear got as far south as Laguna San Rafael (46°40S) in northern Patagonia. We should reach Cape Horn in early March, and then be on our way up the Atlantic coast of South America.

There are about 35 international cruising boats in the area this season. 'The area' covers South Georgia and the Falkland Islands, Antarctica, Argentina, southern Chile, and out as far west as Easter Island. There is a morning radio net run by ex-cruisers Wolfgang and Gabby, so we get a chance to share information and hear where everyone is. The following is the latest report we sent out to friends, which might be interesting to those who knew us from SailFest and those who are

> considering cruising in our wake:

> Breila and her crew have achieved many milestones this week. Some of the highlights include:

> 1) Rounding Cabo Ráper and crossing the Golfo de Penas. Cruisers treat this crossing with respect because it requires sailing out of the relatively protected



waters of the canals and into open ocean in order to round the cape. And the golfo itself can be sloppy, as the long ocean swells come all the way from Australia with no land masses to impede them. What's more, the entire passage is usually along a lee shore.

We arrived at an anchorage 10 miles north of Cabo Ráper at the end of a weather window, so we knew we'd have a bit of a wait. But the anchorage was lovely, and we got to meet several of the guys on the fishing boats that shared our anchorage. It was fun learning about their lives.

We started the 100-mile passage at 9 p.m. in order to arrive at our next anchorage during daylight — and at the end of a front. We were tossed around a bit in 8-foot seas, but we were happy to have put this leg of the trip behind us. There are manned lighthouses at each end of the passage, and it was comforting to be able to talk to a real person over the radio to report our position and get weather information. It also gave us a chance to practice our Spanish.

2) Lovely anchorages with lots of shorelines. This is all new territory for us, as we only went as far south as Laguna San Rafael last season, so we've really enjoyed



IN LATITUDES



If you want to get away and don't mind glacierlike cold, the ruggedly beautiful southern coast of Chile is sparsely populated.

exploring each anchorage. It takes about an hour each evening to get secured, and then half an hour each morning to get underway. The anchoring process involves circling around to size up the anchorage; getting the dinghy off the deck and into the water; getting oars and lines into the dinghy; dropping the anchor and reversing the engine to set the hook as we back into our 'parking spot'; jumping into the dinghy and rowing to shore to tie at least one — and up to four — lines to trees or rocks; and turning off the engine and watching for half an hour to ensure we're in a good position. We can't imagine how the singlehanders do this!

Caleta Ivonne, which has milky green water from the melting glacier, was one of our favorite anchorages. We were escorted right to our berth by a pod of dolphins.

3) Puerto Edén — which for once was truly a port of sorts. This village, which has a population of 170, is at one end of a narrows along the main north-south canal. For centuries it's been a gathering place for the nomadic *indigenas* who colonized the area. Sadly, there are only

a few mixed blood people remaining. Now the successful Navimag ferry, which runs from Puerto Montt to Puerto Natales in the south and back four days a week, is the big industry in town, as it brings tourists who purchase handicrafts. We were invited to tie up to the *carabineros*' motor launch, so we got a chance to really know Rene, the *jefe de los carabineros* here. For 170 people, they have eight police, which

is a very high ratio. The village is built along the water, with a boardwalk all around the little cove. We walked up to the top of the hill in the national park and got some great shots of Breila in the cove. We were really impressed at how cheerful everyone is. We took on 200 litres of fuel — it was their entire supply, but the canals require lots of motoring - and some fresh veggies, and left the next morning.

4) Harrowing narrows with lots of current. It was raining and there was extremely limited visibility when we tran-

sited the narrows north of Puerto Edén. It was a bit of a nail-biter, as it was really hard to make out exactly where the little islets and rocks were located. And we passed the ominous wreck of the motoryacht Leonides just at the entrance to the narrows. The next day we shot through the dismally named Paso del Abismo, which in fact is spectacularly lovely, and we were happy with the good visibility for it allowed us to see the huge ice fields on both sides, with many waterfalls running down very steep cliffs. It's so narrow, however, that traffic is limited to one-way. Here we were passed by a private and very bristol 124-ft motoryacht, and chatted on the radio a bit. We took some photos of them against the stunning backdrops, and they got some of Breila and crew as well. We'll exchange them via the inter-

5) Icebergs, bergy bits, and growlers in the channels. Just inland from us is one of Chile's giant ice caps, so many of the esteros have glaciers at their heads. We'll slow down in the next few days and do some more close-range exploring of some of these glaciers.

6) Crossing latitude 50° south. Out of the Roaring Forties and into the Furious Fifties!

7) Off the beaten path. There is a more or less established route from north to south here, which is well-charted and sounded. However, there are hundreds of canals off this route, many not well-sounded, and we're taking some time now to explore some of these side channels.

We'll have more later, but right now we're underway in the Canal Pitt, Pata-

Intrepid adventurers Catharine and Mike. You can tell by their tans this photo was taken at SailFest in Zihua, not on the glaciers in chilly Chile.



LATITUDE/RICHA

gonia, Chile. 50°20.9S 074°31.2W. We are about 70 miles south of Puerto Eden, 200 miles NNW of Puerto Natales — as the crow flies.

- mike & catharine 02/01/06

Synergizer — Ericson 28 Larry Weinhoff Hitting Large Sea Life (Daly City)

I've always taken reports of boats being hit by large sea creatures with a grain of salt — until last September when I was delivering a boat south from San Francisco to Pillar Point. While motorsailing at seven knots about four miles offshore, we came to an instant stop. There were whales breeching all around us, so I presume we hit one of them. My friend Leonard immediately got on his cell phone and called his ex-wife to describe the playful antics of the cetaceans.

And now I'm even more convinced that boats and large sea life collide, because my friend Doug Nicholson, who is spending the winter in Mexico aboard his Paradise Marina-based Island Packet 35 Basta!, sent me the following report:

"In a freak accident, we ran over a 12-ft manta ray in Banderas Bay while coming back from Tenacatita Bay. We saw four mantas that day, and hit the second of the four. We don't know if it was why so many rays were around, but the ocean temperature had dropped from 77 to 68 degrees just a few days before, and the water had become murky. We left Chamela at midnight with a full moon — and then had thick fog that lasted until dawn! Besides causing the fog, the cooler ocean temps may have driven the rays into the bay in search of warmer water. The water inside the bay was still in the mid-70s. I'd never seen rays in the bay before, although I know that other people have.

We were sailing along at six knots with the prop locked in reverse when we hit the ray. The impact was so great that the prop shaft got bent, a blade on the prop broke,

Big manta rays are plentiful in Banderas Bay and, we're told, have begun appearing in the Sea of Cortez once again.

and the 5200 on the stern tube cracked. The collision resulted in a bit of a leak, so the bilge pump went on about once an hour until we got her hauled out at the boatyard. We've been in the Opequimar Yard for six days now and hope to get out mañana. Our story sounds like a paragraph out of Latitude."

— larry 03/10/06

Readers — Large manta rays can be found in all the oceans of the world, but cruisers see them most out at Mexico's Revillagegdo Islands, in the Sea of Cortez, and around Banderas Bay. About eight years ago, our cat Profligate had a tremendous collision with a manta ray not far from Yelapa. We're not sure why the ray didn't get out of the way, as we'd noticed it — or at least a buddy — following us for 15 minutes. Russ Milleson reports that while on his boat he saw scores of large manta rays off the south coast of Banderas Bay early this year. Mantas grow up to 29 feet in width and weigh as much as 3,000 pounds. Nonetheless, they are harmless. Mantas are closely related to sharks in that their skeleton is made of cartilage rather than bone. Manta rays seem indifferent to divers and often allow themselves to be ridden. Some experts claim that riding manta rays can damage their protective mucous layer.

Hawkeye — Sirena 38 John Kelley & Linda Keigher Two Years In Ecuador (Seattle)

An increasing number of cruisers seem to be interested in coming to Ecuador. We've been based out of here for two years now, have really enjoyed it, and perhaps can provide a basic introduction.

The two main destinations in Ecuador are Bahia de Caraquez and La Libertad/ Salinas.

Bahia is further north, within half a degree of the equator, and the anchorage is in the Rio Chone Estuary, which requires a pilot to enter. Both cruisers and Puerto Amistad monitor VHF chan-

nel 69. The first cruiser amenities appeared a little more than two years ago when Gary Swenson, a retired jet-car jockey, sailed in with his cruising boat Quarter Splash and later put a few moorings in the estuary. He's since sold his boat and built a beautiful home outside the nearby beach town of Canoa, where he now resides with his wife Merci, a Bahia native.

Tripp and Maye Martin of the Island Packet 30 Walkabout cruised



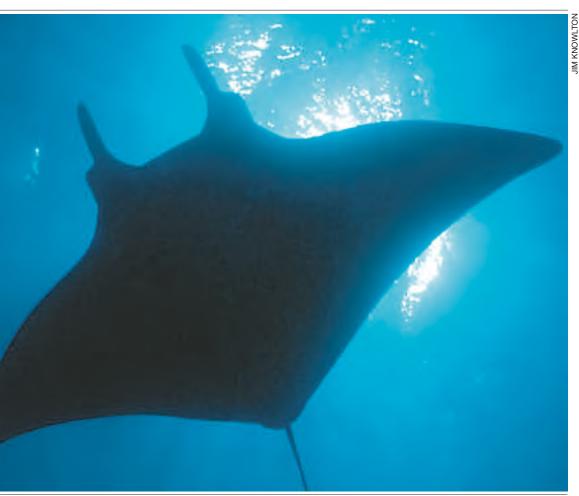
to Bahia two years ago, and it was love at first sight. It is they who have developed Puerto Amistad. They rent moorings for \$150/month, and can deliver water, gasoline and diesel to moored boats. They also pick up and deliver laundry. In addition to hot showers ashore, Maye's open-air restaurant serves delicious meals at reasonable prices. The drinks aren't expensive either, as you can get a large pilsner for just \$1. Built over the bay on an old navy dock, Puerto Amistad is not only a hangout for cruisers, but also a place to mix with locals. There is also common space where cruisers can work on sewing projects, take classes, and trade books. The only thing missing is a haulout facil-

Bahia is a small town, but has a number of high-rises that are usually vacant. It's a beach resort for people from Quito to visit during the holidays, at which time it can get a little crowded. The rest of the year it's quiet. Bahia doesn't have any large grocery stores, but most things can be purchased at one tienda or another. There is also a wonderful mercado for fresh fruits, veggies, and meats. We like the freshly-ground peanut butter, the beautiful flower bouquets for \$1, and



COURTESY SAVANNAH

IN LATITUDES



A giant manta ray as seen swimming in the waters off Mexico. They have been adopted as the mascot of the Punta Mita Yacht & Surf Club.

the delicious three-for-a-dollar white pineapples. Transportation around town is by 'eco-taxi', which is a tricycle with a bench between its two front tires. They also have an awning for shade and room under the seat for groceries. A eco-taxi ride from the mercado to the dinghy dock is just 50 cents. Bahia has a long malecon and a beautiful beach where people have found incredible shells, shards of ancient pottery, and petrified shark and whale

Well south of the hurricane belt. Bahia is a great place to leave your boat while traveling back to the States or inland. For just \$9 you can make the eight-hour air-conditioned bus trip to Quito. The five-hour bus trip to Guayaquil is \$7.

