This is a great place to be in May!

It’s a time of year when warmer weather begins and flowers and trees start to blossom. Celebrate the coming of this season on your boat. From Grand Marina, you’ll be out on San Francisco Bay in minutes and come back to a retreat… a perfect way to lift your spirits after a long winter!

- Over 400 concrete berths 30 to 60 feet
- Secured Gatehouses (key access only)
- Dockside Electrical (up to 50A - 220V)
- Cable TV & Telephone Service
- Heated & tiled restrooms with individual showers
- Beautifully Landscaped
- Ample Parking available
- Sailboat & Powerboat Brokers on site
- Excellent customer service
- Monthly informative newsletter

DIRECTORY of GRAND MARINA TENANTS

Alameda Prop & Machine ... 38
Bay Island Yachts ............. 7
Bay Marine Diesel ............ 222
Mariner Boat Yard .......... 36
Pacific Coast Canvas ....... 103
Pacific Yacht Imports ...... 11

GRAND MARINA
ANDERSON-ENCINAL
510-865-1200
Leasing Office Open Daily
2099 Grand Street, Alameda, CA 94501
www.grandmarina.com
Making History

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 year’s winner - out of 97 entrants.

We can help change your future. Give us a call or stop by the loft. Learn about sails from people with a long history of actually making them!

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear and Headfoil 2

Sails in need of repair may be dropped off at:
West Marine in Oakland, Alameda, Richmond or Berkeley;
or Svendsen’s in Alameda.

*Powered by Pineapples

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Phone (510) 522-2200
Fax (510) 522-7700
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2526 Blanding Ave., Alameda, California 94501
Join Us May 20-21 for Our Spring Open House

BENETEAU 523
BENETEAU 473
BENETEAU 423

BENETEAU 393
BENETEAU 373
BENETEAU 343

BENETEAU FIRST 44.7
WAUQUIEZ CENTURION 40s
WAUQUIEZ 41 PILOT SALOON

ISLAND PACKET 485
ISLAND PACKET 445
ISLAND PACKET 440

ALSO: BENETEAU 323
BENETEAU FIRST 36.7
BENETEAU FIRST 40.7
BENETEAU FIRST 47.7
AND A VARIETY OF USED BOATS
SEE OUR BROKERAGE AD
ON PAGE 229

PassageYachts
1220 Brickyard Cove Road, Point Richmond, CA
Ph: (510) 236-2633
Fx: (510) 234-0118
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Electronic Nav Pack
Plus choose any TWO items:
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• Nissan® Outboard 4hp 4-stroke
• Neil Pryde® Cruising Spinnaker w/windsock
• Flat Panel 15” LCD TV
OR...$2,500 CASH BACK
Prize Retail Value up to $7,215

BENETEAU 343
Electronic Nav Pack
Plus choose any TWO items:
• Zodiac Cadet 260 LR
• Nissan® Outboard 4hp 4-stroke
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Plus choose any TWO items:
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• Flat Panel 15” LCD TV
OR...$4,500 CASH BACK
Prize Retail Value up to $9,425

BENETEAU 393
Electronic Nav Pack
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• Nissan® Outboard 5hp 4-stroke
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• Flat Panel 15” LCD TV
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BENETEAU 423
Electronic Nav Pack
Plus choose ALL FOUR items:
• Zodiac Cadet 285 LR
• Nissan® Outboard 6hp 4-stroke
• Neil Pryde® Cruising Spinnaker w/windsock
• Flat Panel 20” LCD TV
OR...$4,500 CASH BACK
Prize Retail Value up to $17,140

BENETEAU 473
Electronic Nav Pack
Plus choose ALL FOUR items:
• Zodiac Cadet 310 LR
• Nissan® Outboard 8hp 2-stroke
• Neil Pryde® Cruising Spinnaker w/windsock
• Flat Panel 20” LCD TV
OR...$6,000 CASH BACK
Prize Retail Value up to $21,190

BENETEAU 42CC
Electronic Nav Pack
Plus choose ALL THREE items:
• Zodiac Cadet 285 LR
• Nissan® Outboard 6hp 4-stroke
• Neil Pryde® Cruising Spinnaker w/windsock
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BENETEAU FIRST 36.7
• Spinnaker Gear with Carbon Pole
• Raymarine C80
PLUS...$5,000 CASH BACK FOR SAILS
Prize Retail Value up to $11,835

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Introductory Pricing
10 Boats Only!
The SP Cruiser is a new concept, offering 1,000 mile range under power as well as an easily controlled sailing rig.

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$329,950 Base Boat
<$32,995> 10% Savings
$296,955 Introductory Price
$9,750 Commissioning
$1,500 Safety Package
$308,205 First 10 Sailaway Price

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Join Us May 20-21 for Our Spring Open House

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BENETEAU 473
BENETEAU 423

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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 snail 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.
New listing and she is well equipped and maintained. $195,000.

38’ ATHENA, 1998


New listing and she is well equipped and maintained. $195,000.

Price just dropped, so hurry by! New $47,900.

This cruising cat has all the gear you would ever need to go cruising and make life comfortable on the water, and then some. If you’re looking for a boat that is absolutely ready to go, this is the one. Asking $400,000.

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Very clean & affordable. $17,500.

A great King design that can take you anywhere. $29,500.

Premium Sales
Space Available.
New Listings,
Contact
Dave Vickland.
### A LARGE SELECTION OF PRE-CRUISED BOATS

<table>
<thead>
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<th>Year</th>
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**Prices:**
- $5,500 - $269,000
- $229,000 - $269,000
- $129,995 - $269,000
- $269,000 - $245,000

**For Sale:**
- **2005 Hunter 41 - Like new!** Come see her. $219,995
- **2001 Jeanneau 52.2 - Turn Key! Must See!** $399,999
- **Impeccable 2004 Hunter 33** Loaded & ready! $99,850
- **1996 Sabre 402 - Pristine, low hours.** Just $225,000
- **2001 Hunter 320 - Reduced = great value!** $61,000

**Contact Information:**
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- **www.HSyacht.com**

**Locations:**
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- **Newport Beach**
- **Marina**

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H&S Alameda proudly represents these top manufacturers:

- **Jeanneau**
  - 2006 Jeanneau 42 DS
  - 8 SOLD! Next available boat arrives in May!
  - NEW MODEL

- **Hunter**
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  - DOUBLE AWARD WINNER! Cruising World’s 2006 Best Cruiser & Best Value!

- **Sabre**
  - 2006 Sabre 386
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- **Mainship**
  - 2006 Mainship 40
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### A Sampling of Our Listings in Alameda

<table>
<thead>
<tr>
<th>Yacht Model</th>
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### A Large Selection of Pre-Cruised Boats

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CALIBER YACHTS INCORPORATED

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One Design Range

38OD
32OD

Cruiser Racer Range

47CR
39CR
36CR

Sydney Yachts - Head Office
Suite 110 Jones Bay Wharf, Pirrama Road, Pyrmont, NSW, 2009, AUS
Tel: (612) 9552 1133  Fax: (612) 9552 1100  info@sydneyyachts.com.au

Sydney Yachts USA - Seetime Inc.
16458 Bolsa Chica Street #306, Huntington Beach, CA 92649
Tel: 877 358 SAIL  Direct: 415 378 3840  cruisedt@earthlink.net

Sydney Yachts USA - Pacific Yacht Imports
2051 Grand Street #12, Alameda, CA 94501
Tel: 510 865 2541  Fax: 510 865 2369  sydney-yachts@mindspring.com

www.sydneyyachts.com
Robert Perry’s famous cutter is available in either Center Cockpit or Deck Saloon. With hull #100 now in construction, come see why Pacific Yacht Imports delivered six of these fine sailing yachts last year, and have already pre-ordered five more for 2006! Custom two or three cabin arrangements available. Starting at $360,000.

Sydney Models: 32 • 36 • 38 • 39CR • 49CR • 60

Call for information

OUR BROKERAGE LISTINGS – TAKE A LOOK!

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Join the fastest growing one design fleet on the Bay. Cool Man Cool is available for immediate delivery. At our docks. $195,000.

2003 TAYANA 42 CENTER COCKPIT
Popular bluewater cruiser. Furlboom mainsail, ProFurl genoa, excellent condition, like new! $239,000.

1999 TAYANA 58 CUTTER
Well equipped and well proven, this boat’s in excellent condition, ready for your next adventure. $475,000.

2005 TAYANA 48 DECK SALON
Refer, freezer, air/heat, genset, washer/dryer, Leisurefurl main, ProFurl headsails, electric primaries, custom leather interior. $415,000.

1986 HANS CHRISTIAN 41 Molokai
In as fine a condition as one will hope to find in a yacht of this caliber. Fully equipped. $250,000.

1999 TAYANA 48 CC, Just Listed!

1986 C&C 44
Spectacular example of this C&C model. She has had an extreme makeover including new mast, Furl boom, rod rigging, sails and electronics. $189,000.

1988 SHANNON 37 KETCH
Clean, well equipped bluewater cruiser from atop quality East Coast builder. $149,000.

1979 EXPLORER 45 CC KITCH
Rugged, full keel world cruiser designed by Stan Huntingford. Full cockpit enclosure, AP, refer, solar. $105,000.

1983 UNION 36 CUTTER
Well equipped blue water cruiser. Low hours, ready to go! $79,900.

Pacific Yacht Imports Welcomes Chris Corlett

Chris brings his vast knowledge of sailing and the sailing industry to further fortify the growing Pacific Yacht Imports team.

Pacifi c Yacht Imports
welcomes
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May, 2006 • Latitude 38 • Page 11
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<td>43' Mason Ketch 43 1981Tiramiu</td>
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<tr>
<td>40' J/120 1999 Baraka</td>
<td>$240,000</td>
</tr>
<tr>
<td>40' J/120 2000 Secrets</td>
<td>$249,000</td>
</tr>
<tr>
<td>39' CM 1200 1995 Velocity New Listing</td>
<td>$84,500</td>
</tr>
<tr>
<td>37' Pacific Seacraft 1993 Esprit II Sale Pending</td>
<td>$130,000</td>
</tr>
<tr>
<td>35' J/105 2003 Flambuoyant New Listing</td>
<td>$126,000</td>
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<tr>
<td>35' J/105 2002 Hibiscuss</td>
<td>$127,000</td>
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<tr>
<td>35' J/105 2001 Trickster Sold</td>
<td>$117,000</td>
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<tr>
<td>35' J/105 2001 Hay Vieite</td>
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<tr>
<td>35' J/105 2001 Jim</td>
<td>Call for Pricing</td>
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<tr>
<td>34' Ericson 1988 Anne G</td>
<td>$50,000</td>
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<tr>
<td>33' J/100 2004 Jimmy J</td>
<td>$139,000</td>
</tr>
<tr>
<td>30' J/92 1993 Zippy</td>
<td>Call for Pricing</td>
</tr>
<tr>
<td>29' J/29 1984 Zulu</td>
<td>$25,000</td>
</tr>
<tr>
<td>2004 Raider RIBs 685</td>
<td>Call for Pricing</td>
</tr>
</tbody>
</table>
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The San Francisco Yacht Club and Monterey Peninsula Yacht Club invite you to spend your Memorial Day weekend racing in the 9th Annual Spinnaker Cup.

Start on Friday, May 26 in the Knox Race Area. Finish in Monterey after dark (usually on Saturday).
The Notice of Race and Entry Forms will be available on the websites: www.sfyc.org and www.mpyc.org

For further information and inclusion on the mailing list please contact:
Anne McCormack, SFYC 415.789.5647 race@sfyc.org
Dave Morris, MPYC 831.333.9603 kavelinga@sbcglobal.net

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May, 2006 • Latitude 38 • Page 39
Non-Race

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

May 3, 17 — 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.

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 6 — 9th Annual Delta Loop Fest. Enjoy a variety of family activities along a 10-mile stretch of the California Delta, 10 a.m. - 4 p.m. Info, www.deltaloop.com.


May 7 — Elkhorn YC’s Nautical Flea Market in Moss Landing, 7 a.m. till ????. Music, food, beer, and more. Info, (831) 724-3875.

May 9-17 — Boat Smart course, Marin Power and Sail Squadron at Kell Educational Center in Novato. Learn about docking, anchoring, the latest USCG rules, and more. Tues., Weds. 7 to 9 p.m. $30 text fee. Info, (415) 883-6777.

May 11 — If you want to meet other single sailors, learn to sail or need crew, go to Single Sailors Association’s monthly meeting at Oakland YC, 6:30 p.m. Info, www.sail-ssa.org.

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 — Sailing Education Adventure (SEA) Sail Camp Open House at Marin YC (San Rafael), 1-4 p.m. Learn about summer sail camp sessions with this non-profit sailing school. Info, (415) 775-8779 or www.sailSEA.org.

May 13 — Full moon on a Saturday night.

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

May 13 — UCSC Boatyard Sale, 8 a.m. to 2 p.m. 20 years of gear, sails, boats must go! Info, (831) 425-1164.
South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected deep water harbor. Bring your boat to South Beach and enjoy all the attractions of the City – and great sailing too!

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J/124
Three Sold on the West Coast

Now on SF Bay!

Two on SF Bay — one now sailing, one coming in June — and one headed to Southern California!

From its large cockpit and clear coat carbon 4-spoke wheel, to the fine teak joiner work and Ultra-leather or suede upholstery below, or simply by the smooth, graceful way it slides through the water, the new J/124 is every bit a sailing yacht...in the best sense of the word.

Yet, J/124s focus on shorthanded sailing qualities doesn’t preclude many days of offshore coastal sailing. Her balanced dimensions are hallmarks of seaworthiness.

J/124 is a true escape...away from all the trappings of home. Little-used amenities and complex cruising systems are discouraged where possible. But, all the important stuff is there: An adequate galley and chart table; the accessible top-loading icebox; 6 feet of headroom; three separate sleeping areas; a dodger for all-weather protection; and a cockpit made secure with 14" high backrests and seats that are long enough to sleep on.

The high-tech composite hull evolves from Js that have dominated IRC competition in Europe over the past three years. The Hall brothers — John and Bill — have achieved a consistent pattern of fast, seaworthy designs that are reliable and fun. The latest model, J/124, is every bit a sailing yacht...in the best sense of the word.

CALENDAR

May 14 — Don’t forget to call Mom.
May 16 - July 18 — Basic Skills and Seamanship. USCGA Flotilla 14 at Loch Lomond YC. Tues., 7:30-9:30 p.m. $75 fee includes text and practice chart. Space limited. Info, Herb Goldenpaul at (707) 996-5964.
May 17 — Care and Feeding of the Marine Diesel presented by Berkeley Marine Center at Berkeley YC, free, 7-9 p.m. Beer and burgers available at 6 p.m. Info, (415) 721-4273.
May 18 — Learn how to make a Coast Guard boarding as painless as possible from a panel of CG Vallejo boarding officers. Buffet dinner from 6 to 7:15 p.m., $8. Presentation starts at 7:30, free. Vallejo YC, (707) 643-1254.
May 20 — Flotilla 14 “Public Safety Day,” 9 a.m. to 2 p.m. at Loch Lomond YC. Free vessel exams and fire extinguisher demo. Info, (415) 897-2790; or gkminder2@yahoo.com.
May 20 — USC&G “Boat’s N Kids,” fun boating education for kids from ages 5-12, with a helicopter rescue demo at the end. USCG Station Alameda, 9 a.m.- Noon. Info, (925) 254-5708.
May 20-21 — Vintage Wood Boat Antique Swap and Oyster BBQ, 9 a.m. to 4 p.m. in Sebastopol. Info, (707) 321-6758.
May 20-26 — National Safe Boating Week. Remember, PFDs only work if you wear them!
May 21 — Flotilla 14 “Public Safety Day,” 9 a.m. to 2 p.m. at SFYC, Belvedere. Free vessel exams and fire extinguisher demo. Info, (415) 897-2790; or gkminder2@yahoo.com.
May 21 — Dockside Gathering for Singlehanded Transpac competitors. Sailors planning an offshore voyage are welcome to join the ‘tour’. Info, Ben or Lucie Mewes at (510) 522-2894 or ssstp06@yahoo.com.
May 22 — National Maritime Day. Declared by Congress in 1933. Honor the maritime industry by going sailing today!
May 26-27 — Maritime Photography at SF Maritime National Park’s Hyde Street Pier. 9 a.m. to 5 p.m. Fee $100. Info, www.maritime.org/cal-boat.htm.
May 27-29 — Half Moon Bay YC Memorial Day Bash on the Beach. Tons of food, music, and fun! Info, Reservations4 MemorialDay@hmbyc.org.
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@uv-link.net.
June 3 — Pacific Mariners YC Swap Meet, Marina del Rey. Info, (310) 823-9717 or pmyc@pmyc.org.
June 4 — Minney’s Swap Meet, Newport Beach, 6 a.m. to Noon. Info, (949) 548-4192 or minneys@aol.com.
June 7 — Singlehanded Transpac Weather and Navigating Seminar at Oakland YC, 7:30 p.m. Public welcome. Info, Ben or Lucie Mewes at (510) 522-2894 or ssstp06@yahoo.com.
June 10 — Corinthian Yacht Club presents their Women’s Intermediate Sailing Seminar and Regatta. CYC Members, $75. Non-members, $80. See www.cyc.org for more details.
June 17-18 — Celebrate with sailors around the world during the ‘Summer Sailstice.’ Sign up for fun prizes and see who’ll be sailing in your area at www.summersailstice.com.
June 17-18 — Summer Sailstice Fund Raise for Treasure Island Sailing Center. Join us for racing on both days, a cruise-in to Clipper Cove, and a party on Saturday. Live music, food and drink, raffle and auction benefitting TISC’s...
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Racing or cruising, what is your pleasure? Summer & Smoke will give you what you wish. Like new.
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Since 1973, Baltic has engineered their boats to combine safety, ease of handling, high performance and finest craftsmanship. See us for the Baltic experience today!
Asking $259,000

Catalina 36, 2000
Nova
One of the most popular sailboats on the Bay. The Catalina 36 is the perfect boat to take you anywhere you want to sail.
Asking $120,000

C&C 99, 2002
North Star
Fast, fun and easy to singlehand or take a crew. You can day sail or stay the weekend. This is a great Bay boat.
Asking $109,900

Farr 395, 2002
Chance
Created for the sailor who has an eye on speed, ease of handling, and the fun of competitive and comfortable club racing on a dual purpose yacht. Asking $240,000

SYNERGY 1005, 2001, Summer Moon
This Schumacher-designed sportboat is a high-tech race boat for the sailor who is looking for performance without compromise. Asking $65,000.

ELLIOtt TOURER 44, 1997, Bravado
Incredible racer/trouser 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.

ISLAND PACKET 38, 1990, Bella Carolina
Take her on a romantic rendezvous on the Bay or around the world. Asking $164,900.

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June 18 — Take Dad sailing today!
June 25 — Master Mariners’ Wooden Boat Show at Corinthian YC, 10 a.m. to 4 p.m. $10, kids under 12 free. Visit www.mastermariners.org for more details.

**Racing**

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 13 — Elite Keel Regatta for Etchells, J/24s, Express 27s, and AE-28s. SFYC, (415) 789-5647 or www.sfyc.org.
May 13 — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, morillgreg@aol.com.
May 20-21 — Stone Cup for PHRF, 1-36s, other one designs, and IRC, SFYC, (415) 563-6363 or www.sfyc.com.
May 21 — Fremont El Toro Relays on Lake Elizabeth, FSC. Info, Vern Tucker at (408) 730-2548 or ultimat1@comcast.net.
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 27-29 — 63rd Swiftsure Race, the big one for North-west sailors. Six different race courses ranging from 78 miles to 140 miles. Info, www.swwifisure.org.
Jun. 3-4 — ‘Go For The Gold’ Regatta for one-design classes, PHRF and Portsmouth boats, and Catalina 22 Far West Region Championship on Scotts Flat Lake, Nevada City, CA. Info, Lynn at (530) 0511 or www.gcyc.net.
Jun. 7-8 — Coastal Cup, a 277-mile sprint to Santa Barbara. EYC, (510) 522-3272 or www.encinola.org.
Jun. 9 — Delta Ditch Run from Richmond to Stockton. RYC/SSC, (510) 237-2821.
The Prettiest Girls at the Dance

Meet the AE38 at the Newport Boat Show May 3-7

With the Alerion Express 28, Bay Area legend Carl Schumacher started the trend to elegant daysailers by blending traditional topsides with a modern rig and underbody. This harmony of classic good looks with the promise of up-to-date speed, plus the bonus of singlehanded ease, elicited wide admiration and prompted frequent imitation. On the West Coast it’s also meant over 40 Alerion 28s delivered with almost 20 in the Bay Area.

However, matching this Alerion’s singular beauty proved elusive until now. Ten years after its introduction, the AE 28 remains the class of the field as the definitive elegant daysailer. With the new Alerion Express 38, the challenge was to equal the singular beauty of the AE 28, gaining the extra comfort and longer stride that comes with added length – while preserving singlehanded capability. The key here was the location of two Harken electric winches right handy to the helmsman, so that all hoisting, trimming and reefing becomes a matter of push-button ease. This enables the skipper to conveniently control all the power and grace this yacht so uniquely embodies.

To fully appreciate the beauty and elegance that only Alerion can deliver, step aboard at the Newport Boat Show, May 3-7, at Lido Marina Village in Newport Beach.
**You're Invited**  
**as Encinal Yacht Club hosts the**  
**Master Mariners**  
**May 27, 2006**

Come and see the vintage boats of the Bay including 'Brigadoon', 'Alma' and as many as 70 classic yachts that ply the Bay waters.

As part of the festivities, EYC is having a Mariners Art Show, including the work of Jim DeWitt, Mariah’s Eyes, Margaret Fago and many others.

Lunch and dinner are available at the Club. The art show will begin at 3 p.m., just as the boats arrive from their day on the Bay.

Please join us at the Encinal Yacht Club  
1251 Pacific Marina, Alameda, CA 94501  
Call (510) 522-3272 for more details and reservations

---

**CALENDAR**


**Jun. 19-22** — Catalina 22 National Championship Regatta at Scotts Flat Lake, Nevada City, CA. Info, [www.gcyc.net](http://www.gcyc.net) or Lynn at (530) 470-0511.

**Jun. 23-25** — Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Championships for Catalina 37s, Olson 30s, Schock 35s, Beneteau 36.7s and more. Info, (562) 598-9401 or [www.lbrw.org](http://www.lbrw.org).

**Jun. 23-25** — South Tower Race, Stockton to YRA #16 and return. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).


**Jul. 3-7** — 14th Biennial West Marine Pacific Cup. For details on the race and seminars, visit [www.pacificcup.org](http://www.pacificcup.org).

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**Summer Beer Can Regattas**


**BERKELEY YC** — Every Friday night through 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](mailto:racing_chair@cal-sailing.com).

**CORINTHIAN YC** — Every Friday night through 9/1. David Johnson, (415) 435-4771.

**COYOTE POINT YC** — Every Wednesday night through 10/18. Mike Finn, (408) 866-5495.

**ENCINAL YC** — Spring Twilight Series, Friday nights: 5/5, 5/19, 6/9, 6/23, 7/16, 8/6, 8/13, 8/27, 9/17. Jim, (650) 856-1122.

**FREMONT SC** — Sundays at 11:00: 5/7, 6/11, 6/25, 7/16, 8/6, 8/13, 8/27, 9/17. Jim, (510) 522-3272.

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


**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.

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


**RICHMOND YC** — Wednesday nights: 5/3, 5/17, 6/7.
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CALENDAR


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


SEQUOIA YC — Every Wednesday night through 10/11. Ron Brown, (650) 361-9472.

SIERRA POINT YC — Beercan Saturdays: 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.


VALLEJO YC — Every Wednesday night through 9/27. Jerry Halterman, (925) 788-8283.

Mexico

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. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenportyachtclub.com.

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 phone-ins!

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.

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HOW FAR IS IT FROM SAN DIEGO TO ENSENADA?

I plan to sail my MacGregor 26M from San Diego to Ensenada this summer using the ‘follow the coast route’ at about four knots. Once there, I’ll probably spend about four days at the new marina. My question is “What’s the nautical distance between San Diego and Ensenada?” That’s apparently not easy to find.

Rick Gordon
MacGregor 26M
Planet Earth

Rick — Without any disrespect, you’re scaring us a little with your lack of knowledge about something that is extremely basic yet critical to navigation. We highly recommend that you either take some basic navigation classes or have a mentor go along with you. If you go to a chandlery, you can buy the nautical version of maps, which are called charts. Almost all charts have a scale in which 1 degree of latitude is equal to 1/60th of a nautical mile. Once you get the appropriate chart and use the scale, you’ll have no trouble determining the distance from San Diego to Ensenada.

We presume you’re going to use the ‘follow the coast route’ because you’re not familiar with any navigation methods more sophisticated than visual. There’s no problem with this — unless, of course, it gets foggy. And it often does get very foggy between San Diego and Ensenada. We were in Ensenada once and it got so foggy we couldn’t even see the far end of the fish taco we were eating. How would you find your way in such a fog?

The ideal solution to navigating in the fog is a GPS. When first introduced, they cost about $25,000 each. Fortunately, today’s far superior models cost as little as $100. If you pay a little more, you can get a GPS with a built-in chart. With just a little scrolling, a GPS can tell you how far it is from San Diego to Ensenada. Once you’re underway, it will also tell you the course to Ensenada, the speed you’re making over the bottom, your heading, your estimated time of arrival, and in some cases things like the exact amount of the national debt.

One mistake novice navigators sometimes make when it’s foggy is to forget it’s not always possible to make a straight line from one place to another. There may be obstacles, such as outcroppings of land and/or islands. We know it sounds stupid to point this out, but expensive mistakes have been made.

If you’re armed with a GPS and common sense, you’ll be in pretty good shape when it comes to navigation. At that point your primary danger would probably be getting hit by another vessel in the fog. The best solution to this is radar. Unfortunately, such units are a little expensive relative to the rest of the cost of your boat. As such, you may simply want to invest in a radar reflector, which will hopefully make you visible to most other vessels, which commonly do have radar.

Good luck, have fun, and if possible, take a mentor.
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A SUNSET AT DAWN?
The topic of the green flash at sunrise has been pretty well flogged to death in Latitude, but I have another sunrise story that I just have to share. On our way from Toau Atoll to Tahiti in 2002, Eleanor and I were in the cockpit together at sunrise. We were both looking to the east as the sun rose full above the horizon — then it stopped and went back down again!
I looked at Eleanor and said, "Uh-oh!" A minute later the sun came up and stayed up. I can only guess that what we saw the first time was a reflection of the sun on some clouds — but it was pretty convincing.
By the way, I’ve seen the green flash four times, and two of them were at sunrise.

Jim Hancock
Solstice, Freya 39
Alameda

THIS ONE IS FOR YOU, JULIE BASSETT OF SAN DIEGO,
COMPLIMENTS OF COMMODORE LINH
I’m writing in response to Julie of Wildflower, who wondered why there have been plenty of saucy photos of female sailors in Latitude, but not very many saucy photos of male sailors. During a dock party in Mazatlan last night, Julie’s letter came up in the conversation. It turns out that most of us cruising gals have at least one or two tasteful shots of our ‘confident, sexy, and audacious sailors’. But until now, we were just too selfish to share. But I’m feeling generous today, so to encourage the other cruising ladies out there to share their photos, I’ve decided to get the ball rolling — no pun intended — with a photo of my husband Teal from my collection. Enjoy!

Linh Goben
Commodore, Punta Mita Yacht & Surf Club
Savannah, Williams 43 tri
Mexico

For Linh, this is the season of giving.

Readers — We have absolutely no idea why anyone would have any interest in a photo of a guy’s bare butt — but we’re open-minded to a limited extent, so we asked LaDonna, ‘the new guy’ on our editorial team, what she thought. After looking at the photo and dabbing up a few spots of drool with a towel, she admitted that she thought a few readers might be interested. So as dubious as we were, we decided to let it run.

FARTHER AND DEEPER
Regarding the founding of the Punta Mita Yacht & Surf Club, as reported in ‘Lectronic: Whatever. It was a lot better 10 — or even 20 — years ago before you ‘discovered’ it and hyped it all to hell. Thanks for driving up the cabana rates,
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LETTERS

slip fees, *platas de mariscos*, and crowding the surf. Guess we'll have to go 'farther and deeper' once more because of your self-infatuated schmooze. Go hype some other planet. Gringos suck.

The Dunns
On Punta De Mita Since '86

Folks — Dunn, that's an unusual indigenous name. You Aztlan or what?

We've been sailing to Punta Mita since the late '70s and there on our own boats since the early '80s — so you can imagine what we've been thinking of newbies like you all these years.

As for us hyping the place, how about at least acknowledging the fact that we waited until there was already a Four Seasons Resort, two Nicklaus golf courses, a four-lane highway, six waterfront restaurants, four surf schools, numerous charter fishing operations, and many villas and condos along the beach and up on the bluff. All that, plus the articles in the New York Times and Los Angeles Times, and you still want to argue that we ruined it? We suppose you're also going to blame us for what's happened to Cabo, Zihua, Honolulu, St. Tropez, and Sydney.

By the way, we don't know how much extra you're paying in marina fees because of us, but we've got a feeling you're getting screwed because there isn't any marina there. The nearest is 12-mile distant Paradise Marina, which suggests to us that you might have gone a little too far and deep already.

⇑⇓

**WE USED CRAIG’S STORY FOR BIBLE STUDY**

Thank you for publishing the Dead Man Swimming interview with Craig McCabe in the February issue. We never thought that we would be able to use something from your fine publication in our Men’s Group/Bible Study at our church, but that is exactly what we did. We used Craig's story as our text for the morning!

While we are not sure of the theological advantages/disadvantages between reciting the Lord's Prayer and the 23rd Psalm in a life-or-death situation such as he was in, we are sure that knowing the whole story is an awesome benefit to one's life.

P.S. Perhaps this makes up for the time I saw one of our choir members with a Latitude hidden in his hymnal.

Jay Gardner
The O'Dark Thirty Men's Group, 6:30 am every Wednesday,
First Presbyterian Church
Napa

Jay — It was an incredible story, wasn’t it? The last we heard, some folks were hoping to get Harrison Ford to play McCabe in the movie they hope to get made based on the incident. Amen!

But what interests us more is if McCabe continues to believe that his boat Heather is a materialistic extension of his ego and therefore an impediment to his spiritual development — as he did during and shortly after his near-death experience. In short, did he sell Heather or will he be back aboard her at Catalina’s
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Cherry Cove for parts of the summer, reveling in nature, which, to our way of thinking is about as spiritual as you can get?

WENDY TO THE RESCUE

I just read the interview with Craig McCabe in the February Latitude. In it he mentions sisters Wendy and Missy, who were crew on his brother’s J/130 Braveheart on a race to Ensenada about eight years ago. Well, this is the same Wendy who, during the last Baja Ha-Ha, took care of the man who had a stroke during the layover at Turtle Bay. I know because she was the skipper of the 48-ft Dawn Treader that I was crewing on. She owns the beautiful 28-ft Pacific Seacraft Willow that is based out of Dana Point and Avalon. A retired L.A. City paramedic, Wendy is now an Avalon Harbor Patrol Officer in the summer.

If any sailor needs to be recognized as Sailor of the Year, it’s Wendy Cummings.

Tom Kenngott
Del Rey YC

Tom — Thanks for making the connection for us. We met Wendy in Cabo at the end of the Ha-Ha, and think she’s terrific.

I CAN’T CONTINUE THIS SENSELESS CRUISING LIFE

I thought that Joe Elliot’s March article titled A Fresh Perspective on California Cruising was interesting and informative. My only real quarrel with the article was his observation, as a 40-year-old, that most cruisers he met were twice his age and that most people don’t have the time or money for a boat until they are too old to really enjoy it. He’s of the ‘do it now’ school of cruising.

My response to those of you who are young is to ‘don’t do it now’.

The ‘go now’ mandate flies in the face of human nature. Man is basically a worker ant. Generally, we are never happier than when we are accomplishing things. We pursue our educations. We work hard and try to do good jobs, whether it’s building houses or websites. We raise families, mow our lawns on weekends, wash our cars, make mortgage payments, and try to be productive members of society.

But we enjoy our leisure time, too. We veg on the couch in front of the tube in the evenings, BBQ in the backyard on weekends, coach and watch our kids play soccer and little league, enjoy sports ourselves, go to concerts, and enjoy other activities. These are the things most of us do during what is usually referred to as the prime years of our lives.

As we get older, our children begin to leave the nest to have families of their own. As retirement approaches, most of us have achieved many worthwhile objectives, including a certain amount of financial security.

Retirement is a beautiful time that is often and accurately referred to as the golden years. It’s also a time when we start to look for other mountains to climb, problems to solve,
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ALASKA EAGLE 2006 VOYAGE SCHEDULE

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ALASKA EAGLE 2007 SUMMER VOYAGE SCHEDULE

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* all women voyage

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oceans to cross. We don’t lose our basic wants, needs and desires when we get into our later years. What we do is pace ourselves. Granted, age brings with it physical problems and infirmities. Some of these can be dealt with, some can’t. Does that mean that we should disrupt our lives during our prime to run off and go cruising because we might not be as fit or well in 20, 30 or 40 years?

It seems to me that the actual route followed by Mr. Elliot is a viable alternative to the one he proposes. All he did was to cruise Central and Southern California on what appears to have been an extended vacation. That is available to most all of us. That way we get to have our cake and eat it, too.

I tried it both ways. I went cruising in my 20s. I also remember, so vividly, sitting on the deck of our 30-ft Piver trimaran in a boat shop in Hamajima, Japan, in the dead of winter telling my sailing buddy Buck Weimer, “Buck, I can’t continue this senseless existence. I’ve got to go back to the States and accomplish something.” Now, a lifetime later, my wife and I sail out of Channel Islands Harbor aboard our Hunter 34. It’s two hours from the harbor to the East End of Anacapa Island, where we are a world away from civilization.

Do I regret going cruising when I was young? No. But I would have regretted not coming back to the States and leading a ‘normal life’ had I continued cruising.

Bill Hinkle, age 69
Minnie Maru, Hunter 34
Channel Islands Harbor

Bill — Yours is a very interesting letter and makes a lot of sense. But perhaps not to everyone, and not to a growing percentage of the younger generations. Having grown up in ‘normal lives’, many of them lust for something different and more interesting. They are sick of television, don’t give a hoot about lawns, and realize the classic careers aren’t necessarily as secure or as satisfying as they once were. In addition, there’s a growing movement toward less materialism, thanks to their having had so many ‘things’ in their lives that didn’t bring as much pleasure or satisfaction as they’d expected. For some, an interesting life is the new materialism. And speaking of senseless, many see living in California and spending a significant portion of their time stuck in traffic as being the very definition.