La Libertad is further south along the coast, and home to the Puerto Lucia YC. The club has a wonderful facility with a nice restaurant, pool, and tennis court. It's about \$10/ft/month for a boat — no matter if she's Med-tied with water and electricity or on the hard. The slip fees drop 10% a month until the seventh month. The yacht club also has a 50-ton

Travel-Lift and room for about 20 boats. It costs about \$350 to haul and launch a boat. The dry storage and work areas are located on a breakwater with a beautiful view of the ocean, so most days they are well ventilated by the refreshing sea breeze. The yard is run by George Stewart, a very helpful and knowledgeable retired Canadian cruiser. His men can do as little or as much work as you'd like. The prices aren't much lower than in the States, but the work is of the highest quality. For those who prefer not to stay on their boat while she's being worked on, there are inexpensive hotels nearby. The El Paseo shopping center is within walking distance of the yacht club, and has boutiques, a supermarket, movie theaters, and a food court.

Guayaquil, which has an international airport and is the gateway to several inland travel destinations, is a 2.5-hour bus ride from La Libertad. Bus travel is inexpensive, and the hotels are quite reasonable.

Teri from Ishi and I, Linda, did a twoweek inland trip while Gary and John stayed at the yard to take care of those tear-the-boat-apart jobs. We decided that we'd limit our expenses to \$25/day while traveling, and were pleasantly surprised to find it wasn't hard to do. We stayed

in adequate hostels and had wonderful meals. The scenery was spectacular and the people were friendly. Ecuador offers beautiful beaches, colonial towns, mountain vistas, waterfalls, primary rainforest jungles, pre-Inca ruins and many other attractions. If you cruise on down, we think you'll enjoy this wonderful country and its people.

Which is the better place to stop, Bahia or La Libertad? They're so different, why not try them both?

− john & linda 02/15/06

St. Briged — Piver Victress Tri Roger and Celia Guiles Cruising Mexico On A Budget (Seattle)

We can't remember the last time we met a cruising couple as entertaining as Roger and Celia Guiles of the Seattlebased Piver Victress 40 trimaran St. Briged. Their tales of sailing down the coast of Baja and elsewhere in Mexico had us in stitches. They don't have a fancy cruising boat or a fat cruising kitty, so they are living proof that it's attitude, not money, that is the key to a great cruising experience.

Unlike most cruisers, the couple took a long time coming down the coast of Baja. "A fellow in San Diego asked us if we'd deliver his anchor down to La Paz for him," remembers Celia. "We said we would, not knowing it weighed about 300 pounds. When we put it in the stern of our boat, the bows almost came out of the water! A while later we got a message from the guy asking when we were going to get there be-

The hilarious Celia not only makes some wicked huevos rancheros, she also paints Mexican scenes on boat fenders. And she does it well.



cause the season was almost over. We didn't even know there was a season. It took us four months to get from San Diego to La Paz."

One of the reasons it took them so long is that they stopped just about everywhere, and stayed long enough to meet the locals and have adventures. For example, they stopped at the lagoon at San Quintin because of what seemed like an impeller problem, and ended up damaging the propeller on a sunken wreck. So they beached their tri on a sandy spot, and used the ladder they carry to clamor down to the sand.

The way Roger tells the story, he gave Celia \$20 so she'd have some money, then took off by bus to Tijuana and then by trolley to San Diego. Once he got to 'America's Finest City', he hopped aboard a transit bus in the mistaken belief that he could ride all night long. Alas, the system shuts down at 2 am, so he had to sleep on a bench. "It was Southern California," he said, "so it wasn't that bad."

With just three dollars in his pocket, Roger headed to the mission. They fed him, but were full and couldn't offer him a cot to sleep on. He tells this story in the same matter-of-fact-tone that most cruisers would use to describe flying home to the States and staying at a Holiday Inn while picking up boat parts. While the folks at the mission couldn't accommodate him, they were kind enough to give him a blanket and recommend a good overpass he could sleep under.

After about an hour of pleasant sleep, Roger was awakened by a black woman and white man, who informed him that he was sleeping in their spot. So he moved. The woman then pro-

'St. Briged,' the Piver Victress 40 named after the decanonized Irish patron saint of bastards and damaged prop. Roger holds up a sign that reads, 'Guiles' Island, three hour tour'.

ceeded to pull extens of her grocery cart and make up a very nice place to sleep. When she noticed Roger didn't have a pillow, she took pity and loaned him one of the three that she had. Awoken early the next morning by the sound of traffic — and being fed a

breakfast of fruit cups that some guy was handing out - Roger returned the pillow to the sleeping woman and left her one of his remaining three dol-

By now it was Monday morning, and "the pittance of a pension" Roger gets from working 13 years at Boeing and another five years at a shipyard had been deposited in his bank account. Using his ATM card, he got what money he needed to buy a prop, then took the trolley back to Tijuana and caught a \$28 bus back to San Quintin and Ce-

During a stop at Cedros Island, Celia came across a woman who was driving around in a pickup truck giving dental exams to the fishermen. When done with the fishermen, the dentist examined Celia's teeth. She found that Celia had a gum problem that was going to eventually cause one of her lower front teeth to fall out. At least it wasn't infected.

But by the time they got to Turtle Bay, Celia had a wicked toothache. Fortunately, it happened to be the day the roving dentist was in town. "This tooth hurts so bad that I haven't been able to sleep for four nights," Celia told the dentist.

The dental office was too basic to provide even bibs, but at least the dentist had some novocaine. After waving some instrument that sort of looked

> like vice-grips in front of Celia's face, the dentist grabbed the ailing tooth, and after a lot of tugging, managed to wrestle it out of her mouth. Holding it up in front of her face, the dentist said, "You'll sleep tonight!" His fee was \$25.

In January of

Blas on mainland Mexico — and stayed for seven wonderful weeks. "We loved the place," said Celia, "because it's real Mexico." But almost immediately they began to clash with Norm Goldie, the self-styled 'cruiser-helper' who is much loved by some and much unloved by others.

"Norm would get on the radio and tell everyone that he could help them with their paperwork," says Celia, "and a lot of the newer cruisers fell for it. Suddenly, he's telling them what wonderful stuff he does and all that. The truth is that nobody needs help with their paperwork because the girls in the port captain's office do it in just a few minutes. It's easy.'

"Then Norm clashed with an Aussie couple who had sailed all over the world," Celia continues. "He started telling them they didn't know how to anchor. He waved his finger in the woman's face — he loves to do that — and gave her the old "Listen to me, young lady . . . " condescension. His big deal is guiding boats into the estuary by flashing a mirror at them — as





COURTESY ST. BRIGED

Spread; The adventuresome Roger and Celia hanging out under the palapa on their tri. Inset; The slot where Celia's tooth was removed.

if boats can't get in on their own. But if people wanted to enter the estuary — or do anything else — on their own, Norm would get mad. "If you don't do what I tell you," he'd threaten, "we're going to close down the estuary." He was always inferring that he has some kind of official status with the Mexican government and the U.S. embassy. He has neither."

"Another thing that really made us mad is that Norm told cruisers not to use Roberto's free dinghy dock, saying that Roberto had mental problems and his mother had tuberculosis. There is nothing wrong with his dock. Then Norm claimed that cruisers had to use the navy's dinghy dock, and touted the 24-hour navy guards. The truth is that nobody has to use the navy dock, and sometimes the guards were too lazy to keep dinghies from getting damaged beneath the docks when the tide changed."

"The people of Mexico have been absolutely wonderful to us, so what really

made us mad is when Norm would tell cruisers not to let Mexicans on their boats because they'd steal everything! As such, we had to laugh when the local paper reported that Norm has been accused of illegally having antiquities, firearms, and doing other bad stuff. Some people say they don't like San Blas because of the no-see-ums. Well, we think Norm is a lot worse than the bugs."

The big thing in San Blas while the Guiles were there was the week-long Bird Festival. "You should have seen how the little town came to life! People came from all over, and there were all

these floats, parades, musical performances, and bird-lovers. It was a really fun week-long party."

A while back, Roger was diagnosed with cirrhosis of the liver. "The doctor told me that 50% of the people with my condition die within three years — but most of them are still drinking and taking drugs. When I told the doctor I stopped doing that stuff 17 years ago,

IN LATITUDES

he said, "Chew your food slowly and you'll probably be all right." He was an old Jewish guy, and I really liked him. But this cruising is great because I'm 60 and I've never felt so good in my life. When I worked in the shipyard, I was around all kinds of bad stuff and used to get sick all the time. Since we've started cruising and have been in a clean environment and have been active, I've hardly gotten sick at all."

In a typical example of being active, Roger had to row ashore with the 4 hp outboard, carry it to a bus stop, and then wrestle it over to an outboard shop to find the right replacement seal. Unfortunately, somewhere along the line he was bitten by a dog and had to be taken to the emergency room for stitches. Some American dog owners probably would have blamed Roger for getting bitten. But this was Mexico, so the dog's owner asked Roger if he'd like the dog killed.

The Guiles may not be typical cruisers—"We're the Clampetts of cruising!" laughs Celia— but they are having a great time, and the world of cruising is richer for them and folks like them.

— latitude/richard 03/10/06

Cruise Notes:

"Greetings from the Panama Canal YC," writes Jim Casey of **Tomatillo**, "where today the admeasurer told me it would be 17 days before we'd be able to transit the Canal! When we do transit, our boat, like all others under 65 feet, will have to overnight on Lake Gatun — although there will be no extra charge. He also informed me that an agent has to be used when starting a transit from the Pacific side, but not the Caribbean side — unless a skipper has a bad attitude. There is an agent named Stanley who, when you net out the cost of the lines he provides, charges just \$150. On the other hand, Roger, the dockmaster

The crews of three boats wait for the Miraflores Lock to fill. It's takes time, but nothing like the time it now takes to get a transit date.



LATITUDE/RIC

here at the club, says you don't need an agent, just the right information. We think he's right, as we did all the paperwork ourselves in just 90 minutes."

We're not sure about the reason for such a long delay, but limited Canal capacity is a likely reason. Historically, the lack of port capacity on the west coast of the U.S. has forced ships with Asian cargo to go through the Canal to get stuff to the east coast, taxing the Canal in the process. Experts estimate that the United States needs to build additional port capacity equal to that of the Port of New York & New Jersey every year for the next 20 years in order to keep up with demand — but that's not happening. For what it's worth, small boats are often able to get through the Canal earlier than first scheduled. In addition, there are no delays at some times of the year — such as December — when ship traffic is traditionally lighter. Nonetheless, the long term solution is a no brainer — use modern boat-moving equipment to eliminate recreational boats having to use the locks.