Another factor is that it’s a much smaller and more open world than it was even a decade ago. It’s as cheap and easy to stay in touch with somebody on a boat off Cape Horn as it is on the other side of a harbor. And younger generations are completely comfortable travelling and living in the far reaches of the world, with or without kids.

When in life and how much to cruise is a very subjective thing. There are reasons to do it while young, while old, throughout one’s life — and even not at all. It all depends on what people need and want in their lives. Speaking of which, the following letter is from George Backhus, who is into his 12th year of a five-year circumnavigation and still hasn’t even made it halfway around. It would be nice to hear if he’s found the last 12 years to be more meaningful than the years he ran an office supply business.

HOW HAM RADIO LICENSES ARE LIKE EX-WIVES

I know I’m a bit behind, as I’m just getting through your February issue. As far as I’m concerned it doesn’t matter as Latitude doesn’t really have a shelf life.

I just have a comment to make to Jeff Coult, who wrote all about his excitement and then disappointment. After waiting 10 years for the Morse Code requirement to be eliminated for
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My comment to Jeff is simply this — FUGEDDABOUT-DIT!

I’ve been cruising now for nearly 12 years and have covered about 60,000 miles — and I still don’t have a ham license. In fact, I think one would be about as useful to me as my ex-wife. I can’t be bothered with all the rules, regulations, limitations, interruptions of service, and so forth that ham-licensed cruising friends regularly endure and constantly whine about.

With all due respect to the many hams out there who provide excellent and sometimes lifesaving services, I can’t get my head around all the barriers to entry into that ‘club’. Why can’t they provide the same services on non-ham frequencies, like many of the cruiser-run nets?

Personally, I do just fine with my SSB — which I can use to tune into ham frequencies — VHF, cell phone and occasionally my Iridium satphone.

George Backhus
Moonshadow, Deerfoot 62
Langkawi, Malaysia / Formerly Sausalito

George — Hopefully you won’t have to be behind on your Latitudes much longer. Starting in the middle of May, we hope to be able to have each issue available over the net, exactly as it appears in print, but with much better color photos, shortly after the print version hits the streets.

CRUISING WAS A LIFELONG GIFT TO THE KIDS

So, as per the April 15 ‘Lectronic Latitude, Richard, the publisher of Latitude, is going to ‘bag it’ and go sailing for awhile. Good for him! I am, of course, jealous as all get out, as most people do not know how hard he works to make it all come together for deadline every month.

Claudia and I still have a child with two more years of college to go, so we figure we better stick around and make sure they are there as his support system as opposed to taking off cruising again. But I have to say that both boys learned a lot of self-reliance in the year that we went cruising after the 2000 Ha-Ha. Here’s proof. When David got back, he skipped his last year of high school and started community college early, put together a 3.97 GPA, transferred to UC Berkeley’s Haas School of Business, graduated, and now works for Deloitte and Touche. Alex skipped his last two years of high school, is finishing at San Francisco City College next month, and starts San Francisco State as a business major in the fall.

We are convinced that taking the boys cruising was a lifelong gift towards their growing up self-sufficient, as they really learned to be independent while we cruised Mexico. Often we would arrive at an anchorage with mom and dad beat, so the boys would inflate the dink, mount the outboard, and go ashore with the radio to scope things out. When they got back, they would tell us the locations of the grocery store, the Internet cafe, and where we could get just about anything.

We continue to make improvements and maintain Favonius as a cruising home. We just moved her from Marina Bay to Brickyard Cove, which means she’s a little closer to the Bay for sailing and that it will be a lot less windy at the dock. She’s pretty much ready to cruise again — all we need to do is add food and fuel. My project for next year is to upgrade the keel cooler for the refrigeration and add an auxiliary fuel
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When you have a 50-hp Perkins diesel, 40 gallons of fuel isn’t enough to cruise Mexico. We carried 13 jerry jugs of fuel on the bow during the Ha-Ha, and don’t want to do that again.

Michael Pordes
Favonius
San Ramon

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LETTERS

Michael — ‘Bagging it’ is not the most accurate description of what we, the publisher of Latitude for the first 29 years, will be doing after the May issue. We will still be selecting all the letters and making the editorial replies, the latter being the primary feature that gives the magazine its editorial voice and perspective. We’ll still be doing all of the Changes. And we probably won’t be able to keep ourselves from writing the occasional cruising profile and doing interviews. The bottom line is that we still expect to do at least 30 pages of editorial a month. When you consider that Sail and Cruising World typically have 60 to 70 pages of editorial in an entire issue, we won’t exactly qualify for slackerdom.

We’re happy to hear that your sons are doing well. So many kids who have gone cruising seem to return more mature and well adjusted than those who stayed behind and were so significantly shaped by their peers, video games, television, and advertising.

Still in France after years in the Pacific

We just received two of the latest Latitudes courtesy of Bay Area cruisers Jim and Mary Neil of Festina Tarde. What a surprise to find color inside!

Last month Foster and I enjoyed a fantastic week chartering a Sunsail yacht in the British Virgin Islands. The long overdue doses of sunshine, the snorkeling, and sailing a brand new Beneteau 393 in the tradewinds was a balm for the soul.

We are now back in France, enjoying life aboard Vagabond, our 1910 Dutch-built barge. By the way, Fellowship, the Yamaha 33 that we cruised from Alaska to all over the South Pacific for all those years is still cruising up and down the east coast of Australia with owners Rod and Helen at the helm.

While house-sitting in the United Kingdom over the winter, I posted two sites to the Internet — one is an ebook of our travels in the Pacific called Caught in the Pacific Eddy. It can be found at http://members.lycos.co.uk/ pacificeddy, and includes a slide show and photo pages. I also posted a photo essay of our four years in France at http://members.lycos.co.uk/francedriftingby. Perhaps Latitudians would enjoy taking a look. (.... /livingaboard is also now on line at the same host).

All the best from the far side of the Atlantic!

Sally Andrew and Foster Goodfellow
Vagabond, Canal barge
France

Readers — It doesn’t sound as though Sally and Foster found their “12 glorious years” of cruising in the South Pacific
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to be “senseless”. In fact, they only stopped after Foster became afflicted with inner ear problems when at sea. For the last four years they’ve been going around the canals of mostly France aboard their barge, which apparently has been giving them enough of a sense of accomplishment to continue. In any event, it’s worth checking out their websites.

NIKON OR FUJI

Years ago, maybe 1981, I bought a Fujica HD film camera on your recommendation. That hearty little camera travelled twice around the world, and for many years pulled yeoman’s service for my wife and me.

More recently, 2003, I took your recommendation and bought the Fujifilm digital camera. It has been awesome, although not as hearty as the first one. The Fuji died. A trip to the service center restored the basic function, but muddled the color program.

It’s time for a new camera. How about a new review for those of us shooting a lot of outdoor, on-the-water photos on a semi-budget? I remember well your comparison online of photos taken with the Nikon and the Fuji.

Bill Wilson
2003 Ha-Ha

Bill — These days it would be hard to find a digital camera that wasn’t really terrific. Unfortunately, we have limited insight on which are the most durable in the marine environment.

We’ve long been big fans of the color of Fujifilm cameras, as the blues and greens, which are so prevalent in sailing photos, come out so people-pleasing without having to do any messing around in Photoshop. In the last six months or so, about a third of the color photos we’ve published in Latitude have been taken with a Fujifilm E550. This is a 3-million pixel, ‘point and shoot’, pocket camera with a 32.5 to 130mm optical zoom. Despite terrible abuse from the marine air, salt-water, and getting banged around, it just keeps on going. Currently available for only about $250, we think the E550 is a hell of a bargain. The only downside is that, like almost all ‘point and shoot’ cameras, it has quite a bit of shutter lag, so it’s not good for action photos.

For occasions where we need almost zero shutter lag and/or the ability to change lenses, we used to use Fujifilm S-2 Pros,
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which ran about $2,000 for the body alone. The color was spectacular on these cameras, but they crapped out so often that we finally gave up on them. Because we had Nikon lenses, we picked up a Nikon D-70 as an emergency replacement in the Caribbean, which cost less than $1,000. It was a better camera in all respects than the Fujifilm S2 — except in the all-important color category. Subsequently, we tried the even less expensive — about $600 — six-million pixel Nikon D-50 — which oddly enough turned out to be an even better camera than the D-70. Alas, the color still wasn’t quite up to Fujifilm standards in the blues and greens, but it wasn’t as bad as previous Nikons.

We currently travel with a Nikon D-50, with a 17-55mm lens and a 28-200mm lens, for the highest resolution and action shots, and the Fujifilm E550 that we put in our pocket when we start the day and carry with us until we come home late at night. Other than the Nikon D-50 having color inferior to the Fujifilm color, we want for nothing in the photo gear department.

As we mentioned in the beginning, all the newer digital cameras are terrific, so much of one’s decision will come down to personal preference. We’ve never tried any of the Canon models because our old Nikon lenses don’t fit, but they are the leading brand in both ‘point and shoot’ cameras and cameras with interchangeable lenses. So you should check those out, although we still think their color is inferior to Fujifilms.

The bottom line is that it’s hard to go wrong and you’re going to get three times the camera for the money than you did just a few years ago. Better still, all the forms of memory and flash cards have tumbled in price to ridiculously low levels. Whatever you do, don’t go cruising with film.

**LETTERS**

S.F. TO ST. CROIX — ANYBODY INTERESTED?

Hello to the readers of Latitude 38! I live in St. Croix in the U.S. Virgins, and have found a boat in Latitude that I’m very interested in buying. She’s a classic wood Tahiti ketch, and I want to sail her from San Francisco to the Caribbean. Soon. Is there anyone out there with some sailing experience who is up for some adventure? I will provide an airline ticket. Successful candidates will know how to use a sextant, how to cook on a boat that is under sail, and have a tremendous sense of humor. People who enjoy Scrabble get top priority. I would love to hear from your readers. I can be reached at rottiedelmar@yahoo.com.

Stephanie Labonville
Christiansted, St. Croix, U.S.V.I.

Stephanie — We don’t want to squall on your dreams, but you’re putting out a call for masochists rather than adventurers. Sailing a Tahiti ketch the 2,700 miles from San Francisco to Panama is feasible — although given the light winds it wouldn’t be a very fast trip. But trying to sail a Tahiti ketch 1,200 miles from Panama across the Caribbean to St. Croix — all upwind and upcurrent in strong to very strong trades — is something that only the Marquis de Sade would wish upon anyone. It would be the trip from hell — assuming that you could make it. And frankly, we don’t think anybody could sail a Tahiti ketch directly from Panama to St. Croix.

And what’s with the sextant fetish? You could buy three GPS units for what you’d have to pay for a sextant and tables — which in any event would be useless in overcast conditions. Plus, we don’t think anybody would be able to take accurate sights on a Tahiti ketch trying to slam upwind across the Caribbean.

To be consistent, the crew uniforms would have to be hair shirts.
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HOW ABOUT SOMETHING LESS AMBITIOUS?

I enjoyed your very informative First Timer’s Guide to Mexico, but that’s a harbor too far and a little too ambitious for us. What might you suggest for passagemaking strategies from San Francisco Bay — especially around points such as Arguello and Conception?

I tried researching past letters and responses without much success. My wife and I plan to depart shortly after Labor Day and return in mid- to late- October, harbor hopping our way down and back. I’ve got Brian Fagan’s Cruising Guide, which has been a great help in making plans, but feel we would also benefit greatly from your expertise and experience.

Thanks in advance — and thanks, too, for Latitude, a ‘must read’ every month.

Jim and Joan Bueto
Sandpiper, Hunter Vision 36
Emery Cove Yacht Harbor, Emeryville

Jim and Joan — A trip to Southern California would be absolutely fantastic, and there’s no better time to do it than September and October. Why that time of year? More sunshine and less fog, generally less extreme winds and seas when coming up and down the coast, and less crowded anchorages and facilities. It’s so fine that we’ll be down there with Profligate, too.

When it comes to passagemaking, we divide California into two parts — all that is northwest of Conception, and all that is southeast of Conception. All the waters to the northwest — don’t underestimate Pt. Sur — are frequently subject to the kinds of conditions that can really smack a boat and crew around — although much less so in September and October than March through August. To the southeast of Conception, weather is rarely a major concern — except out at San Miguel and Santa Rosa Islands.

The strategies for couples making passages between San Francisco and Conception are simple — be patient enough to wait for favorable weather and know every safe harbor along the way. Even if you follow all these rules, you can still be hit by unexpectedly strong weather — particularly along the Central Coast — so know how to handle your boat in those conditions.

Our recommendations? The Cojo anchorage is wonderful as it affords fabulous views of relatively pristine California coast. Santa Barbara has delights of every kind, but on those god-awful mornings of drippy fog, rent a car and head for the heat of the San Ynez Mountains. Santa Cruz Island has plenty of natural attractions and is ideal for those seeking solitude. One of the most lovely stretches of the Southern California coast — and one that often has a nice breeze — is from Pt. Magu to Pt. Dume. Marina del Rey is a good place to repurpose, travel inland, and/or have friends fly in to LAX for trips to Catalina. Redondo’s King Harbor is much quieter on weekdays, and like Marina del Rey, usually offers a sweet point of sail to Catalina. Two Harbors is very quiet during the week, but on
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Club Sails Are Back!
The days are getting longer and the weather has definitely gotten better. Spend a beautiful day or evening with friends and fellow sailors. Open to all!

Wednesday Nights - 6 to 8:30pm
(every other wed. $25 pp)
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SF Bay Area Crew Party & Speaker Series

Everyone is invited to the Golden Gate Yacht Club for some refreshments and a chance to meet other sailors that are looking for crew. This is a GREAT opportunity to meet people and be apart of the best outdoor activity in the bay area. Party starts at 6:30 pm at the Golden Gate Yacht Club on the Marina Green in SF. 3rd Thursday of each month - $5
(May 18, June 22, July 20, Aug. 17, Sept. 21, Oct. 19, Nov. 19)

Adventure Sailing with John Connolly

Monterey Trip June 19 - 25
"Feast" (Islander 53) provides a unique educational experience for students. All aspects of cruising and boat systems will be thoroughly incorporated. The challenging waters of N. California make this perfect classroom. $1475.

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* ASA First & Second Mates (A) May 11, 18
* ASA First & Second Mates (W) May 11, 18
* ASA 100, 101, 103, 104, 105, 106, 107, 108, 109 (BCH) May 18, June 15

Calendar of Events

* Farewell Bay Trip (14) May 16
* Cruising 101 or 102 (2) May 18
* RYA Yachtmaster (A) May 18
* ASA 100, 101, 103, 104, 105, 106, 107, 108, 109 (BCH) May 18, June 15
* ASA 106, 107, 108, 109 (BCH) May 18, June 15
* ASA 100, 101, 103, 104, 105, 106, 107, 108, 109 (BCH) May 18, June 15

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weekends there is live music and a mob of USC alumni who will be drinking to forget January's football failure against Texas. It's a weekly yin-yang you might enjoy. We did a lot of after dark BBQ-ing at Two Harbors last year, and we're looking forward to more of the same this fall. Stop by and have a little Q and a glass of wine. For a dose of bright lights and restaurants, Avalon is also great during the week. It's a zoo on fall weekends — although there are some interesting music programs and other activities designed to stretch the season.

By this time you might find yourself getting cranky for the lack of a good sailing breeze. Head for the San Pedro-Long Beach area, as it's not only going to be the most lively point of sail, but will have about the strongest wind on the Southern California coast. Newport Beach is a great place for friends to join or leave the boat because of the proximity of John Wayne Airport. Did we mention that mooring balls are just $5 a night at Newport, and that you can stay for two weeks? You won't find a more cruiser-friendly accommodation on the coast. Newport is also a gateway to Catalina, but if you want to sail over, you might start by motoring up to the windline at Huntington Beach.

We've just scratched the surface with our suggestions, so you can see there is plenty to do and see. Have fun, be safe, and don't forget to send some photos.

LETTERS

IN ORDER TO BE CLASSIFIED AS A BOAT . . .

Those vessels that you sometimes so blithely classify as 'boats' are so big, expensive, and require so much professional crew that they can no longer be classified as boats. They must be deemed 'ships'. To be a 'boat', you have to be capable of being readily hoisted aboard a 'ship'. Good luck on those behemoths.

Capt Tom USN (ret.)
Lovely Lady, Cal 2-27
San Diego

Capt Tom — Times change, and the definitions of words have to change with them. When referring to large, privately owned vessels, we don’t think ‘ship’ cuts it because of the connotations of rough exteriors and cargo-carrying intent. ‘Mega-yacht’ is far more accurate and descriptive. But in casual conversation, we see nothing wrong with referring to mega-yachts as ‘boats’. As in, ‘I’ll be back in a few minutes guys, as I’m going to put these gold bars in the helicopter and fly them out to the boat.”

I’LL BE BACK FOR THE BANDERAS BAY REGATTA

I’m writing to say what a great time we had at this year’s Banderas Bay Regatta in Mexico!

My wife and I wanted to meet cruisers, and thought that flying to Puerto Vallarta to participate in the Banderas Bay Regatta might be just the thing. We rented a condo within walking distance of the Vallarta YC, and once there began searching for a boat to sail on and learn more about cruising. Having read Latitude for well over 20 years, I knew that it would be all about fixing broken equipment and having dinghies stolen.

I landed a crew position aboard Chuck Harmon’s Morgan 38 Moonshadow. Chuck set sail from the Bay Area several years ago — I believe on the ’03 Ha-Ha — and is currently based out of Mazatlan. His other crew for the race were Chris and Mike Brown, fellow cruisers who also keep their boat in Mazatlan. I had a great time asking them questions and listening to their answers.