Lynne Stevens, who sailed south with





Cal was cruising one way, Lynne was cruising the other way . . . but after meeting one another, they decided to sail in company. Good on 'em.

the '02 Ha-Ha aboard her Juneau-based Islander Freeport 36 **Wildflower**, has had it with boat insurance. "I had full boat coverage when hurricane *Marty* threw *Wildflower* on the beach at Puerto Escon-

dido in September of 2003. My boat ended up spending 87 days in the yard in La Paz, although she was only worked on 27 of those days. And after the deductions, exemptions, depreciation, and everything else, my insurance only paid 25% of the bill! So now all I carry is Mexican liability insurance."

If it hadn't been for *Marty*, Lynne would have continued on to Panama that winter. But thanks to the hurricane and other things, she ending up spending the next two winters in Seattle and Belize, and the summers in the Sea of Cortez — which is backwards, of course. "It sure was hot in the Sea of Cortez, but the diving was great!"

You know how romance strikes at inconvenient times? It was the same for Lynne. On December 29, when she was about to set sail from La Paz to Mazatlan, she bumped into Cal Bergen of the Vancouver-based Coronado 35 **Windom**. And they hit it off. Their cruising schedules were in conflict, but the attraction was strong enough for them to align them. So the singlehanders buddyboated down to





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Banderas Bay. "It's actually easier for two people to move two boats one at a time than it is for two people to move two boats at the same time," she says. At last word, the two were going to take one boat to one place for the summer, then the other boat to another place for the summer. Then each would head off to jobs in separate parts of the world. Nothing comes easily, does it?

From Townsville to Cairns, Australia's Northern Queensland coastal lands were devastated by tropical cyclone Larry - the worst in 30 years — during the third week in March. His 180-mph winds — much stronger than those that **Katrina** unleashed on the Gulf Coast of the United States — created tremendous destruction. Yet the early reports are that nobody was killed and only 30 people were hurt. Officials attribute this to the fact that people living in the path of hurricanes got religion after Katrina. But it might not be over for Northern Queensland yet, as cyclone Wati began threatening the same stretch of coast a few days later.

What's the difference between a tropi-

cal cyclone, hurricane, and typhoon? Nothing. People in different parts of the world just have different names for the same thing,

If you've been reading 'Lectronic and Latitude, you know there has been controversy over the La Cruz Yacht Club Marina that is being built at the town of La Cruz on Banderas Bay. So Philo Hayward, who did

the Ha-Ha and sailed across the Pacific aboard his Cal 36 **Cherokee**, decided to hold a community meeting on the subject at his Philo's Bar & Restaurant. Pedro del Valle, one of six partners — five Mexican and one American — told the audience that he's dreamed of building such a world class marina for the last eight years,



"I've got a file of permits and licenses about this thick for the La Cruz Yacht Club Marina," Pedro del Valle seems to be saying.

and has spent the last five years getting all the necessary permits. At that point, an American whose home will now overlook the marina rather than the bay objected, saying that del Valle and his co-developers did not have all the necessary permits. Del Valle countered by saying everyone could inspect them at his office. Before the

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meeting deteriorated into a 'he said, she said' waste of time, moderator Hayward stepped in to move the program along.

Del Valle went on to tell the packed house that there would be 386 berths from 30 to 400 feet in length. Forty-five percent of them would be available for 10-15 year leases, while the other 55% would be rented out on a short term basis. In addition, mooring buoys would be placed outside the marina proper, and the boats would be serviced by Catalina-style shoreboats. Since no berths or moorings will be available until December of '07, the prices haven't been determined. Del Valle said that there would still be plenty of room for boats to anchor outside the marina at no charge. Other features of the marina include a fuel dock and boatyard, a fish market, a malecon that will be 18 feet wide and 1.5 miles long, a five-acre hotel site, condos, a fish market, and accommodations for all 135 panga fishermen in the area. While some buildings at the edges of the project will be as tall as six stories — the height limit is 10 stories — del Valle stressed that all the streets leading to the marina would have good view corridors,



A lot of cruisers wonder if it's dangerous in Mexico. Sometimes it is - such as when condo time share closer Sheila got cruiser Dustin Fox into a half-Nelson to try to close a sale.

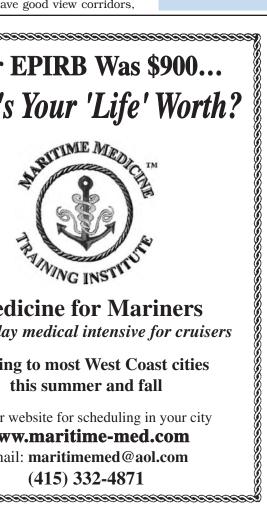
as the concept is to make the marina an integral part of the town, not a separate entity.

Based on our conversations with locals, the project has tremendous support.

The reasons are economic. People need jobs and the marina will create hundreds of them. Depending on who you talk to, La Cruz is either a romantic or rundown town, but just about everybody agrees that it could use some development and sprucing up. And it's not like the marina is the driving force behind change in the area. Just a short distance to one side of the village, bulldozers are clearing the land for the addition of 400 homes, and there's major development on the other side, too. We doubt that any legal challenges to the marina will get far. The state of Navarit is one of the least populated in Mexico, and has long been considered sort of a hick place. Projects such as the marina and all the other development on the north shore of Banderas Bay will not only bring it lots of income and jobs, but be a source of pride. They really want it to happen.

If the developers really do build a world-class marina, we think it's going to be a huge asset for the community and all of Banderas Bay. If they skimp on quality so that it quickly starts falling apart — as





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happened at Nuevo Vallarta Marina and is happening at Marina Vallarta — it will be a disaster for everyone. We're keeping our fingers crossed.

When it comes to performance, how do cruising catamarans compare to cruising monohulls? It's always going to be an apples and oranges comparison, but in a recent Multihulls Magazine Jim Howard reported that he sailed his 40-ft aluminum cat **Savannah** from New Zealand to North America in five days less than he'd done it 10 years before with his Ohlson 38 monohull **Denal**. This despite the fact that he sailed — for unspecified reasons — an additional 1,500 miles with the cat. It's an interesting comparison — made all the more so by Howard's 'tell it like it is' attitude. "Why, oh why do we have to try to maintain the myth that catamarans sail to windward as well as monohulls?" he wonders. "They don't, they won't, and they can't. At least cruising cats won't, don't, and can't. And don't let anybody tell you that they can . . . There are so many good things about catamarans that it blows me away trying to understand

all the denial concerning windward ability."

Based on having cruised and raced our catamaran **Profligate** for nearly 10 years, we couldn't agree with Howard more. The truth shall set you free.

Colin Hiller of the Alaska-based Endeavour 38 **Dream III** has one

of the worst looking dinghies we've ever seen in Mexico. "She was stabbed with an 8-inch knife," he explains, "but I patched her up and she works great. The dinghy had been stolen by two security guards at Marina Vallarta, and I had to pursue them for a year. They were finally thrown in jail. After just one night they agreed to compensate me in order to be released."



We have no idea how Colin Hiller has managed to moor at the entrance to Marina Vallarta for 9.5 years for free, but no wonder he loves Mexico.

The incident hasn't soured Hiller on Mexico. "I sailed down here as part of the '96 Ha-Ha with two Eskimos as crew, and my boat has been here ever since. As far as I'm concerned, they can bury me here — I love Mexico that much. I have rental property in Alaska that requires I be home four to six months a year, but like a lot

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of Americans in Mexico, I always dread going back to the States. In the 10 years I've been here, I've kept my boat anchored in the entrance to Marina Vallarta for all but six months — and haven't paid a cent. Hurricane *Kenna* in '02 did do some damage to my boat, but she's fine now. In fact, I now charter her out at \$300 for four hours. And I'm legal, too, having spent eight months and \$1,500 to get the necessary permits." Among Hiller's other attachments to Mexico is a 4.5-year-old child by a local woman.

What's your favorite cruising spot in Mexico? For Leonard and Beth Wahlquist of the San Pedro-based Pearson Countess 44 Godspeed, it's Barra de Navidad. "Edgar, the owner of the Sands Hotel, is one of the reasons we love it so much. He allows cruisers anchored in the lagoon — and there were about 40 of us — to land our dinghies at his place. And if we bought a little food, we could use the pool and facilities all day long. Another wonderful person in the Barra area is Maria, who drives to the Costco in Guadalajara every week or two, and therefore is able to stock odd items such as kitty litter and pickle relish that are otherwise hard to find. And



It took Sam Crabtree, seen here getting a birthday hug from Doña de Mallorca, 26 years after the Singlehanded TransPac to get cruising.

she'll pick up stuff for you at Costco for just a very small charge. We also like La Cruz. In fact, we had the local vet fix our cat for just \$35, which is cheap compared to the States. Of course, the next day we

learned they were doing it for free out at Punta Mita."

Sam Crabtree did the Singlehanded TransPac aboard his Martinez-based Cal 39 **Catch the Wind** way back in 1980 — and even managed to break some ribs along the way. But he obviously didn't hold it against his boat, as now, 26 years later, he's cruising her in Mexico. We bumped into him in La Cruz where he was about to celebrate his 71st birthday. "I'm really enjoying Mexico," he said, "except for New Year's Eve, when they played incredibly loud music until dawn." It was also nice to see that the cruising life since the Ha-Ha appears to have taken a few pounds from Sam's frame.

If you travel to **Costa Rica** to visit friends on their boats, you'll surely expect to see lots of birds and animals, the rain forest, and a lovely coastline. The last thing you'd probably expect to see are signs outside the airport warning you not to engage in sex with children. But after all these years of presenting itself as being an eco-loving country that is so democratic it doesn't need an army, the child prostitution problem has become so





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bad that authorities decided they needed to burn some of the country's reputation in order to address the seriousness of the problem. Authorities admit that most of the people having sex with children are Costa Ricans, but now the country is attracting sex tourists from Britain, Spain, and other countries. Don't get the wrong idea, Costa Rica is a wonderful place to cruise and has much to offer — but it's got its problems, too. Non-confrontational crime and child prostitution are two of them

"A sailing buddy of mine recently bought a '70s era 45-ft sloop, and wants me and his girlfriend to join him in mid-April for a sail from **St. Barts to Nevis**," writes Joe Bunker of San Rafael, a self-described "*Latitude* addict" who owns a Catalina 30 on the Bay. "I think trades are mostly out of the east at that time of year. Knowing how much you love St. Barth, do you think this would be a fun sail or a sickening one?"

The trades blow out of the east all year in the Caribbean, but often with a northerly or southerly component. In the dead of winter, they are usually more out

of the north and can blow hard: in the summer, they are more out of the south and lighter. It's most likely you'd have a broad reach to Nevis and a close reach back to St. Barth. If there is too much south in the trades, you can always get to Nevis by way of the lee of St. Kitts — which in any event is very lovely. You'll even

pass in the shadow of Fort Brimstone, one of the more historical places in the Caribbean, and get to imagine what it was like to have cannonballs raining down from above. Chances are you'll have a wonderful sail. In fact, you'd be nuts to pass on the opportunity.