After a nice opening ceremony featuring the Folklore...
LETTERS

Pacifico dance troop, everyone was told about rules for the parade out to the race course the next morning. Rule one was no mooning the audience — which on Moonshadow severely limited our options. When it came time for the parade, there were 45 boats staged in a very cramped area waiting to get out the channel. At the time, it appeared that this might be the most hazardous part of the regatta. It soon appeared that the theme of the parade was debauchery.

There was plenty of wind for the 1:30 start of the first race. It was like being on San Pablo Bay — except it was very warm. Everyone watched the two cats that were in the first division. It seemed as though Profligate and the 70-ft Morrelli & Choy cat Humu Humu were on different courses.

When I showed up at Moonshadow the next day for the second race, I bumped into Chuck who was holding a broken alternator bracket in his hand. This is where my real cruising experience began. I could have jumped ship for another boat, but decided to stay with my captain. After unsuccessfully trying to find someone in the marina to weld the bracket, we took off for downtown Puerto Vallarta for another welding shop near Wal-Mart. They did a great job for just $10 — although the cab fare was $16 each way. We had the bracket back in place at 1 p.m., so we never would have made the start.

Everything appeared to be fine on Sunday, the final day of racing. The conditions were much calmer, and we saw lots of dolphins and three whales. In fact, just before our start there was a whale between us and the starting line. Once again everybody watched the two big cats, who seemed to be sailing two different races. When Profligate returned to the starting line, we assumed they must have run out of beer and were going back for supplies. Because of the flukey conditions, the boats in just about all the classes rounded the weather mark at pretty much the same time — with Profligate somehow in the lead.

By this time, the sailing conditions were perfect, with the wind filling in. As we got to the wing mark, Capt. Chuck had Mike and me prepare the spinnaker. As we waited for the command to hoist, we were surprised to hear Chuck say, “I have no steering!” Yikes. We dropped the sails quickly, then discovered that a cable around the quadrant had broken. Thanks to the emergency tiller and autopilot, we were able to make it back to the dock without assistance. No problema.

The awards banquet was around the Paradise Resort pool that evening, and featured a great band, more delicious food than the hundreds of people could possibly have eaten, and all the free tequila and other beverages anyone could drink. Even though Moonshadow didn’t place, we’d had a wonderful time. I felt as though I got the complete cruiser experience — except nobody stole the dinghy.

The staff at the yacht club were great, and all the racers were very hospitable. I learned a great trick for breaking the ice — I brought five current Latitudes with me and handed them out to cruisers. This worked so well that next year I’m bringing 20 copies.

Three boats having fun together during the Banderas Bay Regatta.
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Almost a dozen UK-equipped boats sailed the recent Singlehanded Farallones Regatta. Backed by a global technical design team and superb local service, and in the company of other UK compatriots, you always have support. And all deserve a hand!

Other UK-Halsey boats out for the race:
- Tupelo Honey, Elan 40, Gerard Sheridan
- Na Na, Saga 43, Dwight Odom
- Bad Puddy Cat, C&C 37, Charles Watt
- Eyrie, Hawkfarm 28, Synthia Petroka
- Travieso, Ericson 30+, Daniel Alvarez
- Chai D.M., Ericson 28+, Vincent Swerkes
- Libations Too, Pearson 323, Richard Rollins
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LETTERS

I will definitely be back for next year’s Banderas Bay Regatta. And with a little luck, will one day before too long sail my boat to Banderas Bay and enter her in the event.

Stephen W. Dale
Playen
Oakland

Stephen — Thanks for your report. The Banderas Bay Regatta really is a fine event, with perhaps the greatest venue and sailing conditions of any cruiser regatta in the world. As for the whales and dolphins, they were all over the place — as usual. Many more cruisers ought to enter this ‘strictly for fun’ regatta, and more sailors ought to fly down from the States to crew on this long weekend of great fun. We hope most people know that it’s only three hours from San Francisco to tropical Mexico — about 15 less than it takes to reach the Eastern Caribbean.

As always, Profligate was the last boat out the channel in the parade, and if there was debauchery, we’re sorry to say that we missed it. Since we’re more shallow than ever, buffoonery and debauchery are two of our favorites types of behavior. Thanks to a moderate effort on the part of Profligate’s crew — including motoring out the channel in reverse with the crew waving burning flares — we somehow managed to win second place in the decorated boat contest. Our prize? A mere 600 pesos — or well over $500! We can promise you that we’ll be making a real effort next year to win the first prize, which is nearly $900.

To keep out of each other’s dirty air, Profligate and Humu Humu were often on opposite tacks on the way to the first weather mark. But boy did we and Humu Humu skipper David Crowe — and his assistant, Farr 40 owner Mary Coleman — have a heck of a lot of fun playing together. Both our cats were doing about nine knots when we crossed the first time, and we shaved Humu Humu’s port transom by no more than 10 feet. They returned the favor when we crossed ahead of them a few minutes later. By the way, neither of us would have cut it so close had we not known and trusted each other’s skill and judgement. The first downwind leg was even better, as for much of the time we were sailing side-by-side in low teens, separated by less than a boat length.

Question for Capt. Mike: What was the deal with the broken alternator bracket knocking you out of the second race? We and a dozen other boats would have been happy to tow you to the starting line, and to make sure you made it safely to your berth after the race. Welding shops are open most of the year.

Stephen — Thanks for your report. The Banderas Bay Regatta really is a fine event, with perhaps the greatest venue and sailing conditions of any cruiser regatta in the world. As for the whales and dolphins, they were all over the place — as usual. Many more cruisers ought to enter this ‘strictly for fun’ regatta, and more sailors ought to fly down from the States to crew on this long weekend of great fun. We hope most people know that it’s only three hours from San Francisco to tropical Mexico — about 15 less than it takes to reach the Eastern Caribbean.

As always, Profligate was the last boat out the channel in the parade, and if there was debauchery, we’re sorry to say that we missed it. Since we’re more shallow than ever, buffoonery and debauchery are two of our favorites types of behavior. Thanks to a moderate effort on the part of Profligate’s crew — including motoring out the channel in reverse with the crew waving burning flares — we somehow managed to win second place in the decorated boat contest. Our prize? A mere 600 pesos — or well over $500! We can promise you that we’ll be making a real effort next year to win the first prize, which is nearly $900.

To keep out of each other’s dirty air, Profligate and Humu Humu were often on opposite tacks on the way to the first weather mark. But boy did we and Humu Humu skipper David Crowe — and his assistant, Farr 40 owner Mary Coleman — have a heck of a lot of fun playing together. Both our cats were doing about nine knots when we crossed the first time, and we shaved Humu Humu’s port transom by no more than 10 feet. They returned the favor when we crossed ahead of them a few minutes later. By the way, neither of us would have cut it so close had we not known and trusted each other’s skill and judgement. The first downwind leg was even better, as for much of the time we were sailing side-by-side in low teens, separated by less than a boat length.

Question for Capt. Mike: What was the deal with the broken alternator bracket knocking you out of the second race? We and a dozen other boats would have been happy to tow you to the starting line, and to make sure you made it safely to your berth after the race. Welding shops are open most of the year.
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fun. The venue, facilities, and sailing conditions are as good as there are in the world for a cruisers’ regatta — and it’s free. What more could anybody want? Next year’s Banderas Bay Regatta will be sometime in March. Don’t miss it.

‡OTHER REASONS BEHIND INSANITY
In a ‘Lectronic Latitude report just before the start of the Banderas Bay Regatta, you wrote, “You’d have to be insane to miss this one. But you know, there are a lot of insane people around.”
There are many other reasons besides being insane that prevent us all from enjoying Banderas Bay as much as you do.

Joseph Oster
Santa Cruz

Joseph — In order to create more colorful prose and to emphasize a point, authors will sometimes resort to writing figuratively rather than literally. This was one of those instances. You’d have to be crazy not to realize it. But once again, we’re expressing ourselves figuratively, not literally.

‡IS IT THE ROCKING HORSE EFFECT?
Thanks so much for your quick reply in Changes to my question about the best way of rounding Pt. Conception aboard our new-to-us Mariner 31 Scandia Dream. But I was curious about your suggestion that I be careful about being pooped. I’m trying to guess why this could lead to a problem. I assume that the wine glass stern/transom lessens the possibility, so am I right in guessing that it has something to do with the shoal keel and a rocking horse effect?

Matts Djos
Planet Earth

Matt — It’s all about the speed of your boat. Longer and ultralight boats tend to outrun breaking waves, while shorter, slower displacement boats are more prone to taking waves over the transom — no matter what kind of transom it is. But if you go south in any kind of moderately decent weather, and if you remain attentive when it gets rough, you shouldn’t have any problem.

‡CAT DECKS MAKE GREAT PARTY PLATFORMS
Your recent report on the merger of Sunsail and The Moorings parent company was interesting. I’ve done many Moorings charters over the last 25 years, all of them in the Caribbean. But our late April ‘05 charter was different from previous ones. I’m not sure when The Moorings went with Great Expectations, but our ‘05 trip wasn’t like our ‘02 trip — even though both of them were out of Roadtown, Tortola.
For our most recent adventure we — four couples — chartered a 47-ft cat from The Moorings. We also had a cook, which made nine. This was my first cat charter, and we were all pleased with the way the boat handled — and she wasn’t the dog we assumed she’d be going to weather. And with all that deck space, what a party platform!
The boat had a couple of problems during our 10-day charter, but hey, that’s sailing, and nothing broke. However, I don’t think the boat had been as carefully prepared for our charter as in previous years. One of the heads siphoned water underway even with the thru-hull valve shut. This wouldn’t have been too big a deal except the sump pump in that head didn’t work. The folks who cleaned the boat must have known that the pump didn’t work when they cleaned the boat. Oh well, we got it fixed at the Bitter End a few days

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into the charter.

The Moorings was going to send us out on charter with a dinghy but no outboard motor. This isn’t a very good deal when you have a bunch of people who like to explore. I whined enough to get a motor before we left Road Town. I also had to make several requests to get a snatch block to use at the base of the mast — or else we couldn’t possibly have tightened the reef outhaul(s) because it wouldn’t have been a fair lead. I’m glad we insisted on the block, as one day we had as much as 35 knots across the deck. What a ride! With a reef in the main, we had the cat doing 13 knots on a beam reach with hardly any heel. And hardly a drop of beer was spilled.

It also bugged me that we were only given one set of bed linens per cabin versus the two sets we’d been given in the past for a longer-than-one-week-charter. True, we could have returned to Road Town for fresh linens, but that didn’t fit into our plans. Plus, one roll of TP is all we could get per head. That’s for four guys and five ladies for 10 days. You do the math. I also had to beg for a day ice chest. We had a ton of drinking water, sodas, and about a million adult malt beverages. There was no way we could have gotten by without an auxiliary ice chest.

It also bugged me that we had to pay $18/person each way to get from the airport at Beef Island to The Moorings base. I would have thought they could have worked that into our multi-thousand-dollar charter.

All in all we had a great trip, and there’s no point in picking nits. However, methinks the Moorings service isn’t as good as it used to be. They just don’t seem to have the great attitude that had been their trademark for so many years.

Douglas Lent
Citrus Heights

Douglas — Charter Editor Andy Turpin agrees that taxis are very expensive on Tortola — which is why The Moorings offers prepaid airport transportation for about $5/person. One roll of toilet paper per head is standard in a charter ‘starter kit’. If you had them fully provision the boat for you and only got one roll per head, you should raise a stink. By the way, The Moorings starter kit is more generous than that of some competitors. The only thing that strikes us as odd is that you didn’t get an outboard-powered dinghy for a boat that size. Turpin was under the impression that The Moorings provides outboards on all their charters in the Caribbean.

All in all, it doesn’t sound like you had a bad charter at all. But if you were disappointed in some aspects of it, by all means drop a note to The Moorings. All good companies are very interested in constructive criticism.

†

A LITTLE T&A AND RETIREMENT CRUISING

I used to go to the marina and dream of having a sailboat — that’s when I discovered and subscribed to Latitude. The following report is, for the most part, a direct result of reading your magazine cover to cover.
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STEVE TAFT, MANAGER
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May, 2006 • Latitude 38 • Page 79
My wife Anne and I have created a game plan so we can participate in the 2011 Baja Ha-Ha. While I’ve sailed a lot of different boats in my younger years, there was a 20-year period while raising children that Anne and I couldn’t afford the time or money to own a boat. But with our last child on the verge of leaving the nest soon, and my retirement in 2010, we have begun to implement our plan.

We bought our first boat — an 8-ft Walker Bay — two years ago at an auction. We added a Sabot rig, then made a daggerboard and rudder out of oak. If your intent is to stay dry, small boats such as this will teach you to sail quickly. After a year sailing the 8-footer, we purchased a 1968 C-15 hull #135 from a used car lot. We named her T&A — for Tim & Anne — and she also proved to be a great teacher. The bonus was that, unlike with the Walker Bay, Anne and I could sail together. We soon found that Oceanside Harbor was too small for our very fast boat, so we began taking T&A to San Diego Bay. Sailing on a much larger bay afforded us the opportunity to compete with other boats and meet more sailors.

One evening at a holiday party for Anne’s work, I spoke with a fellow who seemed to have similar interests as ours. He told me about some fancy yacht club he belongs to on Harbor Island, and how they have regattas and parties at their swimming pool in the marina. I have to admit that I was a little bummed out that I was talking with another rich guy about something I couldn’t afford — you know, like going to the boat show and looking at all the boats you can’t afford. During our conversation he mentioned the name of the club, so the next day I decided to do some snooping and looked it up on the Internet.

It turned out to be the Convair Sailing Club, which is a nonprofit club that is run by its members. Apparently, it was started by the good folks who worked for the General Dynamics Convair division as a recreation department. When the company left town, the members took over the fleet and the new club was born as a California corporation. The cost is something even a state employee can afford, and membership comes with classroom and on-the-water instruction by very knowledgeable members. The fleet includes 16 well-maintained sailboats from 21 to 26 feet, but we don’t think all of them are ever in use at the same time.

Needless to say, Anne and I joined the club, and our sailing skills have improved by leaps and bounds. We are beginning to talk about Coast Guard classes and the possibility of taking club boats for coastal cruises. Now on a steady course, we have your wonderful magazine to thank for helping get our cruising dream started.

The only bad news is that we don’t need to subscribe anymore, as we can pick up copies for free at ‘our yacht club’.

— Tim Mueller
T&A, C-15
Convair Sailing Club, Oceanside

Tim — We’re delighted the magazine could be of assistance. We doubt that you can currently appreciate how beneficial your small boat training will be for when you eventually cruise a larger boat. With small boats the feedback is much clearer so you learn faster. Plus, when you make mistakes they aren’t as destructive or expensive.

We’re also glad you wrote about your initial misconception about ‘yacht clubs’. Except in rare cases, they are not snooty Yacht Club sions or all that expensive. And most have excellent low-cost entry level sailing programs. If any readers out there want to learn how to sail, you should contact several of the nearest yacht clubs and ask what kind of programs they offer.
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DISPLACEMENT IS NOT THE SAME AS WEIGHT

I cringe a bit when I hear someone on television saying something like, “The Queen Mary 2 weighs in at 150,000 tons.” On page 120 of your March issue, I believe you did something similar.

The term ‘Gross Register Tons’ means size in cubic feet. Each ‘ton’ represents 1,000 cubic feet — and has no relation to a ship’s displacement. For merchant ships, this figure is used for figuring port and canal charges. Fighting navy ships use load line displacement — 2,240 pounds to the ton. I don’t believe the term ‘gross’ is used with displacement numbers.

I believe the term ‘ton’ originated from the medieval wine casks called ‘tuns’ that were used to ship wine. A ship was rated by the number of tuns she could carry.

Very likely, the QM2 displaces less than the 150,000 plus gross tons listed, as much of the ship above the main deck is made of aluminum. In the case of the Titanic, her gross tonnage was 46,329 (size), while her loaded displacement was 66,000 tons (weight) — but she was built of steel. I must note that the Titanic was the ‘biggest ship in the world’ then because the forward end of the promenade deck was closed in after some experience of her sistership Olympic (54,524 gross). The displacement of both remained the same.

While I’m ranting, allow me to disagree with a spate of learned comments some months ago concerning the effect of displacement on transiting Canal locks. In July 1945, I was a crewman on the USS Colonial LSD 18 transiting the Panama Canal heading for the landings in Japan with a load of some 40+ LCVPs stacked over the well deck. About an hour behind us in the adjacent lock set came the Lurline, painted in Army colors with a load of European Theater soldiers also heading for Japan. The Lurline caught up and passed us before noon. We all believed this was because she displaced about four times ours 4,500 tons and thus required less water to be pumped into the chamber. Some days after entering the Pacific, we were told about a bomb that had been dropped — and we were turned back to go to San Francisco where we docked on August 14!

Ben Matlick
Sunnyvale

Ben — As we understand it, there are three different types of displacement — volume, mass, and weight. The first is the size of hole in the water occupied by the ship as measured in cubic meters; the second is the quantity of water displaced by the vessel, and the third is weight of the water displaced by the vessel.

To quote the experts, “The displacement weight and ship weight are equal when the ship is at rest in still water. In real life, the displacement weight of a vessel is always changing as it takes on fuel, food, cargo, and people.”

WHAT ABOUT MY ANDANTE?

I was interested in your March ‘06 article on the new Latitude trophy to be awarded in the West Marine Pacific Cup for “the boat with the most convincing win relative to its own division” — and how such a formula would have changed the results in previous West Marine Pacific Cups.