'Profligate' anchored off Penny's Beach, Nevis, after a wonderful broad reach up from St. Barth. The trip back was a screaming reach.

"It was great to read the letter from Tom Scott of the Folkes 39 **Nepenthe** that appeared in *Latitude* a few months ago," write Anne Kilkenny and Jon Naviaux, formerly of **Folle Independence** and now of the **Ted K** in Portland. "We became friends with Tom in New Zealand and Oz



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16 — yikes! — years ago while cruising. If you could forward our regards, we'd appreciate it."

We don't like to give out addresses, so we'll tell him to email you at mytedk@crpud.net. Your letter reminded us of the time Scott sailed into St. Barth and raced with us aboard **Big O** — and that must have been a dozen years ago. Yikes is right!

Life saved by a broken watermaker! Gary Cook of the Ventura-based Beneteau 461 **Navigator** was about to become part of the Southbounder Class of '05 when he had a problem with his watermaker. During a trip home to get replacement parts, he decided to get a stress test on his heart. It was a good thing he did, because the doctor found that 99% of his right cardial artery was closed. "Had I sailed south, I almost surely would have had a heart attack," he says. Thanks to the miracles of modern medicine, he had a stent put in, and has been cleared for further cruising.

So why is Cook looking so bad in the accompanying photo? Some think it was a result of all the flogging he received



People can be excused for assuming that Gary Cook came out on the short end of a bar fight. But it was not that at all.

while tied to the forestay of **Scarlett**, Russ and Jane Eichner's Benicia-based CS40, during the **Governor's Big Boat Parade** on March 4 along the Puerto Vallarta waterfront. Actually, Cook is a diabetic, and

a week before his blood sugar got so low that he collapsed, face first. "I was taken to a clinic where I was treated very well. In fact, the doctor has come out to check up on me twice since then."

By the way, the parade was a big hit, with over 100 boats of every kind — from pangas to mini mega-yachts — participating. The best decorated boat — a panga with a green Neptune and lots of cute little mermaids — won a cash prize of \$1,000. That's big bucks to a Mexican panga family. Those of you from Santa Barbara would have recognized another of the participants, **Vaquero II**, which used to shuttle cattle between Santa Cruz Island and the mainland. She's now a party boat on Banderas Bay, carrying a different kind of cattle.

"Ron Smith, MD, of Reno, was quoted in the March *Changes* as saying that the AAA Plus membership includes **Emergency Medical Transportation Coverage** up to \$25,000," notes 15-year subscriber Jim Cox. "I just called my Oregon/Idaho AAA Club office in Beaverton regarding my Plus membership, and they



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IN LATITUDES

told me that no benefit of this kind exists for OR/ID Club members — except for travel arranged with and paid for via AAA. The rep I spoke with speculated such a benefit, if it does exist with the Plus membership, is club-specific. So perhaps the California/Nevada club does provide this benefit for travel not arranged via AAA."

Thanks for the heads-up. Anybody else with information on this topic?

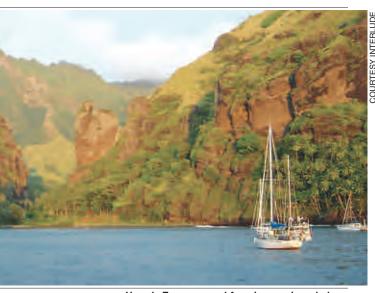
How is the average European cruiser different from the average American cruiser? Some folks have told us that Americans cruisers are more anal about following rules for checking in. For example, a lot of cruisers get 90-day visas for French Polynesia in advance, and the 90-day clock doesn't start clicking until they first check in at French Polynesia. The first thing most Americans cruisers do when arriving in French Polynesia is — as required by law — check-in at one of the ports of entry. A lot of Europeans, we're told, take days, weeks, and even months before they first check in, thereby postponing the start of the clock ticking on their visas - and perhaps preventing

them from having to get a renewal. Not checking in is illegal, of course, and one could get into a lot of trouble. But we're told that many Europeans view the law as more of a suggestion than a requirement.

Someone who only identified himself as a "longtime reader, first-time caller", writes, "I'm planning on bringing my newto-me **Cal 29** from the Bay Area to Portland

in late May or early June, and am curious about the options."

The three options are harbor-hopping up the coast, taking the offshore route, or trucking the boat up. We think the first option is the best. But you have to have enough time to wait out strong northwest-



How do European and American cruisers behave differently in the Marquesas and other parts of French Polynesia? You might be surprised.

erlies, and be able to deal with fog and bar crossings. Weather forecasting has gotten much better over the years, but up around Cape Mendocino prognostications are often inaccurate, so you'll always want to be prepared for the possibility of heavy weather. But if you've got time, patience,



and a good diesel, it shouldn't be too bad.

"Hello from the 'Catcher's Mitt of the Pacific'," report Kurt and Katie Braun of the Alameda/New Zealand-based Deerfoot 74 **Interlude**. "We had a boisterous 30-hour sail from Bikini Atoll, and are now safely anchored at Kwajalein Atoll Army Base. After a KPD dog sniffed all over the boat, we are clear to get our identification badges in the morning. Katie is looking forward to the snack bar. Kurt wants diesel — we're down to 40 gallons."

Kurt and Katie promise to explain the 'Catcher's Mitt of the Pacific' description in their next report.

"On February 4, Dick Sandys made his last sail beneath the Golden Gate, aboard a Bird, accompanied by other Birds," reports Shirley Sandys. "His ashes were then scattered on the waves. Dick started his sailing life on the Golden Gate 24 **Caprice** in '63, and several years later moved up to Bird #16, **Cuckoo**. He eventually won two season championships. In 1989, Dick and I ventured forth on an around-the-world cruise aboard our Islander 36 **Ge Ja**. Our 16 years of cruising were adventurous and exciting. Our boat's

final resting place will be Empuriabrava, Spain."

Reports from *Ge Ja* were featured in *Changes* a number of times over the years. Dick will indeed be missed.

"I was saddened to see an obit on **Desmond V. Nicholson**, of Nelson Dockyard and Nicholson Yacht Charter fame," writes Andrew Macaulay of New York. "Desmond was an integral part of the efforts to save the Dockyard and preserve the history of Antigua, as well as build the charter business in the Caribbean. Many sailors who passed through Antigua will remember him fondly."

While Desmond probably isn't known to too many *Latitude* readers, we knew him from our days kicking around Antigua that he was indeed a great guy who did a lot for the island, the Dockyard, and the industry.

"Don't burn the people who help you," is the advice from a cruising couple in La Paz. According to them, a couple of guys pulled into La Paz, having blown two sets of sails out in hurricane *Otis* aboard

a larger-than-normal-cruising boat. The owner said he had to go north, and asked the couple to keep his crew in food and his boat in diesel if he wasn't able to return in a week. Having left very little food and no money for his crew, the owner was reportedly gone for 2.5 months. "During his absence, it cost us about \$1,500 to keep the crew person in cigarettes, beer, and other stuff," the couple claim. "But when the owner finally returned, he said he didn't owe us anything for helping him. We think this was wrong. Now they've got no money, no food, no sails — and no friends."

We can't confirm the alleged facts of this story, but as a general principle, it's certainly not wise to burn the people who assist you when you're in a jam.

"You won't find anything about this in the guidebooks or on the internet, so it came as a big surprise to us here in the Bay of Panama," report Herman and Nancy Ford aboard the Portland-based Cape Dory 36 **Sea Tern**. "But the locals know to expect it every February and March." The 'it' the Fords are referring to is the sudden arrival of cold water and a









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IN LATITUDES

red tide. "We really enjoyed anchoring in the Perlas Islands in January, as the air and water temperature were both about 84 degrees. We'd often dive overboard for a snorkel or swim, and the fishing was so good that we could catch a sierra or triggerfish nearly every day. And with our big tarp slung over the boom, we could enjoy the shade and a cool breeze. At night we slept under a sheet or nothing at all. It was great! Unfortunately, all of this changed in mid-February when the cold water and red tide arrived. First the water turned blood red, then brown, and now it's green. Plus the visibility is only about two feet and it smells bad. Furthermore, both the water and air are a chilly 67 degrees, and with the wind regularly blowing out of the north at 15 to 20 knots. we now sleep under a blanket. What fish are around now aren't safe to eat. Locals tell us that after the green algae bloom, we can expect a jellyfish invasion. That means we won't have warm and clear water for another six weeks!"

The Fords have been out cruising since '94, and have enjoyed the coasts of Mexico, Central America, and Ecuador.

"After departing La Paz on January 10, we fast-tracked it down to Zihuatanejo, arriving on January 28 and in time for SailFest," report Mark and Debra Wilson of the Long Beach-based DownEast 45 Seangel. "A very good time was had by all at SailFest. Since we were also present for the '05 event, we can report that this year's was better attended, as there were 99 boats registered. The massive amount of money raised speaks for itself about the success of the event, and everybody is to be congratulated. By the way, Rick's Bar is now providing wifi to the entire bay here in Zihuatanejo — in fact, I'm sending this from our anchored out boat. The wifi is a great convenience, and we cruisers sure are grateful for it! So life is good down here in Zihua, and we just wanted everybody to know how easy it is to make it down for ZihuaFest."

We said it last month, and we'll say it again — everybody who has been associated with the **Zihua SailFests** is to be congratulated for doing such a wonderful work on a great project. Brilliant!

Rick sending out the wifi to Zihua Bay is also great. If all goes well, *Latitude* and Margarita's restaurant, with a thanks to Radio Rob, will be providing wifi to all the boats anchored out at Punta Mita. And if things go really, really well, in a couple of months those people — and everybody else with high-speed internet access — will be able to download the entire issue of *Latitude 38*. Don't hold your breath, but it could happen.

The Seven Seas Cruising Association will be hosting a Weather for Mariners, with an Emphasis on Cruising, seminar by Lee Chesneau, Senior Meteorologist at NOAA, on June 3-4 at the Del Rey YC in Marina del Rey," report Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 Beach House. The two-day, 8 a.m. to 5 p.m. seminar will include a continental breakfast, lunch, and snack. There will be a \$250 fee for SSCA members, and \$300 for non-members. The SCCA is the largest cruising yacht club — non-profit, paper yacht club — in the world, with 5,000 members. For details on the event, visit www.ssca.org.

Enjoy your spring cruising and keep sending in those stories!





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CLIPPER MARINE 21, 1976. F6Z Yamaha YR2K outboard engine. Full boat canvas cover, trailer, 3 sails, new mainsail/boom cover. Folsom Lake, J-43. Make offer. (916) 967-3777 (lv msg).

CAL 20, #1668. New in 2006: Racing bottom, Awlgrip topsides, non-skid and deck paint, restored interior and deck supports. Set up for racing and singlehanding. \$2,500 invested. Best reasonable offer. Illness forces sale, serious inquiries only. (510) 205-5568.