You might want to look further into the data for the final standings and consider other performance results. In ’96, my Island Packet Andante finished first in Division A ahead of Springbok in Division B. The uncorrected elapsed time was 12:04:09:02 vs. 13:02:05:20. In corrected time, Andante finished ahead of Springbok winner of B; Stop Making Sense, winner of C; Recidivist, winner of D; and Rollercoaster, winner...
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That we lost third overall to Skip Allan on the Wylie 28 "Wildflower" was both a disappointment and an honor. By the way, "Chorus", which placed second in A, was the Latitude favorite before the race. "Andante" was not even mentioned in the pre-race article.

After the ’96 race, "Andante" cruised around the islands for about a month, and then sailed home without any changes to the rig or outfitting. "Andante" returned to Hawaii in ’03 for a one-year visit, with stays at Honokahau, the Ala Wai and Ko Olina. She returned to the Bay Area in July after an extended visit to the San Juan Islands, Vancouver, and Victoria, B.C.

Dave Jones
"Andante", Island Packet 38

Dave — We’re not completely sure we get your point, but we’ll offer a couple of clarifications. First, the reason for the trophy. Pacific Cup boats start on four different days, and it’s not uncommon for one of the four to start in very light winds while the other three start while it’s howling. If your boat starts on the calm day, your chance of placing high in the fleet is almost eliminated from the very beginning. By awarding a trophy to the boat that does the best relative to the other boats in her division, everyone is in contention for a top award, no matter how poor their luck was with the weather on the first — or any other — day.

Second, we did not come up with the trophy, but agreed to lend the magazine’s name to it in order to help generate more interest and enthusiasm.

†I NEED TO CLEAR UP A COUPLE OF THINGS

God, do I miss La Paz!

Thanks for printing my letter last month — but I need to clarify a couple of things that might have gotten lost in the ‘translation’, things that might otherwise might make your readers think that I’m a complete idiot!

What I’d attempted to convey in my letter was that I took my Irwin 52 "Shere Khan" to Marina La Salina, located halfway between San Diego and Ensenada, by myself in October. The marina offered to do the check-in for me, but I knew I was one document short, so I didn’t want to waste their time. My wife drove down a couple of days later with the missing document, so on Monday morning we hit the office. We got everything taken care of in about 45 minutes — checked in, got the Temporary Import Permit, got the visas, got the fishing permit and licenses. It went very smoothly.

Fast forward to February. My trip to La Paz was sort of on the spur of the moment, and started with me driving to the boat at La Salina Marina from Marina del Rey. So I didn’t have time to order visas for my three friends. I just gambled that they’d be able to get them at the Ensenada office. As luck would have it, they could have got them if we’d arrived before lunch on February 17. But as we arrived after lunch, the rules had changed — and the guys couldn’t get visas there unless they’d arrived by boat. It was then that a mildly unpleasant Immigration official told us we had to drive back to the U.S. border and get the visas there — or pay a $44 per person penalty in his office.

My guys decided to try their luck by sailing to La Paz and trying to get the visas there. And as you said in your response to my letter, it was a piece of cake. There were no questions asked and no penalty!

I hope this clears up the confusion. Besides, I’m supposed to be the expert, since I’ve spent over six years of my life in Mexico and have crossed the border at least 250 times. And I still can’t get enough of it!
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P.S. And thanks for printing a second picture of Shere Khan in Latitude on page 126 of the April issue — although we have a feeling that the 79-ft Kialoa III was probably the actual focal point. That’s us in the background just behind the flag on their transom. We’d delayed our departure from Two Harbors that day by a couple of hours because there were a ton of boats jockeying around before the start of some race back to the mainland. Luckily nobody was in a rush to get back home.

Richard Booth
Shere Khan, Irwin 52
Marina del Rey / La Paz

Richard — Your new letter certainly clarifies things, as you didn’t mention La Salina Marina in the first one, totally confusing us. As we understand it, the only reason for Mexican tourist visas is so Mexico can collect $20 off every visitor. As long as they get their money before you cross back into the United States, it’s not that big a deal.

Speaking of Marina La Salina, we always remembered it as a shallow harbor that was useless to sailboats. But after getting your letter, we checked out their website and the current photos. Somebody with money obviously figures there is considerable value in waterfront condos and a big marina in Baja — albeit extreme northern Baja where the weather conditions aren’t any different than Southern California. There has obviously been a lot of dredging done at La Salina, and according to the website, eventually it’ll be home to hundreds of marina slips. Maybe this will take a bit of pressure off the slip shortage in San Diego.

NOT ALWAYS A RESPONSE

I have recently noticed that the reliability of HF SSB USCG weather broadcasts from Pt. Reyes is not what one would expect from such an essential service. Failure to transmit, failure to transmit on all published frequencies, and incomplete transmissions are all too common. Nor does a call to any of the HF emergency frequencies always assure a response.

For those of us voyaging offshore — and I consider being 50 miles off the Baja coast to be offshore — this is not an insignificant problem. I wonder if others have encountered these same problems.

According to official published data, available from the Internet, USCG Pt. Reyes (CAMSFAc) transmits at scheduled times, voice, WXFAX, and SITOR (text) weather information. In addition, four HF frequencies are identified as emergency channels and are monitored 24/7.

Comments from other users of this service would be appreciated. Hopefully, it ain’t just me who’s complaining.

Pete Kantor
Tsaritsa, WDC3884
Ensenada, Mexico

Readers — Anybody else complaining?

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nuts had chartered a Moorings 51.5 out of La Paz, and were slated to fly to them on April 7. Then, on the week of our slated departure, I got the following note from Expedia:

“As of April 2, 2006, Aero California ceased operations due to a mandate by the Mexican Civil Aviation Department cancelling all flights indefinitely.”

Unless we were each willing to spend thousands on standby tickets routed through Denver, we were out of luck. So, there were some bummed-out sailors lurking around the Bay Area that week.

One piece of good news is that The Moorings is willing to permit us to reschedule sometime later this year at any of their bases worldwide.

Art Hartinger
Pied-a-Mer
South Beach Harbor

Art — The shutting down of Aero California adversely affected a lot of sailors — including some of the crew who helped deliver Prolligate from Puerto Vallarta to La Paz.

Flying to La Paz, however, is not the only way to get to La Paz. It’s only about 90 minutes from the much larger and busier airport at San Jose del Cabo — which also serves Cabo San Lucas. If you split a cab fare among six or so people, it’s quite reasonable. Best of all, if you take the mountain road, the scenery is spectacular.

There is nothing nuts about chartering a boat out of La Paz, especially in April as you planned. It’s an excellent place to cruise, and April is the perfect time of year to do it. In fact, as soon as we got this issue off to the printer, we headed down there ourselves.

↑⇑

IT’S BEEN A GOOD CARIBBEAN CHARTER SEASON

So far the charter season here in the Caribbean has been pretty good. We’ve been as busy as we want to be, yet had enough breaks to keep us fresh and sane.

The Christmas winds aka ‘reinforced trades’ came in with a vengeance in late January and much of February. One day we were sailing with our guests from West End, Tortola, to Norman Island, and it was blowing consistently in the high 30s with gusts of 40 knots. It’s always interesting taking non-boaters out in rough conditions. I catch them looking at me for reassurance, as if I’m the flight attendant on a turbulent flight. I always laugh and smile, even though I secretly wish it would drop back to the normal 15 knots for their sake so they can have a more comfortable ride, and for our sake, so nothing breaks on the boat. Most guests love to ride up on the trampolines of our Lagoon 410, but on that day it would have been like being blasted with fire hoses!

At the other extreme, we’ve had many days of flat calm. Such days have been great for snorkeling, but we’ve twice had to motor to Anegada from North Sound — which is usually a beautiful beam reach. One time it was so calm and clear that we could see starfish on the sandy bottom at 60 feet!

This season there have been more mega yachts, helicopters,
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and private jets than ever. Larry Ellison’s *Rising Sun*, which at 450 feet once was the largest American-owned motoryacht but is now just the second largest in the world, was anchored in Great Harbour on Peter Island for a few days. Great Harbour never looked so small!

As far as our guests go, about 95% of them are good, and the 5% who are oddballs make us wonder why we do this. But it does make for good stories of odd human behavior. Despite weather extremes, unusual individuals, and long hours, we’d still rather be running charters in the Caribbean than anything else we can think of at the moment.

Our last charter of the season will be on May 12, after which we plan to head to Puerto Rico, haul out *Moonshine*, and fly home in late May.

Lynn & John Ringseis
*Moonshine*, Lagoon 410 Catamaran
British Virgin Islands/Bel Marin Keys

Lynn and John — If Larry Ellison’s 452-foot *Rising Sun* has fallen into second place, what is the world’s largest privately owned yacht? The ageing Prince Abdul Aziz, a 482-footer, and Al Salamah, a 456-footer from the ‘90s, are larger, but they are considered government rather than privately owned. So we’re left without an answer for this very important question.

While looking at the list, we noticed that Bill Gates is listed as the owner of the new 299-ft motoryacht *Ice* — making her just a foot shorter than Microsoft co-founder Paul Allen’s *Tatoosh*, the second largest of his three motoryachts. It almost makes you want to write some code, doesn’t it?

††† I JUST CALL HIM UNCLE FOR SIMPLICITY

It was nice to meet you *Latitude* folks again the other night at the Crew List Party at the Golden Gate YC. I was the guy who sails a Dreadnought 32, and am related to Harry Heckel, the very senior citizen who has sailed his Dreadnought 32 singlehanded around the world twice.

I should have mentioned at the time, but didn’t think about it until later — *Latitude 38* is actually responsible for my knowing that I am related to Harry. The article you published about him several years ago caught my eye because I had just bought my boat, and was interested to hear about another Dreadnought owner doing such extensive traveling with his boat. I showed your article to my mom, to illustrate to her what a safe and seaworthy boat I had purchased.

“Hey! We know that guy!” she responded. It turns out that he’s my father’s aunt’s brother — if you can follow that thread. I just call him my uncle for simplicity.
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Anyway, I met Harry last Thanksgiving down at my father’s aunt’s place in Palo Alto, and we talked Dreadnoughts and sailing stories. He’s definitely an inspirational character. At age 90, he is as sharp as sharp gets in mind, although a bit frail of body. He is still sailing, although no longer single-handed. He’s currently on the East Coast, somewhere between Florida and the Carolinas.

Anyway, thanks for a great publication. I read it cover-to-cover every month, as well as online every Monday, Wednesday, and Friday. I hope to see you at the Ha-Ha this year. I didn’t line up a ride on Wednesday, but I’m undeterred.

Kevin Baldwin
Pato, Dreadnought 32
San Francisco Bay

Kevin — We hope to see you on the Ha-Ha, too. A great place to network will be at the Ha-Ha Kick-Off Party at the Encinal YC in Alameda on October 4.

††† OUR PRE-HA-HA GET TOGETHER IN SACRAMENTO

A couple months ago, I asked about the idea of a pre-Ha-Ha get-together in Northern California. This is a follow up.

The first weekend of April, ten of us got together in Sacramento and had a fun potluck while we discussed various places in Mexico and the ways to get there. We were lucky to snag Phil and Nora McCaleb, who did the Ha-Ha last year aboard their Hunter 42 Shiraz, to come over and share their experiences. As you can imagine, the topics ranged from types of watch schedules, to what unexpectedly went wrong, to what broke and how it was fixed, to how many whales were seen in a day, to how long batteries held up, to how much it cost to cruise. And boy, were we surprised when Phil told us they were only spending about $750 a month — not counting regular boat maintenance and flights home.

Anyway, it was a fun gathering, and we’ll have one or two more before we all head south late in the summer. If anyone wants to attend, they can call me at (916) 488-4140. While we all got good ideas at the meeting, the wives in particular seemed to appreciate the firsthand information they got from Nora.

I know some ‘long-time Mexican cruisers’ think that all of us who will be doing the Ha-Ha are looking for a babysitting co-op to help get us to Mexico — but that’s pure B.S. What we’re looking for is the extra edge to insure we’ll have a safe and fun transition into the cruising life. We’re not novices. For example, all 10 participants already have a pretty good amount of cruising experience up and down the Pacific Coast — and my wife even sailed aboard Orange Coast College’s Alaska Eagle from Tahiti to Hawaii last fall to gain bluewater experience. The folks in our group have 15 to 50 years of boating experience, and include a past national champion in the Catalina 22 class. Our boats are all very seaworthy, and range in length from 27 to 48 feet. It’s my guess that the members of our group are probably not unlike most of the Ha-Ha participants in the past. I did the Ha-Ha aboard Bright Angel in ’03 and Jelly Bean in ’04, and based on my observation, the preponderance of sailors on those nearly 300 boats were able-bodied, well-prepared, and not looking for babysitting.

This is finally our year to go! By the time this issue of Latitude hits the streets, our house in Sacramento will be on the market — and maybe even sold. We expect to be moved onto our boat in June so we can spend the summer in the Delta and the Bay cruising until mid-August, then we’ll gunkhole down the coast and be in San Diego in plenty of time to fix whatever needs fix’n before we take off on the Ha-Ha. The kids
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are all grown and on their own, and our health is still good, so it’s time to go. I’m going to buy the Poobah a beer in Cabo, Mazatlan, and P.V.

Pat & Carole McIntosh
Espiritu, Hunter 430
Sacramento

Pat and Carole — We think get-togethers such as yours are a great idea, and we’re sure that the McCalebs offered a perspective that we couldn’t. But how could you have been surprised that they were only spending about $750/month? Haven’t you believed all the similar reports we’ve published from other cruisers? Cruising in Mexico can be an extremely enjoyable and adventurous proposition — even for those who have to make ends meet with a social security check.

Who cares what long-time cruisers in Mexico think about people they don’t even know? People who identify themselves in such a way usually haven’t raised their main in five years and spend most of their time moored to a bar stool. The only justification anybody needs for wanting to do the Ha-Ha is that it sounds like fun. Rest assured that you’ll get a warm welcome from the overwhelming number of cruisers who have already been enjoying Mexico.

By the way, we’ll be having an official but casual Ha-Ha Preview at Two Harbors, Catalina, once again this year. The date is August 12 and we’ll be starting about 5 pm. We’ll have a big BBQ going, show a few slides, answer everybody’s questions, and have some live music. We hope to see a lot of you there.

CLEARING INTO MEXICO

I know it might seem early, but I’m getting ready for the ’06 Ha-Ha, and I really need a confidence booster on doing all this paperwork stuff. When are you going to write a new article about what it’s going to take to cross the border this year?

I hope you guys are doing well — I still remember our sail on Profligate from Santa Barbara to Redondo as a high point of our lives!

Rocky Shelton
Pasado Mañana, Newporter 40
Wilmington

Rocky — Wow, we’re glad you had such a good time on the cat!

As for the paperwork for Mexico, there’s almost nothing to it. Just make sure you have your boat registration or document, and a passport for everybody aboard — that’s it. The Ha-Ha stops at Turtle Bay and Bahia Santa Maria, but since neither of those are ports of entry, you won’t have to clear into Mexico until Cabo. But once there, it’s easy to clear and get your visas and Import Permit. You can either do the paperwork yourself or have an agent do it for you. So there’s nothing to worry about. If you’re planning on staying in marinas, make sure to bring a copy of your boat’s Mexican liability insurance. You can purchase this in the states or in Mexico.
**LETTERS**

**I'M NOT SOME CRABBY PERSON**

Thank you for today's (March 10) Photo of the Day in 'Lectronic — the one featuring the rainbow over the beach at Anegada in the British Virgins. It hailed here in Mountain View a half hour ago, and it’s freezing cold. I know some crabby people don’t like the tropical photos and stories, but I’m not one of them. I love them! The accompanying story was cool. More please.

Sylvia Seaberg
Eyrie
Mountain View

Sylvia — When some people see other people having fun, they seem to get jealous and angry. We don’t understand it, as it makes us feel good to see other people having fun. But in truth, the credit goes to Northern Californian Peter Whitney, who took the photo while serving as captain aboard one of the Moorings 6200 catamarans.

**HAWSE PIPES**

World’s shortest letter — where can I find hawse pipes for my 1963 Islander 32?

Chris
Planet Earth

Chris — The world’s shortest answer — Dunno.

**SAME GULF, DIFFERENT CONDITIONS**

Sorry about Richard Woods and Jetti Matzke having to abandon their 32-ft catamaran Eclipse because of getting caught in storm conditions in the Gulf of Tehuantepec. Nonetheless, I can understand their concern about being capsized in those conditions, having experienced a similar storm while aboard my San Juan 24 Slow Dancer doing the ’82 Doublehanded Farallones Race with Dennis Beckley.

We were the only boat in our division to finish that tragic race. Two boats, a Ranger 22 and a Moore 24, which we saw on our way out as they disappeared and then reappeared in the deep troughs, were lost along with their crews. The storm conditions were about the same as Woods described, with wave crests blowing off the tops of the waves, waves crashing completely over Slow Dancer, the tremendous noise of the vibrating rigging adding to the noise of the storm, and everything below thrown into several inches of water on the cabin sole that had been flooded even though the hatches were closed.

I did MORA racing for 10 years with the little San Juan, including three races to San Diego, and a 36,000 mile circumnavigation. That ’82 Farallones Race was the most grueling survival test of all.

In stark contrast to Richard and Jetti’s experience, my wife Emily and I had a flat, calm crossing of the Gulf of Tehuantepec aboard our Cal 46 III on the last leg of our circumnavigation in mid-April 2000. It’s true that we had experienced some squally conditions the two days since leaving Barrillas YC in...
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El Salvador. One night, for example, we spotted a waterspout that fortunately dissipated before it reached us, followed by a blinding lightning storm and terrific thunder and 40-knot winds. We also had five inches of rain in one hour. It was such a torrent that it flattened the seas.

Conditions started to ease as we approached Puerto Madero at the southern end of the gulf. The 6 a.m. weatherfax from New Orleans indicated that there would be light winds for the Tehuantepec area — which looked like a weather window for our crossing. Just past Puerto Madero, we called the port captain to get corroboration of our weatherfax analysis. He said after three days of heavy conditions, he expected light winds and calm seas. We had thought about hugging the coast, the old ‘one foot on land and one at sea’, which other cruisers have espoused. But given the weather, we decided to veer to port and make a course directly across the bay, saving thirty miles. Two other boats finishing circumnavigations had gotten blasted in the gulf, having crossed earlier.

That night, while crossing the middle of the gulf, we experienced zero wind and absolutely calm seas. The surface was so flat that it reflected the bright moon like a mirror. I went below while Emily stayed topsides to enjoy the surreal scene, and there was no apparent motion, making it seem as if we were tied to a dock at a marina. Only the hum of the engine broke the silence. It was so smooth that I took a penny out of my pocket and balanced it on edge on the salon table. We were at about the same location as Richard and Jetti when they were rescued. On that night we had the flattest seas of our 36,000-mile circumnavigation. We must have hit all six numbers on the lottery that night.

Ernie and Emily Mendez
Quiet Times, Cal 46 III (since sold)
San Jose

Ernie and Emily — Given today’s modern weather forecasting, and the well-known conditions that create Tehuantepecers, they are easy to forecast well in advance. In fact, they are easier to predict than Papagayos, and therefore are usually less troublesome to mariners. That ‘82 Doublehanded Race remains the most destructive sailing event ever on the West Coast. In addition to the lives lost, there were wrecked boats scattered all up and down the coast. We remember publishing a map of where they went down or were wrecked ashore. No traces were ever found of the Moore 24 Bad Sneakers or Larry Ohs’ Santa Cruz 27. Obviously, we hope nothing like that happens again.

As you’ll read in Sightings, Wood’s catamaran has been found, stripped, far out in the Pacific. He’s already making plans to build a replacement in England.

THE SAN FRANCISCO BAY PELICAN WEBSITE

In last month’s Racing Sheet it was reported that the San Francisco Pelican is so old school that we don’t even have a website. But I can report that Muriel Short, the widow of Pelican designer William H. Short, maintains such a website and can be reached at pelicansailboat@webtv.net for info on the various fleets.

Pelicans comes in all sizes, from the Pelican that is just over 12 feet, to a one-off 27-footer that lives in the San Diego area.

By the way, the black boat in the photo in Latitude is Dos Equis and belongs to Martin Flaherty of Stockton. He doesn’t go for spit and polish. In fact, the boat is stored outside his home sans cover. Dos Equis is the only Pelican that is known to have flown on her own, as she was picked up by a twister.
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LETTERS

Mike Harper
Palo Alto

Mike — It’s true that there is a Pelican website, but there’s little on it besides the design specs. There are no race results, schedules, or anything else.

↑↑BEE-IN AND NOTHINGNESS, THANKS TO ACETONE

Things are still beautiful here on Guatemala’s Rio Dulce, so if anybody comes this way, it’s a must-stop. The people who manage the Tortuga Marina and Resort are among the best.

My sweetheart, Lupe Dipp, and I were thinking about leaving for Panama, but then the winds and waves came up in the southwest Caribbean, so we decided to wait for awhile. Nonetheless, I came down a week earlier than Lupe to do the normal stuff like change the oil. Another job that needed doing was waxing the mast. I sure wasn’t going to do it, so I hired Freddy, one of the local workers at the marina who has done some good work for us, at $2.50/hour. Yeah, the word exploitation crossed my mind, but he’s happy, so I guess I am, too.

Upon his assent, Freddy noticed some insects buzzing around the top of the mast but said, “No problem.” My first mistake was to accept this because it turned out they were bees. Freddy had to come down early due to rain but finished the job the next morning. The rain didn’t bother the bees and they were still buzzing around. Leaving them was a mistake as there was little wind and we didn’t have tall sticks like the big guys. During that same race I remember a bunch of motoryachts, probably on a predicted log race, yelling at me to get out of the way because they were ‘racing’. I gave them the finger.

Thanks for the Pelican photo.

Mike Harper
Palo Alto
Caveat Emptor

Main Entry: caveat emptor
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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LETTERS

acetone, and ran it back up the mast. That really pissed the bees off! We did this four or five times over the course of the next hour, and half-dead but mad-as-hell bees started falling all around. Finally, we saw an extremely large bee gasping and near death on the deck, with other, smaller bees crowded around.

We finished the job by wrapping a rag soaked in poison around the halyard and running it up the mast. It will be refreshed before we leave the boat again.

All this had to be done because Lupe is allergic to the sweet little critters. We don't want Lupe pissed off, because that would be worse than a few bee stings.

I've heard of boats in the La Cruz anchorage having similar problems with bees. I'm not sure how the cruisers dealt with them, but it would be nice to know, as spring comes early in Latin America, and the swarming of bees is a real problem. I have no idea why the tops of masts are so interesting to bees, but they are. Perhaps a beekeeper could provide some insight — and suggestions for keeping them away from boats.

I have no idea what kind of effect acetone has on spinnaker halyards, but the next time the spinnaker goes up, we may have another story.

On a sad note, Manuel, the dockmaster at the marina, was killed in a single-car accident recently. He will be missed by all who knew him.

J.R. Beutler
Moon & Stars, Catana 47 cat
Puerto Vallarta, Guadelajara
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The Pains Wessex Company issued a recall on two batches of their MK7 White Collision Warning flares (product #52651) after one of the flares exploded during a demonstration last month. In addition to nearly blowing his arm off a Yachtmaster instructor, the metal body of the flare shot clear through his abdomen, wreaking the expected havoc along the way. The man was last reported to be in stable condition after several surgeries.

Pains Wessex immediately issued the recall. Lot numbers for the affected MK7 White Collision Warning Hand Flares are 2045 and 2046. These flares are sold individually at marine retailers, and are included in the Collision Warn-Off Kit and the ORC/ RORC Distress Kit. Flares from these lots can be returned to the place of purchase, where they will be replaced free of charge, or you can contact Pains Wessex at recall@pwss.com. Needless to say, unless your life depends on it, do not risk lighting off one of the flares noted in this recall.

"I want my Sail.tv."

Like most sailors, Andy Steward was irritated by the lack of sailing coverage on TV. Unlike most of us, Andy is rich. So he did what most of the rest of us only wish we could: start his own sailing network. Launched at the London Boat Show in January, Sail.tv is available to anyone with a high-speed internet connection and a penchant for 24/7 sailing footage.

"We see the station becoming the pre-eminent source of global sailing programming," said Steward in a press release, "People can not only watch what they want when they want, but advertisers and sponsors can reach a highly targeted audience through a medium that has never been possible in the industry before."

The major benefit of the channel's on-demand style is not having to suffer through programming you're not interested in. Just scan the "Now Playing" listings and watch the shows you want. As the channel grows, viewers will have the choice of even more content, such as interviews, product reviews, and coverage of races that regular TV might snub. And it's all free.

"Making waves."

Ever wonder why the National Weather Service will issue a Small Craft Advisory for coastal waters when the sea state is relatively benign? The Eureka Weather Forecast Office began to wonder too, so they crunched some numbers, talked with a slew of maritime professionals, and came up with new criteria for issuing Small Craft Advisories for Seas.

The old criteria primarily considered wave height when issuing an advisory. The Eureka WFO proposed that a more accurate indicator of sea state was wave 'steepness' — wave height in relation to frequency. Anyone who's been on the ocean in 10-foot seas at a period of 15 seconds knows that it will be a pretty mellow ride, but 7-foot seas at 7 seconds is a recipe for ugliness.

The new criteria — which went into effect March 1 for coastal waters outside San Francisco Bay — identify hazardous seas as any waves higher than 15 feet, or any smaller waves that have a frequency less than or equal to their height. Wind criteria for Small Craft Advisories haven't changed. By fine tuning these criteria, the NWS hopes to reduce the number of unnecessary advisories while maintaining the safety of boaters.

"History will teach us nothing."

NWS also recently announced a new feature on their website that allows users to find out what the weather was doing at any one of nearly 3,900 locations for the past two years. Climate averages and extremes for 1971-2000 are also available. It’s a tad ponderous to find but worth it if you need the info. Go to www.weather.gov/climate, choose the location you’re interested..."
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Captain William ‘Bill’ Mills died peacefully at home in San Francisco on April 16. He was 93.

Although his name might not be familiar to a younger generation of Bay sailors, Mills helped lay many foundations of the pastime here in the Bay. He was an avid sailor, and a driving force in the early days of handicap racing under the CCA (Cruising Club of America) rule. But his maritime experience runs so much deeper it almost sounds fictional. Born in San Francisco and raised in Massachusetts, the Yale-educated Mills ‘ran away to sea’ at age 20, landing a berth aboard the square rigger Parma, which was still engaged in the grain races between Sweden and Australia. That was followed by a seven-month voyage through Europe, Africa and the Caribbean aboard the schooner Vagabond with seven Yale classmates. In World War II, Mills had a Merchant Marine ship torpedoed out from under him in the North Atlantic, and led a three-lifeboat contingent of survivors on a three-day sail to the Azores, where they were rescued.

Bill returned to San Francisco in 1948, married and worked as a captain for the Pacific Transport Company, a local shipping organization. His spare time was devoted to sailing (most recently aboard the Hinckley 40 cutter Radiant, which he owned with John Rogers and Bob Hunter) and maritime history. He was a charter member of the Maritime Museum, where he was instrumental in the acquisition and restoration of the Balclutha, to this day the queen of the historic Hyde Street Pier fleet.
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SIGHTINGS

skip’s tips

In a racing career that spans nearly 60 years, Capitola’s Skip Allan has participated in 26 Hawaii races—crewed, double-handed and solo. His first TransPac overall win, at age 22, was as skipper aboard his family’s Cal 40 Holiday Too in 1967. He’s twice won the Pacific Cup, as skipper of the SC50 Oaxaca in 1990, and double-handed aboard his own boat Wildflower in 2002. Most recently, Skip crewed aboard another Cal 40, Sally and Stan Honey’s Illusion, when they won their TransPac class in 2003. Skip has also built, raced, lived aboard and extensively solo-cruised his custom Wylie 27 Wildflower as far south as New Zealand and as far north as Alaska. All in all, we couldn’t think of a more qualified guy to offer 10 tips to those taking off for Hawaii this summer in either the West Marine Pacific Cup or the Singlehanded TransPac. Without further ado, here are Skip’s Tips . . .

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2) Have a tactical plan before you start and stick with it. A boat with a plan will always beat one without a plan, as the latter will be sailing all over the ocean. Modify the plan as needed daily, and pulling together as a crew, discuss the day’s plan of action, desired course, future sail selection, and suggested improvements.

3) Get a good start. The fleet will accordion as it gets offshore the first afternoon, and a small lead will grow as boats in front will be first to the lift and first to feel an increase in breeze. A spotter with a cell phone on the Marin Headlands or near Seal Rocks can phone onsite wind observations to a racer up to five minutes before the start. Often the wind outside the Gate is dramatically different from the breezy conditions off the Cityfront. Being able to anticipate conditions outside the Gate can gain initial valuable miles.

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5) Be religious about checking the keel, rudder, and prop for flotsam. Kelp is an obstacle up to 150 miles offshore. Plastic, nets, even marine life can also become caught on the underbody at any time during the race. If need be, heel the boat over to check. In 2003 on the Cal 40 Illustration we went head to wind several times, backed down, and Stan Honey went swimming to clear the prop and rudder.

6) Use a spinnaker net to prevent wraps. A net does not necessarily need to be professionally made. An effective spinnaker net in the shape of a high clewed #4 jib can be built in an hour using inexpensive 1/4-inch line or 1/2-inch webbing. Sheet the net with shockcord so nothing needs to be released during jibes.

7) When driving at night, for instant apparent wind feedback, keep your ears and back of the neck uncovered, and use 1/2 x 12, white, .5-oz nylon telltales on the weather shrouds. Nylon telltales

bill lapworth

We’re sorry to note the passing of Bill Lapworth in Southern California on April 6. He was 86.

Charles William Lapworth was born in Detroit in 1919. His early years were
1919-2006
spent sailing catboats at the Detroit Yacht Club. By the time he earned a degree in naval architecture from the University of Michigan, he was a champion 6-Meter and can be readily hot knifed at your local sailmaker using scrap cloth. These seat-of-the-pants methods are often better downwind driving aids than dim, delayed, or ill-calibrated electronic wind instruments.

tips — cont’d
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May, 2006  •  Latitude 38  •  Page 109
tips — cont’d

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Bonus tip — Beanbag chairs are great for comfort when driving with a tiller, and to sit in when trimming the spinnny. On *Illusion* and *Wildflower* we carry two on Hawaii races. Although they go mostly flat by race’s end, the beanbags will have long since proven their worth.

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baja ha-ha 13

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If you’re a mathematician, you’ll think of 13 as being

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Lapworth — cont’d

International 14 sailor.

Lapworth was stationed in San Diego during the war. Afterward, he stayed on, going to work for Los Angeles designer Merle Davis. When Merle died about six months later, Lapworth hung out his own design shingle in Long Beach.

His first commission was the 32-ft Flying Scotsman for Dick Steward and Porter Sinclair. Another early success was the 46-ft Nalu II, built for Peter Grant. That boat won TransPac’s Class C four times and was first overall in 1959. Things took off from there, and by the late ’50s and early ’60s, Lapworth was one of the most prolific designers on the West Coast.

In 1958, Bill teamed up with builder Jack Jensen, who was starting to build boats out of some newfangled stuff called fiberglass. Together they created the Cal line of boats — including the one for which Bill Lapworth will always be best known: the Cal 40. With the help and influence of friend George Griffith — and against the advice of most (including Jensen) — Bill pushed the then-radical fin-keeled boat with a detached rudder through to completion. As history will record, it is probably the most influential production design ever. In their 20 years together, Lapworth and Jensen collaborated on many more boats, including the Cal 20, 24, 2-27, 30, 33, 34, 39, 46 and 48.

Bill Lapworth was buried at sea in a private ceremony. The family asks that anyone interested in donating to a good cause can do so in Bill’s name to the Newport Harbor Sailing Foundation, 720 West Bay Ave., Balboa, CA 92661.

— Ted Pike

Ha-Ha 13 — cont’d

the most famous integer root calculation record — because, as everyone knows, 13 is the first prime number over 10 where the last digit of a 13th integer power is the same as the last digit of its 13th root.

If you’re a witch, you’ll know that 13 is the maximum number of broom-riders in a coven.

If you’re under Chinese rule, 13 is good luck. If you’re Chinese, but under foreign rule, it’s bad luck.

For many Westerners, the number 13 is associated with ill fortune. As such, many buildings don’t have a 13th floor, people think bad stuff will happen to them on Friday the 13th, and 13-inch rulers have never been big sellers. Shrinks tell us that Westerners’ fear of the number 13 is rooted in the common fear of the unknown.

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It’s easier than you think.
hiking, surfing, and the Pusser’s Rum Raft-up around Profligate — will be one to two nights. The first boats will arrive in Cabo on the morning of November 9, with the beach party on the 10th, and the awards on Saturday the 11th. Including the West Marine Kick-Off

ha-ha 13 — cont’d

Over the hill and through the dale — this little Beneteau was alternately on top of the world and lost to sight as she cavorted through big swells outside the Golden Gate.

dances with waves
ha-ha 13 — cont’d

Party in San Diego on October 29, it’s a two-week event.

Since not all couples can get away for two weeks, there’s an option that’s proved popular in the past. Whichever person can get free does the Ha-Ha, while the other stays home and follows the progress on Google Earth. But on the second Thursday of the event, the stay-at-home person flies to Cabo for what should be a sex-charged reunion — followed by a four-day romantic vacation in tropical Mexico. Everybody wins!

Entry is limited to boats over 27 feet that have been designed, built and maintained for offshore use. Almost all are sailboats, but each year there are a few motoryachts, too. Boats must have a minimum of two crew, not including rubber dolls, and at least two crew must be experienced in coastal navigation during the day and night. If the Ha-Ha would be your first time taking your boat offshore or to Mexico, bringing a mentor could be a good idea.

The overwhelming majority of the time, the wind has been from aft at less than 18 knots, and often at less than 10 knots. Big seas have rarely been a problem. To date, there have only been two upwind legs, and only one of them with headwinds over 30 knots. But make no mistake, by entering the Ha-Ha you potentially expose yourself to the full fury of the Pacific Ocean. While the Poobah will do a roll call each morning and provide weather reports from well-known Commander’s Weather, your boat and your crew must be prepared for the possibility of heavy weather. The Ha-Ha is not an offshore babysitting service.

If you’re interested in the Ha-Ha, you can get a complete entry pack by sending a $15 check to Baja Ha-Ha, 21 Apollo Rd., Tiburon, CA 94920 — but don’t forget to include your return address. By June 1, you’ll receive the full packet with all the details for entry — plus messages from all the sponsors, including some great discounts from businesses in California and Mexico.