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CATALINA 22, 1981. Swing keel, poptop includes windshield, 6 hp Yachtwin, good sails, depthfinder, Porta-Potti. Clean inside and out. Includes 1984 trailer, swim ladder, bow and stern pulpit, lifelines, compass, extras. \$4,950/obo. (916) 788-0997 or email fsteinhart@comcast.net.

SAN JUAN 24, 1976. Includes trailer, Honda outboard. Located Carson City, NV. \$7,000. Call (775) 885-2144.

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CATALINA 22 FIN KEEL with trailer. Complete renovation in '03: Refinished hull, bottom paint, new main and 150% genoa on Harken furler, spinnaker, new running rigging, Raymarine Tri-Data, new interior upholstery, custom shades, Mariner 4 hp and much more. Don't buy a fixer-upper, this one is ready to sail, she's a beauty. \$4,800. no1trvlr@aol.com or call (530) 758-1600 for more info.

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25 TO 28 FEET

PEARSON 26, 1967. In Monterey. Good condition, sturdy, full equipment, ready to go. Excellent for daysailing and overnight cruising. Large cockpit, four bunks. Full keel, 3,000-lb lead, 6 sails, 5 hp outboard. \$3,800. Call (831) 637-8502.

GOLDEN GATE 25, PARJARITA. Built 1932 by Stephen Bros. of Stockton. Spruce hull, new teak rails, including self-tending jib along with working jib. \$2,500. Call (209) 943-7481 or (209) 466-7973.

MacGREGOR 26, 1990. Trailer, stove, VHF, stereo, Porta-Potti, spinnaker, genoa, outboard. \$5,000/obo. Call (831) 439-9667.



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CATALINA 27, 1977. Dinette version with Petter 16 hp diesel. This boat has many upgrades & extras. Can be cruised or raced. (707) 528-9520 or email: nemphi@aol.com.

SANTA CRUZ 27, \$5,000, HULL #2. 1974 trailer, 4 hp Johnson outboard, hull, mast, boom, all solid condition. Original sails. Needs: Standing/running riggings, electronics. On trailer. Brookings, OR. Sam (541) 412-0612 or (541) 469-4281.

ISLANDER 28, 1976. Well kept tiller boat with many extras including 2003 Harken roller furling, Autohelm, 2004 rigid vang, 2003 Lewmar ST primaries, cabin-top winches, all lines led aft, running rigging replaced 2003, anchor, Porta-Potti. Sails include two mains, 110, 125, 135 Keylar, and 150. Asking \$8,000. Looking for quick sale. Call Eric at (415) 272-9452 or email: ewpatterson@hotmail.com.

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ERICSON 27, 1977. Tiller, 2003 Honda outboard. 2 mains, near new cover. 3 headsails, spinnaker, holding tank, 2 batteries, built-in charger, knotmeter, depthsounder. Excellent interior. 2 anchors and tackle. Safety gear. VHF. Lines led aft. \$10,000/obo. Call (916) 944-8713 or (916) 803-7332.

EXCALIBUR 26. Past 2-time plastic classic winner. Located Redwood City Marina. Recent survey. Best offer. (510)

EXPRESS 27, 1982, Chimo, #35, Refitted in 2000. Minimum weight. Reinforced bulkhead and mast step. Includes trailer, 3.5 hp Tohatsu motor, new sails, spare sails and race gear. Excellent race history. Proven winner, Survey and equipment list. Brickyard Cove. \$18,000. (408) 202-2444.

TANZER 25, 1978, Main, iib three winches, sail and hatch covers. In Delta. Full screens. Front and rear pulpits. Galley, head and holding tank. VHF, gound tackle. 6 hp longshaft ob. Extras. \$2,350/obo. (209) 334-5884 or beward@copper.net.

PEARSON ARIEL 26. Good condition. 9.9 Evinrude, new paint top deck and inside. Good sailing boat. \$2,500. Ron (925) 759-7129.

HERRESHOFF H-28. Built in 1962, all wood. The hull is in very good shape and has been maintained bi-annually. Some new work done on cockpit that needs to be finished. Sails beautfully. 4 headsails, main. \$5,000/obo. Call (510) 326-3051.

YANKEE 26. Fair to good condition. New main. Self-tacking jib. 7 hp diesel runs, needs some work. Berthed Stockton Sailing Club, C-18. Priced for quick sale at \$2,500. (209) 466-8163 or ambray@pacbell.net.



27-FT SS DESIGN, 1968. Built by Bandholm in Holland. New rigging, chainplates, turnbuckles, motor mounts, 40 gal ss fuel tank, plumbing, electrical. New paint on hull deck and bottom Full keel Yanmar 2Qm15. Boat needs finish work, must sell. \$3,500. (831) 325-8183.

CAPE DORY 27, 1979. Alberg pocket cruiser, Yanmar diesel, tiller pilot, GPS/ sounder, shore power, dodger. Good sail inventory, new main. Very pretty with recent upgrades. Fresh varnish, paint, epoxy bottom. Emeryville. \$24,000. Rick work: (530) 741-4543 or home: (530)

DUFOUR 27, 1974. Sound fiberglass hull. Great condition, clean, fully equipped. 2 mainsails, 4 headsails, VHF, inboard 10 hp freshwater-cooled Volvo diesel. Full galley, standing headroom. Berthed Coyote Point Marina. \$15,000. Call Dick (408) 358-0384.

SANTA CRUZ 27. 1st Impression. #4 3DL headsails, #2 spins, main. 3.5 hp Yamaha, autopilot, gell cell battery, new standing/running rigging. Trailer has new tires. Brickyard Cove Marina. \$12,000. (415) 606-4548

CORONADO 26, 1966. Classic plastic, fixed keel, 8' beam, draft 3'8", displacement 4,300-lb. Needs a little work, berth in Sausalito, Nice for weekends, Need to sell fast. \$1,700/offers. (707) 407-6355.

RHODES MERIDIAN 26. Classic fiberglass sloop. Sturdy built, full keel forefoot cutaway. Great Bay boat, 2 mainsails, 4 jibs, Yamaha 9.9 4-stroke outboard. Growing family need bigger boat. Make offer. Call Sully (925) 777-1802 or email: sullyman@pacbell.net.

MacGREGOR 26X, 2002. 50 hp Suzuki outboard, low hours, with trailer. \$23,000. Call (209) 723-8630.



CATALINA 27, 1972. Ready to Sail. Dinette, sleeps 6. Great Bay sailing, 9 hp outboard. Oyster Point Marina, SSF. \$4,500. Call Carl (530) 864-6464 or email: hilgey9@aol.com

PACIFIC SEACRAFT ORION 27, 1979. Cutter, SSB, solar, refrigeration, stove, new sails, spinnaker, furling jib, new standing rigging, CQR, 150' chain, dodger, Yanmar, tiller or wheel. Solid bluewater pocketcruiser. Price reduced \$32,000, in Alameda. (510) 377-6728.

ALBIN VEGA 27, 1971. Berkeley. Handlaid plastic, no blisters, dodger, self-steering, basic sails. Interior excellent condition, hull, deck, rigging fine. A classic pocket cruiser, ready to sail, looking for new owner. \$6,000/obo. Call Graham (510) 923-1797.

26-FT PEARSON COMMANDER. Sleek, fiberglass, long lines, minimal freeboard. Excellent condition, ready to sail. Huge cockpit, \$20k invested, new motor, jib, cushions. Active association. Fantastic find. Stands out from the rest. \$6,500. See: <www.tytiamorgan.com/boat> Call (415) 823-4521.

CLIPPER 26, 1973 WITH TRAILER. Swing keel, 1987 Yahama 9.9 electric start, VHF, AM/FM, main, genoa, selftending jib, knotmeter, new depthsounder and Loran, uninstalled. Porta-Potti, sink, ice box, safety equipment. Fast, sailready. \$3,450. (916) 481-6026.

MacGREGOR 26X, 2001. Motor/sailer, ready for the Bay or to trailer to Tahoe, Sea of Cortez, Lake Mead, etc. \$10k extras/custom upgrades to original boat, including almost new dinghy. \$23,500. (209) 379-2900.

ALERION EXPRESS 28, 2004, A beautiful boat that sails as well as it looks. Ideally suited for shorthanded sailing. Pineapple main, two jibs, Yanmar diesel, Hoyt jibboom. Excellent condition. \$80,000. John (510) 366-1476.

CATALINA 25, 1987. Wing keel, trailer. Stored inside, not in water for 8 years. Fully loaded, excellent condition, Full instrumentation, extra sails, extra rigging. 10 hp 4-stroke ob. Too much to list, call for specs. Stored Reno. \$18,000. Tim (775) 747-1111 (wk) or (775) 225-5083 (cell) or tim@sierratelephonesystems.com

CAL 2-27, 1976. Atomic 4 doesn't run, needs bottom paint. Like-new Quantum main and #4 iib. Autohelm. Nexus depth/ speed/wind, recent sheets, vang, wiring, battery boxes and charger. Must sell, \$1,500/obo. (925) 454-1849 or email: dnpoland@stanfordalumni.org

CATALINA 25, 1983. New 10 hp Mercury 4-stroke ob, stored outside of Carson City, NV. Includes trailer, good condition. \$8,500/obo. Call Tom (775) 781-4426.

29 TO 31 FEET

HUNTER 30, 1980. Great Bay boat in a transferable Berkeley slip. New interior cushions, hull liner, 110, head and holding tank, seacocks and hoses, exhaust elbow and muffler, running rigging and blocks. \$16,900/obo. (916) 383-2150 or boat_doctor@sbcglobal.net.

PEARSON 31, 1978. Volvo Penta diesel, VHF, GPS, galley and head, 6-ft headroom, very clean and well maintained. \$9,500. Priced to sell. (510) 527-2312.

CATALINA 30, 1977. Well maintained, roller furling, full batten main, rigging 4 years, self-tailing winches. Atomic 4 with freshwater flushing system, propane stove, nice interior, tiller, autopilot. Alameda slip. \$14,000. Must sell, new boat arrived. (209) 609-5350 or (510) 769-8493 or (209) 931-6232.



GILLMORE PRIVATEER 26 KETCH 1967. 31.5-ft LOA. A great looking and sailing boat but needs some work. Extra engines, sails, ground tackle, 6-ft headroom, sleeps 4. Morro Bay. \$6,000. (805) 929-6839 or fredmccreery@yahoo.com.

NEWPORT 30 Mk II, 1982. Gary Mull design in excellent condition inside and out. 2-year-old main, 3-year-old 90% jib, spinnaker. Harken furler, Lewmar self-tailing winches, lines led aft, new bottom paint Oct. '05, new standing rigging Feb. '05, lifelines 5-years old. Depth and knot meters, diesel engine serviced Oct. '05 Great cruiser/racer. Sleeps 6. \$23,500. More details and photos available by email: lee1@pge.com or call (925) 933-9890 (eves) or (415) 973-2331 (days).