If, after reading all the info you still want to enter, the fee is $299. That’s about a quarter of the price of similar events to Hawaii, Mexico, Bermuda or the Caribbean. In addition to becoming an official part of the Ha-Ha Class of ’06-07, that fee also scores you unprecedented swag — a Ha-Ha shirt, Some Like It Hot shirt, Ha-Ha hat, Fusser’s Rum hat, Ha-Ha beach ball, a Ha-Ha tote bag, a program with a bio of all the entries, emergency sunglasses, Ha-Ha frisbee, and a bunch of goodies, prizes, and discount certificates from West Marine. You even get a free kickoff meal in San Diego and awards party beer in Cabo. In addition, the San Diego Harbor Police have been great about arranging places for Ha-Ha boats to anchor prior to the start, and the Marina Cabo San Lucas always sets aside all their empty slips for the Ha-Ha boats.

For the first time this year, the Ha-Ha will also be sending out this year’s burgees with the entry packs, allowing people who will be doing the Ha-Ha to spot each other months before the start of the event. By September and October, you’ll see boats flying the burgees in most of the major anchorages and ports in Southern California.

Last year there were a few complaints about the nights being dark, so the Ha-Ha Honcho arranged for a full moon during the stop at Bahia Santa Maria. We expect there’ll be some howling.

Good health is the key to enjoying the Ha-Ha, just as it is for any offshore passage. Getting yourself physically ready is just as important as getting your boat ready. If you’re getting on in years,
do everyone a favor by checking with your doctor to make sure you’re fit. But if you are, there is no reason you can’t join the others who have done Ha-Has in their 70s and 80s.

Having done a Ha-Ha presentation at the Strictly Sail show in Oakland last month, the Grand Poobah will be doing it again at Two Harbors, Catalina, on the afternoon of August 12. He hopes to see you there. If you’re looking to or for crew, you can try the recently published Crew Lists, a Classy Classified, or show up at the Mexico Only/Ha-Ha Kick-Off Party at the Encinal YC in Alameda on October 4. Last year about five people got rides by showing up

continued on outside column of next sightings page
concerns

...ing them in checked or carry-on luggage. But wait. There’s fine print: The new rule allows “two compressed gas cylinders fitted into a self-inflating lifejacket and two spare cartridges, with the approval of the aircraft operator.” This is where it gets sticky. While the government will allow CO2 cartridges on planes, the airlines themselves can prohibit them, as many have.

ha ha 13 — cont’d

...ing in San Diego the day before the start. That’s cutting it pretty close, but sometimes it works. The great folks at the Orange Coast School of Sailing and Seamanship will be taking paying guests on the 79-ft Kialoa III, so you might see if they have room left.

This year’s Ha-Ha is certainly not for everyone, particularly those with triskaidekaphobia — fear of the number 13. But we’re going. Heck, we might even take 13 crew on Profligate just for good luck.

new faces at latitude

After the end of the last issue, we took a red-eye to Newport, Rhode Island, to check out a possible new-to-us photoboat. The photoboat wasn’t what we wanted, but we found something much more important — a new editor for Latitude 38.

As the publisher of Latitude, I’m thrilled to announce that starting June 1, Herb McCormick will become the editor. Born and raised in Newport, Herb has long been the much-respected editor of Cruising World, and for three years was the sailing correspondent of the New York Times. In addition to knowing ‘everybody’ on the East Coast, having covered America’s Cups and other great races, and having sailed in many of the great cruising grounds of the world, Herb’s also done the last West Marine Pacific Cup, TransPac, and Ha-Ha. Nonetheless, Northern California will be mostly new to him — and we think that’s great for the magazine.

In addition to overseeing the entire editorial product, Herb will be the racing editor. Having been based in the center of racing east of the Mississippi, he’s raced with and against many world champions on a regular basis. He’s selling his J/30 on the East Coast, and, if all goes well, will soon be sailing the Bay on a Cal 40.

McCormick is being warmly welcomed by long time senior editors John Riise and Andy Turpin, who both confess they won’t mind getting a little more sleep around deadline. Also staying is LaDonna Bubak, the ‘new guy’ in editorial.

As for us, having overseen the entire editorial production of what we believe is the largest sailing magazine in the English-speaking world for more than 29 years, we’re more than ready to cast off many responsibilities. While McCormick will be in charge, we’ll nonetheless continue to do all the Letters and Changes — and therefore about 30% of the editorial. We just can’t help ourselves.

As far as we’re concerned, that leaves just one last missing piece of the puzzle — the right photoboat. So if you’ll excuse us, we’ve got to run to catch another red-eye to, no kidding, Harlingen, Texas.

...
SIGHTINGS

coat watch

March 6 — Last month’s Coast Watch reported the rescue of an unconscious woman inexplicably floating down Three Mile Slough. Updated information shows the woman drove her car into the water. While a small boat from Station Rio Vista was en route to the scene, a good samaritan put a lifejacket on the woman after failing to pull her out of the water. The woman was medevac’ed to a hospital and divers were able to confirm she was the only person in the vehicle.

March 21 — Alert lifeguards reported suspicious debris on an inaccessible beach south of Carmel Bay to the Sector San Francisco Command Center. A small boat from Station Monterey dispatched to investigate found ominous signs of a sunken vessel: a sneaker, a lifejacket, and pieces of a hull. In accordance with standard Coast Guard Search and Rescue procedures, an extensive search operation was conducted, involving a helicopter from Air Station San Francisco, a boat from Monterey, members of the Command Center, a NOAA agent, California State Parks lifeguards, and a marine unit from the Monterey Police Department. After an exhaustive search failed to locate any more indications of distress or sinking, the search was suspended.

Markings on the pieces of hull were traced to a commercial boater in Monterey Bay, who reported he abandoned the skiff when it began sinking while under tow. Unfortunately, he failed to notify authorities, causing the Coast Guard alone to expend more than $83,000 in costs to conduct this futile SAR operation. These costs, borne by the taxpayer, would never have occurred had the boater simply contacted the Coast Guard or 9-1-1 to report the incident.

March 27 — At 2:35 p.m., Vessel Assist alerted the Command Center to a disabled 36-foot sailing vessel with three people onboard. The Command Center established and maintained radio and cell phone communication with the vessel, directing the crew members to take appropriate lifesaving measures. At 2:45, when efforts to regain propulsion had failed, a 41-foot boat from Station San Francisco was dispatched to assist. The crew aboard the vessel were surprised by how quickly they were drifting toward a footing of the Bay Bridge and, at 2:49, called a mayday. Shortly after the call, the sailboat struck the concrete footing, breaking its mast. Minutes later, the Coast Guard boat arrived on scene, taking the vessel in tow to South Beach Marina. There were no injuries aboard the sailboat and the bridge footing was undamaged.

April 5 — A Coast Guard HH-65 Dolphin helicopter hoisted an injured man from a beach beneath a Pacifica cliff. The helicopter arrived at the 40-foot cliff at 11 p.m. and was assisted by the Pacifica Fire Department personnel on scene. The man was transported to Stanford Medical Center.

April 8 — The Coast Guard made another daring helicopter rescue, this time of a 14-year-old boy trapped on an inaccessible portion of Baker Beach after falling off a cliff. A 47-foot motor lifeboat from Station Golden Gate located the boy and his brother, who had climbed down the cliff to help the victim, and vectored the helo in for the pickup. The helicopter hoisted the injured boy off the beach and delivered him to awaiting EMS personnel at the top of the cliff, while his brother climbed back up with the assistance of the National Parks Service. Climbing on rocks or near cliffs anywhere near the water is always potentially dangerous, especially during rough weather when large waves can sweep a person into the water.

pirate scare in the gulf of aden

Tensions have never been higher in the Middle East — ashore or afloat. These days, sailors traversing the Gulf of Aden usually do so in convoys in the hopes they will avoid pirate attacks in the waters

continued on outside column of next sightings page
important to you, do some homework and choose an airline that will allow your safety equipment. And please let us know about your experience, good or bad.

in clipper cove

a wreck poses an immediate threat to health or life, the San Francisco Marine Patrol has a set of rules it must follow.

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pirates — cont’d

off Yemen and Somalia. But on the morning of April 16, the U.S.-flagged 
*Tir Na Nog* was traveling alone when it was approached by at least one armed vessel. Understandably alarmed by the display of weapons, the crew aboard *Tir Na Nog* issued a distress call which was picked up by the Italian container ship *Jolly Platino*, and passed on to U.S. authorities. By the time U.S. and Dutch military vessels arrived on scene, the suspected pirates had fled without attacking the sailboat.

The Gulf of Aden, known as ‘Pirate Alley’ to cruisers, has seen an increase in pirate attacks over the years, which most experts blame on the utter lawlessness along Somalia’s coast. The weekly piracy

continued on outside column of next sightings page

The saga of neglected and derelict boats continues in Clipper Cove.
SIGHTINGS

report at www.icc-ccs.org/prc/piracyreport.php has issued a high alert for the area and reports that more than 41 'incidents' have been reported in the last year.

Readers may recall the attack on cruising boats Mahdi and Gandalf last year, during which owners Rod Nowlin and Jay Barry successfully fought off pirates in two boats by shooting them and ramming their boats. On March 18, another gang of pirates were blown out of the water after making the mistake of opening fire on two U.S. Navy ships.

dream boat cruisers

It’s a strange quirk of human nature that often those most deserving of publicity have little interest in receiving it. Such is the case with longtime voyagers David and Anna-Karin Dillard, who’ve been sailing together since the mid-60s.

A tip from a mutual friend inspired us to pay a visit to this remarkable couple recently, while their custom-built 80-ft ketch Leonore was berthed at Richmond’s Sugar Dock. Although her gleaming hull appeared to have just been ‘unwrapped’, we learned that she’s already covered more than 31,000 sea miles since her launch three years ago.

Having actively cruised internationally for the past 20 years — first on a Swan 76, then on an Amel Super Maramu 53 — the Dillards had plenty of time to fine-tune the image of what their dream boat would look like, and what systems she would have. The result is Leonore, a one-off aluminum cruising ketch with a wing keel, carbon-fiber spars, three roller-furling headsails, teak decks, a spacious center pilothouse, and a bright, uncluttered interior. “We visited boatyards in Canada, the U.S., Holland, England and New Zealand before deciding on a builder,” recalled David. In the end, they chose the Kelly Archer yard, located north of Auckland in the town of Albany — the yard which builds Steve Dashew’s boats, among others.

Although Leonore’s lines were drawn by Chuck Paine of Camden, Maine, many of the innovative details came from David and Anna-Karin’s imaginations, specifically suited to their needs. The cozy doghouse, for example, features an open-air pass-through into the main salon, rather than just a traditional companionway, giving it the feel of a nautical mezzanine. Instead of maximizing the size of their salon dining table, Anna-Karin convinced David to leave more open space where she can stretch out and do yoga. Hidden beneath the cabin sole is an easily-accessible treadmill for exercising while at anchor. A hideaway TV screen helps keep exercise sessions from getting too boring.

There’s no shortage of modern electronics aboard Leonore, but the Dillards both prefer to navigate using traditional charts. So they included an expansive nav station in their plans, which has a tall bank of artist’s-style storage drawers that can accommodate full-size charts, laid flat. Throughout the interior, there’s liberal use of golden

clipper cove

limiting its ability to impound boats.

Once a boat runs aground, the Marine Patrol documents the case and attempts to contact the owner. If the owner doesn’t respond or remove the hulk within 30 days, then — and only then — is the City allowed to impound the boat. If the owner can be tracked down, he is billed for the...
— cont’d

cost of cleaning up the mess.

The Marine Patrol has stepped up its presence in Clipper Cove recently, citing at least one violator and tagging a number of other boats. They hope to prevent more wrecks by forcing owners of ‘derelicts’ to move their boats to more secure moorage, such as marinas.

dream boat — cont’d

teak. The joinery work of Archer’s Kiwi carpenters is exquisite.

Among Leonore’s many impressive features, it’s obvious that David is most proud of her meticulously organized engine room, with walk-around access to the Cummins 280 diesel, generator, watermaker and dive compressor, plus a roomy workbench most cruisers would kill for. On deck, 10 electric Harken winches run things, while 16 solar panels help keep the batteries topped up.

continued on outside column of next sightings page
dream boat — cont’d

As unique as their boat is, though, the Dillards’ thirst for adventurous voyaging is even more impressive. Having broken in Leonore with a trip to New Zealand’s South Island, they set out to “circumnavigate the Pacific,” first sailing north to the Marshall Islands via Tonga, then back to Auckland via Fiji. In May of 2004, they set off again to Australia, then north to Papua New Guinea, up through...continued on outside column of next sightings page

the ultimate

For Larry Ellison’s America’s Cup syndicate, BMW is more than just a financial sponsor. The German car maker reportedly played a significant role in the design of USA 87, the first of two new yachts that BMW/Oracle Racing will build for the 2007 Cup races. Through...
Micronesia to Palau, and on to Japan. “From southern Japan,” explained David, “the idea was to sail all the way to Brazil, never being more than 100 miles from land.” Not a typical ambition perhaps, but one that has so far taken Leonore to places rarely — if ever — visited by a private yacht. As a result of exhaustive planning and advanced arrangements with a Russian shipping agent, David was able to sail 2,700 miles along the Russian coast, visiting towns in Kamchatka and elsewhere which had never seen foreigners. Anna-Karin took a pass on that particular adventure, but David and his crew sailed in tandem with Swedish friends aboard the yacht Diablesse. “We think we were the second and third yachts ever to do this,” said David. “At one town, the authorities hadn’t been told we had permission to visit. They actually rolled a tank out onto the beach and pointed their guns at us.” Elsewhere, however, their reception was extremely hospitable.

Before turning south, they reached latitude 65.5N, roughly 800 miles north of the Aleutians. They then skirted 3,300 miles of Alaskan coastline en route to Seattle. “Believe it or not,” said David, “we had no really bad weather. But you don’t want to be in some of those places in the wrong month!” In fact, the Dillards haven’t seen any particularly nasty weather since launching the boat. “It’s obvious to some people, but if you monitor the weather very carefully, and have a little bit of luck, you can avoid the bad stuff.”

At this writing, Leonore is heading south through Central America, with the intention of arriving in Gibraltar — via the Chilean fjords and the Strait of Magellan — in June, 2007. “I’m a travel junkie,” admits David, now 70. “I started hitchhiking around Europe in the mid-’50s when I was 18 years old. I just think this is absolutely the best lifestyle you can have — there’s no better way to travel. I love the whole package: travel, culture, wildlife, privacy, topography, beauty. . . What else would you have us do? Play golf?”

In what has become yet another stain on the reputation of Honolulu’s Ala Wai Yacht Harbor, one person has died and another has fallen seriously ill after coming in contact with the waters of the Ala Wai Canal. Even on the best day, swimming in the waters of the Yacht Harbor would be unwise. But on March 24, after a main line rupture, 48 million gallons of raw sewage were diverted into the canal, which runs out to sea through the marina facility.

A few nights after the spill occurred, 34-year-old mortgage broker Oliver Johnson took an accidental tumble into the canal. Johnson had reportedly been in a bar fight shortly beforehand, during which he received several cuts. After his unscheduled swim, the cuts became severely infected. It was suspected by many local health officials that Johnson’s staphylococcal infection was caused by the polluted waters. He eventually died despite local physicians’ best efforts.

In a related case, local surfer Lisa Kennedy, 40, was surfing a break off Waikiki on March 28 — four days after the spill, and a day before warning signs were posted on beaches — when she fell on some coral, getting a nasty cut. She sought immediate medical attention, receiving five stitches, but had to be readmitted to the hospital a week later with a massive infection.

Cultures showed her infection was caused by five types of bacteria, four of which are consistent with fecal matter. Although it has yet to be proved conclusively, conjecture among medical authorities is that the state’s largest sewage spill was the cause of the woman’s infection. Kennedy has hired a lawyer — as have Johnson’s family— and legal action seems inevitable.
short sightings

LONG BEACH — It was a long time coming, but the 90-ft brigantine Irving Johnson was finally lowered back into her element at Gambol Shipyards in Long Beach last month. You may recall that the ship has been there the better part of a year undergoing repairs after grounding on an uncharted shoal near the entrance to Ventura in March, 2005. After the April 19 relaunch, the four-year-old Irving (which was built side by side with twin sistership Exy Johnson and launched in 2002) was towed back to her berth at the Los Angeles Marine Meat Plant.

continued on outside column of next sightings page

grounding

Shortly before press time, we got the bad news that cruiser Mark Saunders had been killed on April 18 following the grounding of the Nordhavn 62 trawler Charlotte B at the entrance to Mag Bay. Saunders, 62, lived aboard the sailboat Blue Suede Sue in Marina Palmira, La Paz, with his wife, Sue. The two were crewing aboard Charlotte B along with Brian...
Saunders (no relation), Tim Hartwell and Jonah Marzan on a northbound passage from La Paz to the States. It’s still not clear how Charlotte B ended up on the rocks, as she is a capable and well-equipped vessel. She may have been refloated by the time you read this. According to The Baja Insider, the ship will go through several months of testing, sea trials and crew training before her ‘official’ relaunch (the one with all the speeches and fanfare) and reinvolve-ment with LAMI’s ‘TopSail Youth Program,’ which uses sail training “to help kids develop the knowledge, skills and attitudes needed to live healthy, productive lives.”

SANTA BARBARA ISLAND — With cruising in the Channel Islands due to pick up quickly in the months ahead, be advised that...
shorts — cont’d

Santa Barbara Island will be closed to public access through May 31. Seems many of the California Brown Pelicans prefer to nest on or near the island’s only public access trail. The closure took effect in mid-February, not because it takes, let’s see, three and a
continued on outside column of next sightings page

charlotte b

initial reports that Mark Saunders was killed at the time of the grounding are wrong. Sources told The Insider that Saunders suffered a head injury while trying to secure a lifeline to shore so the

Wow — check out this satellite image of the Bay and Ocean. (You can download this and similar views, complete with faultlines if you want, at www.sfbayquakes.org.) All that blue makes us wonder — why doesn’t everybody sail?
half months for pelicans to raise their young, but because they are ‘asynchronous nesters’ who do not all nest at the same time. As a result, the pelican ‘nesting season’ actually runs from January through October!