ISLANDER 30, Mk II, 1973. Seawind. Alcohol stove/oven, refrigeration, dinette with widened bed, BBQs, sleeps 6. Extra navigation lights, 3 anchors, 8 Barient winches, autopilot, two batteries, 30 hp gas inboard, lots of extras. Stockton Sailing Club. \$14.000. (209) 951-6411 x11 or (209) 518-7480 (cell).

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ISLANDER BAHAMA 30, 1982 SLOOP with diesel inboard. Original owner. Asking: \$17,750. Location: Owl Harbor, Delta near Isleton. Sail inventory: 90, 110, 135 headsais plus mainsail. For appt. to inspect call Walt (510) 793-8794 or email: Tapnsail@aol.com. Make offer.

OLSON 30, 1979. BOAT #10. Straycat. New mast and rig, ready to race/cruise. Large sail inventory, 7 spinnakers. Good outboard, electronics, trailer. Navy blue topside, epoxy bottom. 2 differant rudders, Harken rollerfurl. \$19,000/obo. Call Ken (209) 649-4201.

CATALINA 30, 1980. All new rigging, large sail inventory, new 3 cyl diesel, under 50 hours. Force 10, all new interior, SSB, radar, much much more. \$27,500/obo. (925) 372-0475.



HUNTER 30, 1979. Excellent condition, Yanmar diesel. Wheel. Standing rigging, barrier coat, LPU mast, new ports, thru hulls replaced in 2003. Mainsail cover 2004. Recent bottom. New batteries. 6-disk stereo. Marina Bay slip. Pictures at: <www.peterstarrcraig.com/album.htm>\$14,000. Call (707) 227-7862.

CAL 29, 1974. Clean and well maintained. Recent full batten main and jib with roller furling. Spinnakers, spare sails, strong Atomic 4, recent bottom. 2 owners from new. Fully equipped, ready to race or cruise today. \$10,000. (925) 984-3142.

CATALINA 30, 1982. Must sell asap, too many boats. Standing/running rigging replaced 2003. Well maintained. Sausalito berth. \$16,000. Mark (415) 794-3065 or mherman@nbbi.com.

HUNTER 29.5, 1996. Good condition. Roller furling, Yanmar diesel, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Berthed in Alameda. Email: wkcho@ix.netcom.com or leave message at (510) 226-8873. Must sell. Will accept reasonable offer.

YANKEE 30 Mk II, 1972. Great Bay and coastal crusier. New diesel, sails, standing rigging, hull paint, racing bottom, autopilot and much more. \$18,000/obo. Call (415) 686-6998 or paradox365@ hotmail.com.

CATALINA 30, 1980. Atomic 4 plus 15 hp Johnson longshaft stern installed. Wheel steering, hard dodger, cockpit canvas, safety nets, very clean. \$18,900. Call Anton (650) 670-2404 or email: chefanton@gmail.com.

OLSON 30, HULL #198. Warpath. Very nice boat, ready to race or daysail, double-axle trailer, 5 hp outboard. Dry sailed. Good sail inventory. Double spreader. New standing rigging 2003. Lying Santa Cruz. \$15,000/obo. Ryan (831) 234-3229 or Geoff (831) 595-4180.

HUNTER 31, 1985. Very clean, no blisters. New Nexus instruments, W/D/S, Simrad autopilot, Origo stove/oven, dodger, self-tending jib. Dutchman, new salon upolstery, cockpit cushions, Delta anchor and more. Fresh water since new. (775) 741-3770 or steve@sdcsoftware.com.

COLUMBIA 29 Mk I, 1964. Fiberglass sloop, Sparkman and Stephens design. 8' beam, 4' draft. Lead encapsulated keel C 8,000# displacement. 4 sails, Palmer aux engine. No blisters. Berkeley berth possibility. Asking \$4,000. PO Box 2552, Mendocino, CA 95460 or (707) 937-4264.

CAL 31, 1980. Loaded, ready for cruising. Wheel steering, 16 hp diesel, 135 roller furling, 2 mainsails, dodger, dinghy, 4 anchors with tackle, manual windlass, scanning sonar, VHF with ram mic, SGC SSB with tuner, charting GPS, stereo, 2 AC chargers, water heater, propane stove/oven, fridge/freezer, solar panel, wind gen, radar, 1750w inverter, 440a house batt, separate engine batt, Link batt monitor, more. \$29,900/obo. Email: m.giarratano@sbcglobal.net or call (510) 441-1240.



ERICSON 29, 1973. Nice overall shape. Roller furling, new electrical panel, dripless shaft seal, new main. Needs repowering. \$4,500/obo. Sausalito slip. (415) 981-1080 (days) or (415) 381-0127 (eves).

CATALINA 30, 1985. Beautifully maintained, roller furling or Tuff Luff, 2nd jib halyard, custom boom, 3 headsails, spinnaker rigged, stove/oven, Garhauer upgrades, prop shaft seal, Universal diesel, wheel steering. Ready to cruise/club race. \$32,000. (650) 867-1337 or scooter10@mac.com

COLUMBIA 8.7, 1977 AVAILABLE. Bottom painted, thru hulls replaced/repaired then. Greater than 6-ft of headroom. Tiller steering, dodger, Atomic 4. Running rigging, gel batteries, Xantrex charger new 2004. New dock lines 2005. Ready to sail now. \$18,000. Pictures available. Email: apollosquest@hotmail.com.

CAL 29, 1975. Berthed in Santa Cruz North Harbor. Buyer can keep slip for 12 months. Decent condition. This will go for less than it is worth. Make offer. (831) 685-1201 or remon@rvt.com

CATALINA 30, 1978. Wheel, A4, fresh bottom. On-demand hot water, pressure water, shower, autpilot, furler spinnaker and spin poles. Battery charger. Safety gear and more. \$17,500. (530) 541-3525.

32 TO 35 FEET

32-FT COLUMBIA 5.5. \$4,850. Please contact after April 8 at: (707) 644-3366 or farwest33@msn.com

J/105, 1992. Pre-skrimp, Quantum racing and cruising sails, 3 North kites. New bottom and non-skid top decks. Shoal draft and tiller. Freshwater boat, lightly raced. Located Lake Tahoe. \$65,000. Call Mike (530) 318-0522 or email: tahoesail@hotmail.com.

MODERN CRUISING CLASSIC. Wauquiez Centurion 32, 1974. Rare on West Coast. Don Pye design. Tough, North Atlantic vet. Fast cruiser. Repowered with Yanmar, Iow hours. New Doyle Stack-Pack, Furlex, Autohelm, two 35-lb Bruce anchors. \$27,500. (510) 534-4317 or (778) 863-5667 (cell) or jillyboat@hotmail.com.

SOVEREL 33, NAVIGATOR. New Waterat sailing system, carbon rudder, Yanmar engine, fuel tank and Martec prop. One set of competetive sails, many other usable sails. \$40,000/obo. Call Bill Melbostad (415) 860-3495 or email: melbojan@comcast.net.

J/105, #602, 2003 MODEL. Always drysailed on a hydrohoist. For sale with or without the hydrohoist. Ullman sails, B&G instruments, latest J/Boats wheel package, mainsheet system, etc. A fast boat in what is consistently the largest one design class at most major regattas. Frequent trophy winner. Tied for 3rd 2004 Lipton Cup. The 2006 Nationals will be at California YC in Marina del Rey. The J/105 is the 2006 SDYC Lipton choice. Free dockspace in Long Beach until the Nationals for an out of the area buyer. (562) 433-0941 or barneyflam@hotmail.com.

35.5 FAST CRUZER. LOA 35.8' beam, 12' draft, 34'8" shallow draft. Twin rudders, daggerboard, wood epoxy composite hull. Hull, deck, interior, engine installation, cockpit all completed. Needs electrical wiring, outfitting and rigging. Meticulously built according to design, but this project needs a new owner. Will sell for cost of materials and/or part ownership negotiable. Must see. For photos and details go to: <www.gilcarnal.com/scherzo.html> or email: gil@gilcarnal.com or call Gil (408) 515-7051.

PEARSON 32 VANGUARD. Full suit of sails including a second main. Extensive engine work including a complete rebuild and new batteries. Many extras. Mexico capable. \$18,500. Jim (408) 892-1799 or Wachiwara@aol.com.

CAPE DORY 33 SLOOP, 1980. Price reduced to \$52,000. Rare West Coast offering of this classic Alberg cruising design. Turnkey boat that turns heads wherever she goes. Mexico vet that is ready for this year's Ha-Ha. Complete refit and upgrade in the last 5 years. Fully equipped for cruising now, AP, radar, SSB, solar, chartplotter and much more. Recent survey. East Bay location. Photos: http://mace.photosite.com/CapeDory33/ (530) 559-5100 or email: larry.mace@gt.com.

SAN JUAN 34, 1980. Rare excellent American-made sloop racer/cruiser. New Yanmar 27 hp, h/c pressure water, chartplotter, radar, Autohelm 4000, ST60 tridata, wheel, dodger, propane stove. Profurl jib, new main, refinished interior, 7 sails, stereo, lazyjacks, all lines led aft. Fast, comfortable, not tender and no running backstays. PHRF 124. Great slip in Monterey Bay. Owner must sell. \$39,950/obo. (831) 722-4463 or (831) 596-4245 (cell).

TARTENTEN S&S DESIGN. Diesel, complete sail inventory, new standing rigging, recent haulout, all records, spare parts, ready to go. \$10,500/obo. (831) 247-7013 or email: danb-wf@mbari.org.

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CHEOY LEE 32, 1978. Very well maintained, beautiful spruce spars, teak decks, wheel on pedestal, autopilot, refrigerator, propane stove, diesel engine, new dodger, bimini, full boat cover. More pics: <www.CheovLeeAssociation. com> Located in Ventura, CA. \$43,000. CheoyLeeSpickler@aol.com or call (805) 331-9885.

CATALINA 34 Mk II, 2004. \$121,999. Perfect condition. Roller furling main and jib (110%). Radar, chartplotter, autopilot, VHF, inverter. Dodger and removable bimini. 35 hp diesel with 160 hours. Single lever throttle/transmission control. See: <www.kalibunga.com> for details. Call Don (408) 391-9277

PACIFIC SEACRAFT 34, 1996. Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, Seafrost 12v refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. \$156,700. For detailed info call (949)



CONTESSA 32, 1976. Grenadier. A classic and seaworthy cruiser/racer with Bay racing success. Chocolate brown hull, mahogany interior with berths for five, tiller steering. Full sets of racing and cruising sails. Yanmar 2GM20FL. See SAILING 10/03 review. \$39,000. Call (415) 377-9425.

CATALINA 34, 1987. Clean, well-maintained coastal cruiser. Bimini, dodger. Harken roller furling, Heart 2000 inverter charger, new alternator, large battery bank. Custom mattress, refrigeration, dinghy and outboard. Reliable diesel, 1,120 hours. \$55,000. Larry Calfee (707) 447-8663 or lwcalfee@aol.com.

ALDEN 34 SLOOP. Perkins diesel engine needs work, good sails, sleeps 4, private head, shower, galley. Could be a nice liveaboard. Berthed in San Leandro. \$7,500. Jim (209) 786-6003.

HALLBERG-RASSY RASMUS 35. Needs TLC. It's been sitting for a while. Engine bad. Check values on the web, this is a great deal on a great boat. Boat in dry storage. Capt. Scott, \$9,500/obo. Possible owner carry. (760) 223-0628.

11 METRE, 1994. Nexus instruments, Nissan 5 hp outboard, 3DL sails, boom tent, all in good condition. A fast and inexpensive sport boat \$8 000 Call or email Mark (650) 341-6449 or mhecht668@aol.com. INTERNATIONAL ONE DESIGN, 1975. Fiberglass IC #102, re-rigged for racing, great for cruising. New forestay, new forward hatch, custom bench, new traveler system, new jib with hanks (very easy), spinnaker and main included. Motivated seller. Would love to keep it, but must sell asap. Own it before the summer. It is an incredibly fast and easy boat to race or cruise. Call (415) 609-0151.



34-FT WILLIAM GARDEN KETCH, 1966. Mahogany on oak, copper riveted. New shaft, prop and transmission. Perkins diesel, radios, depthfinder, Sat Nav. Needs some hatch and transom work. Very clean, great all-weather sailer. New bottom paint. \$9 700/obo Mike (925) 325-6301

SPLENDID RAWSON 33 CRUISING sloop. One-of-a-kind vessel with unique and extraordinary features, built with craftsmanship of the highest quality. Perkins diesel engine, 11 sails, Honduran mahogany interior, woodburning stove. This is a specialty item refitted over a 6 year period (1972-1978) at great expense and may be one of the finest vessels of her size anywhere. \$40,000. Patricia (415) 412-0851.

CONTESSA 35, 1976 for sale by owner. Very solid boat, has all basic equipment in good shape. She is great for creation of your dream performance long-range cruising boat. I am open for any reasonable offers. Call (408) 202-2433.

ERICSON 35 Mk III, 1984. Low hours on Universal 25 diesel, new water muffler and exchanger, water pump. Balmar alt with new Smart 3 phase charger. 4 new batteries. Trace inverter/charger. H/C pressure water, refrigerator, new LectraSan head treatment unit and rebuilt head Boston accoustic speakers, VHF, radar, HF with SSB, Garmin chartplotter, all new leather upholstery inside and outside including cocknit cushions and sail cover. New Norsea standing rigging and mast rewired. All instuments, Zodiac with outboard. Radar arch, 4 solar panels with solar charger. Full cockpit enclosure, very little outside wood in great shape, bosun's chair, Hawaiian sling, Force 10 stove, BBQ. Lots of extra gear. This boat is in great shape, comfortable and fast. \$67,950/obo. Paul (209) 986-5906

CAL 34, 1971. Good bottom, Atomic 4 runs great, propane stove, 12/120v fridge, good sails, dodger, self tailers. Excellent Bay and coastal cruiser Good liveaboard \$9.750. Call Herb (510) 666-9594.

BENETEAU OCEANIS 321, 1996. Estate sale. Great family cruising boat, swim deck and ladder, H/C pressure water with shower, refrigeration, microwave, clean, roller furling main and jib, autopilot, Yanmar diesel. \$65,000. Norman (707) 877-3551 or ndevall@mcn.org.

CATALINA 320, 1995. Pristine condition. Well maintained Yanmar 27. Good sails. new cruising spinnaker. Autopilot, newer dodger, custom cushions. Interior like new. Motivated seller. \$69,500. Call (510) 410-3003

ERICSON 32, 1975. Excellent for the Bay or coastal cruising. Wheel steering, sloop rig, well-balanced helm, smooth and reliable Atomic 4 engine, very clean inside and out. Recent upgrades include beautiful new Doyle sails, Raymarine autopilot interfaced with Magellan mapping GPS, new AC system, 22-lb Danforth anchor on bow roller, telescoping whisker pole, new steering and more. Simple and strong. Everything works. See more at: http://www. stanford.edu/~jseth/wild-type> \$19,000. (650) 561-9681 or jseth@stanford.edu.

RANGER 33, 1978. Prefer selling 1/2 share, but will sell all. Upwind Berkeley berth, well rigged, well kept, good condition, full sail selection, Atomic 4. Great Bay boat, full galley. \$22,000/obo. Call DJ (415) 515-1353 for full specs, photos and test sail.

ROUGHWATER 33. Thomas Gilmer design. He designed the Southern Cross 31 sailboat. This is a strong, proven circumnavigator. Fiberglass. Traditional double-ender. Lots of teak. Sloop with removable inner forestay for storm jib. Furl-Ex roller furling on headstay. Fleming wind vane, outstanding. Tillerpilot (electronic) TP-30 by SimRad. Solar panel. Simpson-Lawrence windlass. Pur-40 watermaker. Furuno GPS. Professional epoxy barrier coat on bottom of hull. Reliable 20 hp Yamar diesel. Go cruising. \$34,500. (650) 851-7795.

ERICSON 32, 1974. Universal diesel new in 2002. Norcold refrigeration, new standing rigging, new halyards, new wiring, AC/DC including breaker panels. New bottom paint, new thruhull and thru-deck fittings. New plumbing and head. Pressure water, oven, 3-burner stove. \$25,000. (775) 342-8145.

36 TO 39 FEET

FREYA 39. Extensive equipment list. Pacific Northwest, Mexico, Hawaii and South Pacific vet. Turnkey, ready to go now. (415) 717-4114.

PEARSON 365. Extraordinary, like-new boat. Very seldom used. Many new items and extras Bare find in this mint condition \$67.500. For details call (510) 521-1966.

CATALINA 36 Mk II. 1994. Open transom bristol condition, totally upgraded. New UK sails, bimini and dodger, stereo system. New Garhauer boom vang, traveler, dinghy lift. In MDR with slip available. Many extras. Call for spreadsheet/price. (858) 405-7107 or LARLEVINE@aol.com.

FARALLON CLIPPER 38, HALCYON. Built 1955 by Stephen Bros. for Theo Stephens. Good condition, surveyed 2001. Gray Marine 4 cyl. Well outfitted, including spinnaker. Estate sale. \$8,500. Call (209) 943-7481 or (209) 466-7973.

BENETEAU 38, 1990. Rod rigging, lead fin keel, sleeps 7 with 2 heads, complete galley, custom upholstery, cockpit table, newer Hood sails including spinnaker, dodger, interfaced Corinthian instruments, AM/FM/CD, radar, DGPS, electric windlass, 6-man liferaft, masthead strobe, tri-color and VHF antenna, gel batteries, EPIRB, EZ Jax, folding prop, epoxy barrier coat, Trinidad SR bottom, more. \$89,000. (925) 381-1402.



STRANGE MAGIC is up for sale. She is 36.8-ft steel sailboat built by Hutton. She would need to have the interior finished by her new owner. Some interior done. Teak refrigerator. \$20,000. Tamee (408) 956-1849 or (408) 646-7621.

CATALINA 36 Mk II, 1999. Meticulously maintained Universal 35 with 250 hours routinely serviced. Starter battery, full electronics, radar, plotter, GPS, autopilot. 45-lb Bruce, windlass, double-reefed main, furling jib, many extras, photos available. Alameda. \$115,000. (530) 273-6277.



BENETEAU 37.5 EVASION KETCH, 1984. Due to non-threatening health issues, we are selling our wonderful ketch Journey. She is equipped to sail the world, has sailed the west coast of Africa, San Francisco Bay, and since the 2002 Ha-Ha, the Sea of Cortez. She now resides in San Carlos, Mexico. This is a tough, well-founded cruising boat worth well above \$86,000. See her equipment list and photos: <www.whereisiournev.com> or call Ed/Kathy (520) 869-5222.

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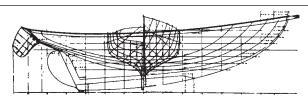
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HUNTER 36, 2004. \$125,000. This one is better than new. Owner spent more time perfecting than using. Call for details and specifications. New 3-blade prop and bottom. Stackpack main provides more sail area and full battens. (925) 284-9080.



ISLANDER 36, 1979. \$45,000. Very good condition. New mainsail, new dodger, Harken furler. 1992 Yanmar 24 hp diesel, 500 hours. Recent survey, many more extras. (650) 592-1895 or email: recande@nuevaschool.org.

APACHE 37 SLOOP. Fast sailing, furling jib, gas engine, private head, galley, sleeps 6. Berthed at Pier 39. \$17,500. Slip lease also available. Jim (209) 786-6003.



BENETEAU 36s7, 1996. 10 bags, 2 spinnakers, GPS, air and heat, hot H20. North 3DL, Pentex, Dacron, 150, 125, 110, carbon pole. Yanmar 3GM, interior 10, bottom March 2005. Polished hull, fresh water until 2005. PHRF 123. \$99,000/trade-up. Pat, Napa Valley (707) 291-0891.

ERICSON 38, 1981. New bottom 12/05. Newer interior, dodger, roller furling, st winches, Autohelm, 32 hp diesel, hydraulic backstay, refrigeration (not installed). Great liveaboard, very comfortable. \$61,000, all offers considered. Seller motivated. (650) 438-5377 or (406) 870-0207.



CATALINA 36, 1989. Very well maintained, new standing rigging, lifelines, Foss rudder, oversized wheel, all Harken gear. Quick vang, new bottom, fridge, head system, North sails, DVD, hot water, and much more. \$67,000. (415) 460-1365 or (415) 272-1228.

TAYANA 37 Mk II, 1987. Fully equipped cruising sloop. Windvane and autopilot. AC and engine fridge/freezer. Radar, GPS, HF and watermaker. Recently refinished. Numerous amenities. \$120,000. Located San Carlos, Mexico. Email: moebeau99@aol.com for list.

HUGHES 38-FT SLOOP. Built 1970 in Canada. 60 hours on new engine. Pictures available. Asking \$36,000. Possible Monterey slip. Call (831) 915-4984 or (831) 775-2475.



BENETEAU 370, 1991. Clean and comfortable. Furling main/jib, 110 genoa, 165 genoa, spinaker pole, 2 ample cabins, skylights/upgraded interior lights make interiors bright, head with sink, separate stall shower with sink, galley with range/stove/refrigerator, h/c water, salon storage, cockpit with stern walk-through, swim platform with shower, fiberglass cockpit table with ice chest, large cockpit lockers, BBQ, stern seats, knot/log/wind/radio instruments, C/D stereo with cockpit speakers, TV/video, very good condition. Richmond, CA, \$84,500. (916) 685-4363.

ERICSON 39 FLUSH DECK SLOOP,

1971. New: Yanmar, shaft, prop, Dickinson diesel stove, fridge, Profurl, main and jib. Needs wood work and paint. Power and hand tools included. Live in Marin for \$250/mo. Asking \$24,000. (707) 287-4032



1959 39-FT WILLARD BOATWORKS ketch. Center cockpit with aft cabin. Heavy duty wood construction, mahogany planking on oak, silicone bronze fastened, Perkins 4-108 FWC diesel. Excellent sails, good rigging. Can sleep 5-6 in 2 cabins, with dinette, galley, head, nav station, A/C, genset, etc. Panama Canal vet, reportedly did circumnavigation. Needs some paint, cushions and general TLC but in good overall condition. Located Mexico. Some purchase restrictions apply \$17,500. (415) 336-3367 or bsaboats@aol.com.



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ROBERTS 44 STEEL SAILBOAT, circa 1995. Yanmar diesel engine has approx. 35 hours. Hauled out last May. Sails, Lavac head, needs TLC. Emeryville, CA. \$40,000/obo. Ken (510) 715-1152.



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MORGAN OUT ISLAND 416, 1982. 2nd owner, tall ketch rig, walk-through to rear cabin. Center cockpit, Perkins diesel, Westerbeke genset. Two jibs, freezer. Clean survey in 2003. All records. San Leandro Marina. A sweet deal at \$77,500/firm. Call Dale (510) 517-9572.



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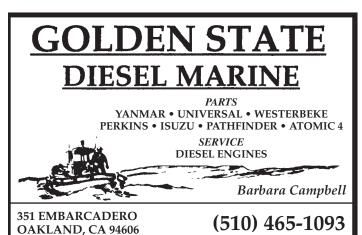
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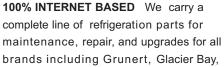
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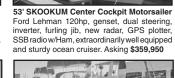
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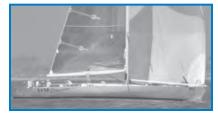
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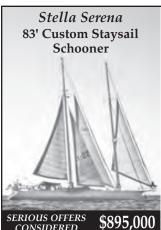
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48' C&C, 1973 Vessel was completely refit at the factory in 1996 and she's in better shape now than when new. Vessel upgraded, updated or rebuilt from stem to stern including new 80 hp Perkins diesel, full new interior. Absolutely the finest available, must be seen to be appreciated. \$179,000



42' BENETEAU FIRST 42s7, 1999 The last 42s7 launched, she embodies all the improvements Beneteau made in building her 150+ sisterships! Two cabin owner's version. An unusual combination of short rig and deep keel makes her perfect for conditions here.

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40' JEANNEAU SUN ODYSSEY, 1999 Vessel combines a sleek Eurostyle exterior with twin wheels for comfort and accessibility with a well-fit-out interior combining fine teak woodwork and satin varnish with a full 6'3" headroom for beauty and functionality. Note that this particular example is one of the few 40' boats w/3 strms. \$159,000



43' BENETEAU 432, 1989 A modern classic and one of the most popular and successful mid-40 footers of all time. This is the three-stateroom version with a rebuilt 50 hp perkins engine as well as new spar, boom, rigging and sails (main & jib) — an investmestment of well over \$10k. Lovely varnished cherry inter., light/airy w/6'4" hdrm. \$129,000



37' HUNTER 376, 1997 Cruising World Boat of the Year (Best Value) in 1997. Freshwater cooled Yanmar diesel with low hours, main with Dutchman system and electric self-tailing winch, all lines lead aft, huge cockpit with walk-through transom, substantial dodger. Three staterooms, 6'6" draft. Transferable Sausalito YH slip. \$119,000



40'SPARKMAN & STEPHENS YAWL, 1953 Designed by the legendary Olin Stephens and built of the finest materials by one of Europe's premier yards, *Irolita's* long-term owner has lavished time and money on this dark blue-hulled beauty. Flawlessly varnished cabin trunk, completely redone interior. Transferable Sausalito YH slip. \$110,000



38' WAUQUIEZ HOOD, 1982 Exceptional performance cruiser, the French equivalent of a Swan. This one is bristol — the interior shows as new. Beautiful teak decks in fine shape. The retractable centerboard allows access to areas inaccessible to most sailboats this size. Transferable Sausalito Yacht Harbor slip. \$89,500



40' VALIANT CUTTER, 1975 Equipped for cruising and in nice shape overall. Recent Quantum genoa ('04) on ProFurl roller furler ('94), substantial dodger ('03), engine and transmission rebuilt ('96), etc. Most importantly: NO BLISTERS! SIGNIFICANT PRICE REDUCTION. VERY COMPETITIVELY PRICED. \$89,500



33' WAUQUIEZ GLADIATEUR, 1984 Classic European sloop in fantastic condition above and below, shows much newer than actual. Major refit '97 including repower, electronics, windvane, sails, dodger, etc. Interior shows as new, no teak decks but teak in cockpit looks new. Transferable Sausalito Yacht Harbor slip. \$64,900



34' CATALINA, 1987 The Catalina 34, launched in 1986 and still being built, is one of Catalina's most popular boats. She offers the space of a typical 36 footer at a very affordable price. This particular example is very clean and sports the deep keel as well as a keel-stepped mast, RF and dodger, more. \$54,500



32' ERICSON, 1986 Classic Bruce King design, originally launched in '67, sporting an integral lead keel, spade rudder, deck-mounted mast and a double-spreader rig was years ahead of her time. Even by today's standards, the boat holds her own in terms of aesthetics, build quality and performance. \$49,000



35' CAL, 1985 The Cal 35 is a U.S.-built classic and one of the earliest examples of a performance cruiser with moderate displacement, longish waterline, fin keel and high efficiency rudder. Vessel just detailed and shows nicely, transferable Sausalito Yacht Harbor slip. \$35,000

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BENETEAU 40 CC, 1997 Been to Hawaii and Mexico. Ready to go again. Asking \$178,000 Also: BENETEAU 36s7, 1996, \$112,000 BENETEAU 45f5, 1989, \$99,000

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JEANNEAU 41, 1986. One on San Francisco Bay (pictured), a beauty, prep for Pacific Cup. One in Mexico. From \$99,000



PULSAR 50, 2004. Eric Lerouge design. One of the most comfortable and fast available today. Only \$665,000



TA CHIAO 54 PILOTHOUSE, 1980 4 strm, watermaker, bow thruster, inside helm, bluewater cruiser, liveaboard slip S.F. Bay. **\$217,000**

85,000

24.000 '78

'98 53,500

Pacific Seacraft Mariah.. '79

Hunter



48' MARINER, 1979 Center cockpit, two nice staterooms fore and aft. Also known as a Mayflower. \$139,000



43' SWAN TOURING MODEL, 1986 Perfect for two couples. Two cabins, two heads great galley. \$215,000

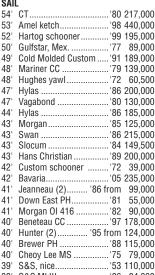


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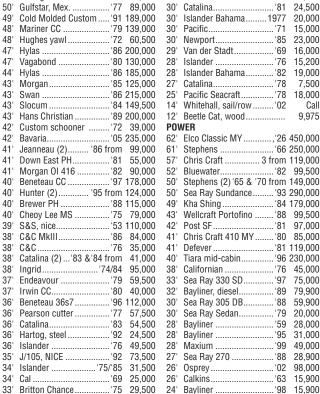
MORGAN 416, 1982

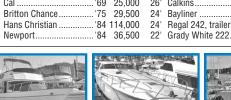
Tall rig, center cockpit, low hours on Perkins with

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41' DEFEVER TRAWLER, 1981 \$115,000



41' CHRIS CRAFT 410, Asking \$88,000

'98 37,000

'02 59.000



HUNTER 40, 1995. Pictured has new radar, RF headsail, FB main. Dark blue hull. Other Hunter has a white hull. From \$124,000



47' HYLAS, 1986 (pictured). Newer engine, brand new dodger, 3 staterooms. \$200,000 Also: 44' HYLAS, 1986, \$185,000



50' MARINER CENTER COCKPIT PH, 1981 Full keel, spacious and seaworthy. Genset, air/heat. \$179,000



57' CHRIS CRAFT, 1961 Nice slip in downtown Sausalito. Shangri La. \$179,000 One of three 57s on the market.



C&C 38. Pictured: 1986 MkIII, newer rod rigging, newer sails, newer LP. \$85,000 1975, newer engine, good sail inventory. \$35,000



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54' CT-54 CENTER COCKPIT PILOTHOUSE AFT CABIN KETCH. Dsl. full keel, 7 Barlows, bow thruster, watermaker genset, inverter, dual helms, full galley, 4 staterooms, 2 heads & more than you can imagine. **Ask \$217,000**



35' CHB TRAWLER Glass twin diesels low hr dsl, genset, new tanks, dbl aft cabin, flybridge & P/H helms, 2 heads, full galley, radar, etc. Exceptional condition & more! A VERY GOOD BUY! Asking \$87,000



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32' VALIANT CUTTER Double-ended Bob Perry design, dsl. roller furl, solar, vane, dodger, wind gen, heat, full galley, comfort, new sails & more! Ultra clean & loaded to cruise. **\$58,000**



25' BOSTON WHALER PILOTHOUSE Frontier. are VOLVO I/O Duoprop 260 hp V8 plus 9.9 Troll motor. are commercial quality PH model w/trailer, radar & more. Clean, fast & seaworthy design. Asking \$37,000



38' KETTENBURG sloop. Dsl. Total refit incl. engine reparted in 2000 & well kept since. Dodger, spinn, Pullout double berth, H&C press. water, AP, radar, SSB, GPS, out double berth, H&C press. water, AP, radar, SSB, GPS, etc. A classic cruiser in fine condition. **\$49,950 Ask**



34' DUFOUR sloop. Great sailer and cruising boat. Wheel, diesel, shower, spinnaker, inflatable, teak & holly sole, full cover, lifelines, USCG document, and lots more! \$34,500 Ask



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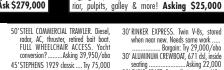
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34'CHB TRAWLER. F/G, 2 helms, dsl, 2 S/Rs, radar & more!.....59,850/obo 32' BURNS CRAFT houseboat, V8, clean, poss liveaboard berth, more..... Ask 23,500 31' MONTEREY BAY EXPRESS PH utility,



32' COLUMBIA 9.6 sloop. Diesel, very clean, many upgrades, vane steering, traveler, pulpits and lifelines, hydraulic backstay, lines led aft for shorthanded sailing and Asking \$21,900



65' CLASSIC, '31 WHEELER MY. 16' beam. Over \$40K hull refurbishment in October '04, and she is ready for you to finish restoration. Wheel House, diesels, three heads huge salon, crew's quarters, more. **Asking \$64,500**



37' GULFSTAR center cockpit sloop. Double aft stateroom, sleeps 6, roller furling, dodger, dsl, solar, full galley, 2 heads w/showers, teak & holly, sole & more. Comfortable & attractive cruiser w/the right features. \$49,950 Ask



41' MORGAN 416 center cockpit aft cabin ketch. Diesel, dodger, 2x lifelines & pulpits, furling, wheel, big inventory, diesel genset, 2 enclosed marine heads, radar and more! Cruise and/or live aboard. Nice! \$79,950 Ask

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