SEA OF GALILEE — Did Jesus really walk on water? Most Christians take it on faith that he did just that. Throughout history, a few of the more pragmatic among us have tried to plug some kind of physics or geology into the equation to get the stunt within mortal bounds. These have ranged from a really low tide (where just a thin film of water covered the sand) to Jesus hopping between shallow rocks, to the latest theory — floating ice. Although the Sea of Galilee (known today at Lake Kinneret, in Northern Israel) has never frozen in modern times, a scientist at Florida State University says it has in the past. In fact, there were at least two protracted cold spells in the region 1,500 to 2,500 years ago, one of which might have conveniently frozen the lake (or part of it) when Jesus took his walk. “It could have looked like someone was walking on water,” says Doron Nof, a professor of oceanography at FSU, “particularly if it rained after the ice formed.” In case you’re wondering, Professor Nof describes himself a non-religious Jew, but believes all the biblical tales are based in truth. He and a colleague also came up with a 1992 hypothesis that strong winds and tides lowered the Red Sea enough to allow Moses and the Israelites to cross to safety, then, when the wind let up, swallowed the pursuing Egyptian Army.

ARABIAN GULF — A U.S. Navy destroyer collided with a merchant ship in the Arabian Gulf in late March. Fortunately, injuries were minor and confined to only two crewmen from each ship. The incident occurred shortly after 11 p.m. on March 27. It involved the 508-ft guided missile destroyer USS McCampbell (DDG 85), one of the Navy’s newest ships, and the Kiribati-flagged tanker Rokya 1. The collision damaged the bows of both ships, but both were deemed seaworthy and continued on their ways. The accident is under investigation. The McCampbell is part of Task Force 58, which is responsible for the security of the Basra and Khawr al-Amaya oil terminals, the main sources of revenue for the Iraqi reconstruction effort.

AVONDALE, LOUISIANA — Although it hasn’t even been launched yet, the USS New York already has an impressive and memorable history attached to it. For beginners, it is being built out of 24 tons of steel salvaged from the World Trade Center. And last year, it survived Hurricane Katrina’s wrath. When construction on the ship resumed after that, it served as a focal point in the reconstruction of the New Orleans region. Even though many of the 6,500 Northrup/Grumman yardworkers lost their homes in Katrina, today about 5,500 are back on the job working on the New York and other vessels — and the yard has actually arranged temporary on-site housing for about 200 of them. Plus the ‘survivor’ aspect of the New York has helped rally the damaged spirits of the area. “One disaster was man-made, one was natural,” noted 66-year-old crane operator Tony Quaglino, who postponed retirement to participate in the New York’s construction. “But they’re both a common bond.”

The USS New York, an amphibious assault ship whose motto will be ‘Never Forget’, is due to launch in mid-2007. Said another yard worker, “It would be fitting if the first mission is to take Bin Laden out. He came through the back door, and we want him to know the New York is coming through the front door.”

THE FARALLONES — Did any of you read the recreated 1906 post-earthquake front pages in the Chronicle last month? If so, you might have caught the note about the Governor of the Farallones. Specifically, the front page note read, “Captain Ledyard, who accumulated a fortune selling duck eggs in San Francisco in the gold-fever boom days, and former Governor of the South Farallon Islands, has just celebrated his eighty-fourth birthday.” We have no idea what
shorts — cont’d

the title means or what his duties were, but it sounds impressive.

MIDDLETOWN, RHODE ISLAND — From this month’s ‘Why didn’t we think of that?’ file comes word of the debut of the Far Harbour 39, a motorsailer designed for a cruising couple. What makes it different than every other boat designed for a cruising couple? This one was specifically designed to fit into a standard 40-ft shipping container so the boat can be transported economically to cruising destinations around the world.

Seattle-based naval architect Bob Perry designed the boat, working within a strict series of parameters that would allow everything to break down and be loaded into a container using standard boatyard

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eclipse

As reported in our March issue, catamaran designer Richard Woods and his companion Jetti Matzke had to abandon their 34-ft catamaran, Eclipse, in mid-February, victims of an intense storm in Mexico’s notorious Gulf of Tehuantepec.

By late March Woods had already resigned himself to building a new boat, when he received word that Eclipse had been found drifting 1,000 miles offshore by a 300-ft Ecuadorian fishing vessel. They apparently weren’t the first to find
sighted

her, reporting she had been completely stripped of all equipment, hardware, sails, rigging — even her engine.

Due to her condition and the anticipated cost of having the ship tow the cat to its homeport in Ecuador, roughly 2,000 miles, Woods reluctantly decided to leave her adrift. Last seen near 5N, 110W, it’s anyone’s guess where she’ll end up. “We assume Eclipse will continue to be a safe haven for seabirds for some time to come,” said Woods.

shorts — cont’d

equipment. The result is a long, narrow (7.5-ft beam) pilothouse craft with all the creature comforts below and a performance-oriented hull and underbody. For cruisers with limited time, this could be a good way to go. The cost of shipping a container is a fraction of what it costs to ship a yacht; containers can be shipped anywhere in the world — and overland (via truck or rail) as well as by sea.

Schooner Creek Boat Works in Portland, Oregon, is currently building the prototype Far Harbour 39, which will be launched and sea-trialed this summer. The boat will debut at the Newport (RI) International Boat Show in September, with the first production models available in early 2007. Check out www.containeryachts.com for more details and a look at the boat.

In between (and sometimes during) the rainiest April we can remember, lots of people were out sailing. Here are a few of them, looking good.
ha-ha 13 — cont’d

hiking, surfing, and the Pusser’s Rum Raft-up around *Profligate* — will be one to two nights. The first boats will arrive in Cabo on the morning of November 9, with the beach party on the 10th, and the awards on Saturday the 11th. Including the West Marine Kick-Off.

dances with waves

Over the hill and through the dale — this little Beneteau was alternately on top of the world and lost to sight as she cavorted through big swells outside the Golden Gate.

continued on outside column of next sightings page
ha-ha 13 — cont’d

Party in San Diego on October 29, it’s a two-week event.

Since not all couples can get away for two weeks, there’s an option that’s proved popular in the past. Whichever person can get free does the Ha-Ha, while the other stays home and follows the progress on Google Earth. But on the second Thursday of the event, the stay-at-home person flies to Cabo for what should be a sex-charged reunion — followed by a four-day romantic vacation in tropical Mexico. Everybody wins!

Entry is limited to boats over 27 feet that have been designed, built and maintained for offshore use. Almost all are sailboats, but each year there are a few motoryachts, too. Boats must have a minimum of two crew, not including rubber dolls, and at least two crew must be experienced in coastal navigation during the day and night. If the Ha-Ha would be your first time taking your boat offshore or to Mexico, bringing a mentor could be a good idea.

The overwhelming majority of the time, the wind has been from aft at less than 18 knots, and often at less than 10 knots. Big seas have rarely been a problem. To date, there have only been two upwind legs, and only one of them with headwinds over 30 knots. But make no mistake, by entering the Ha-Ha you potentially expose yourself to the full fury of the Pacific Ocean. While the Poobah will do a roll call each morning and provide weather reports from well-known Commander’s Weather, your boat and your crew must be prepared for the possibility of heavy weather. The Ha-Ha is not an offshore babysitting service.

If you’re interested in the Ha-Ha, you can get a complete entry pack by sending a $15 check to Baja Ha-Ha, 21 Apollo Rd., Tiburon, CA 94920 — but don’t forget to include your return address. By June 1, you’ll receive the full packet with all the details for entry — plus messages from all the sponsors, including some great discounts from businesses in California and Mexico.

If, after reading all the info you still want to enter, the fee is $299. That’s about a quarter of the price of similar events to Hawaii, Mexico, Bermuda or the Caribbean. In addition to becoming an official part of the Ha-Ha Class of ’06-07, that fee also scores you unprecedented swag — a Ha-Ha shirt, Some Like It Hot shirt, Ha-Ha hat, Pusser’s Rum hat, Ha-Ha beach ball, a Ha-Ha tote bag, a program with a bio of all the entries, emergency sunglasses, Ha-Ha frisbee, and a bunch of goodies, prizes, and discount certificates from West Marine. You even get a free kickoff meal in San Diego and awards party beer in Cabo. In addition, the San Diego Harbor Police have been great about arranging places for Ha-Ha boats to anchor prior to the start, and the Marina Cabo San Lucas always sets aside all their empty slips for the Ha-Ha boats.

For the first time this year, the Ha-Ha will also be sending out this year’s burgees with the entry packs, allowing people who will be doing the Ha-Ha to spot each other months before the start of the event. By September and October, you’ll see boats flying the burgees in most of the major anchorages and ports in Southern California.

Last year there were a few complaints about the nights being dark, so the Ha-Ha Honcho arranged for a full moon during the stop at Bahia Santa Maria. We expect there’ll be some howling.

Good health is the key to enjoying the Ha-Ha, just as it is for any offshore passage. Getting yourself physically ready is just as important as getting your boat ready. If you’re getting on in years,
do everyone a favor by checking with your doctor to make sure you’re fit. But if you are, there is no reason you can’t join the others who have done Ha-Has in their 70s and 80s.

Having done a Ha-Ha presentation at the Strictly Sail show in Oakland last month, the Grand Poobah will be doing it again at Two Harbors, Catalina, on the afternoon of August 12. He hopes to see you there. If you’re looking to or for crew, you can try the recently published Crew Lists, a Classy Classified, or show up at the Mexico Only/Ha-Ha Kick-Off Party at the Encinal YC in Alameda on October 4. Last year about five people got rides by showing up.

Heightened security since that fateful September day 4 1/2 years ago has, at one time or another, prohibited such innocuous items as fingernail clippers, knitting needles and Ted Kennedy from getting on airplanes. Each has subsequently found its way back onto the ‘approved’ list. Last month, the Transportation Security Administration removed CO2 cylinders, such as those found in inflatable PFDs, from the verboten list, effectively allow—
in San Diego the day before the start. That’s cutting it pretty close, but sometimes it works. The great folks at the Orange Coast School of Sailing and Seamanship will be taking paying guests on the 79-ft \textit{Kialoa III}, so you might see if they have room left.

This year’s Ha-Ha is certainly not for everyone, particularly those with triskaidekaphobia — fear of the number 13. But we’re going. Heck, we might even take 13 crew on \textit{Profligate} just for good luck.

After the end of the last issue, we took a red-eye to Newport, Rhode Island, to check out a possible new-to-us photoboat. The photoboat wasn’t what we wanted, but we found something much more important — a new editor for \textit{Latitude 38}.

As the publisher of \textit{Latitude}, I’m thrilled to announce that starting June 1, Herb McCormick will become the editor. Born and raised in Newport, Herb has long been the much-respected editor of \textit{Cruising World}, and for three years was the sailing correspondent of the \textit{New York Times}. In addition to knowing ‘everybody’ on the East Coast, having covered America’s Cups and other great races, and having sailed in many of the great cruising grounds of the world, Herb’s also done the last West Marine Pacific Cup, TransPac, and Ha-Ha. Nonetheless, Northern California will be mostly new to him — and we think that’s great for the magazine.

In addition to overseeing the entire editorial product, Herb will be the racing editor. Having been based in the center of racing east of the Mississippi, he’s raced with and against many world champions on a regular basis. He’s selling his J/30 on the East Coast, and, if all goes well, will soon be sailing the Bay on a Cal 40.

McCormick is being warmly welcomed by long time senior editors John Riise and Andy Turpin, who both confess they won’t mind getting a little more sleep around deadline. Also staying is LaDonna Bubak, the ‘new guy’ in editorial.

As for us, having overseen the entire editorial production of what we believe is the largest sailing magazine in the English-speaking world for more than 29 years, we’re more than ready to cast off many responsibilities. While McCormick will be in charge, we’ll nonetheless continue to do all the \textit{Letters} and \textit{Changes} — and therefore about 30% of the editorial. We just can’t help ourselves. We love sailing more than ever, and therefore look forward to doing more of it and on a more relaxed basis. For kicks, we’ll be doing some charters on \textit{Profligate} in Southern California in the fall and Mexico in the winter, and as long as the Ha-Ha will have us, will continue to serve as the Grand Poobah. But we also hope to sail up the East Coast of Australia, cruise Thailand, and generally create mischief on boats and around waterfronts the world over.

In another move to assure that \textit{Latitude} is structured to continue to thrive over the long term, John Arndt, who has been our star account executive for 18 years, has been named Associate Publisher, effective immediately. Having worked his tail off for both the company and the entire sailing industry for nearly two decades, there is a no more deserving candidate. We’re having a sign made for our office door that reads, “I don’t know — ask John.”

As far as we’re concerned, that leaves just one last missing piece of the puzzle — the right photoboat. So if you’ll excuse us, we’ve got to run to catch another red-eye to, no kidding, Harlingen, Texas.
March 6 — Last month’s *Coast Watch* reported the rescue of an unconscious woman inexplicably floating down Three Mile Slough. Updated information shows the woman drove her car into the water. While a small boat from Station Rio Vista was en route to the scene, a good samaritan put a lifejacket on the woman after failing to pull her out of the water. The woman was medevac’ed to a hospital and divers were able to confirm she was the only person in the vehicle.

March 21 — Alert lifeguards reported suspicious debris on an inaccessible beach south of Carmel Bay to the Sector San Francisco Command Center. A small boat from Station Monterey dispatched to investigate found ominous signs of a sunken vessel: a sneaker, a lifejacket, and pieces of a hull. In accordance with standard Coast Guard Search and Rescue procedures, an extensive search operation was conducted, involving a helicopter from Air Station San Francisco, a boat from Monterey, members of the Command Center, a NOAA agent, California State Parks lifeguards, and a marine unit from the Monterey Police Department. After an exhaustive search failed to locate any more indications of distress or sinking, the search was suspended.

Markings on the pieces of hull were traced to a commercial boater in Monterey Bay, who reported he abandoned the skiff when it began sinking while under tow. Unfortunately, he failed to notify authorities, causing the Coast Guard alone to expend more than $83,000 in costs to conduct this futile SAR operation. These costs, borne by the taxpayer, would never have occurred had the boater simply contacted the Coast Guard or 9-1-1 to report the incident.

March 27 — At 2:35 p.m., Vessel Assist alerted the Command Center to a disabled 36-foot sailing vessel with three people onboard. The Command Center established and maintained radio and cell phone communication with the vessel, directing the crew members to take appropriate lifesaving measures. At 2:45, when efforts to regain propulsion had failed, a 41-foot boat from Station San Francisco was dispatched to assist. The crew aboard the vessel were surprised by how quickly they were drifting toward a footing of the Bay Bridge and, at 2:49, called a *mayday*. Shortly after the call, the sailboat struck the concrete footing, breaking its mast. Minutes later, the Coast Guard boat arrived on scene, taking the vessel in tow to South Beach Marina. There were no injuries aboard the sailboat and the bridge footing was undamaged.

April 5 — A Coast Guard HH-65 Dolphin helicopter hoisted an injured man from a beach beneath a Pacifica cliff. The helicopter arrived at the 40-foot cliff at 11 p.m. and was assisted by the Pacifica Fire Department personnel on scene. The man was transported to Stanford Medical Center.

April 8 — The Coast Guard made another daring helicopter rescue, this time of a 14-year-old boy trapped on an inaccessible portion of Baker Beach after falling off a cliff. A 47-foot motor lifeboat from Station Golden Gate located the boy and his brother, who had climbed down the cliff to help the victim, and vectored the helo in for the pickup. The helicopter hoisted the injured boy off the beach and delivered him to awaiting EMS personnel at the top of the cliff, while his brother climbed back up with the assistance of the National Parks Service. Climbing on rocks or near cliffs anywhere near the water is always potentially dangerous, especially during rough weather when large waves can sweep a person into the water.

**pirate scare in the gulf of aden**

Tensions have never been higher in the Middle East — ashore or afloat. These days, sailors traversing the Gulf of Aden usually do so in convoys in the hopes they will avoid pirate attacks in the waters.
important to you, do some homework and choose an airline that will allow your safety equipment. And please let us know about your experience, good or bad.

in clipper cove

a wreck poses an immediate threat to health or life, the San Francisco Marine Patrol has a set of rules it must follow.

pirates — cont’d

off Yemen and Somalia. But on the morning of April 16, the U.S.-flagged Tir Na Nog was traveling alone when it was approached by at least one armed vessel. Understandably alarmed by the display of weapons, the crew aboard Tir Na Nog issued a distress call which was picked up by the Italian container ship Jolly Platino, and passed on to U.S. authorities. By the time U.S. and Dutch military vessels arrived on scene, the suspected pirates had fled without attacking the sailboat.

The Gulf of Aden, known as 'Pirate Alley' to cruisers, has seen an increase in pirate attacks over the years, which most experts blame on the utter lawlessness along Somalia’s coast. The weekly piracy
pirates — cont’d

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dream boat cruisers

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dream boat — cont’d

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dream boat — cont’d

As unique as their boat is, though, the Dillards’ thirst for adventurous voyaging is even more impressive. Having broken in *Leonore* with a trip to New Zealand’s South Island, they set out to “circumnavigate the Pacific,” first sailing north to the Marshall Islands via Tonga, then back to Auckland via Fiji. In May of 2004, they set off again to Australia, then north to Papua New Guinea, up through

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the ultimate

For Larry Ellison’s America’s Cup syndicate, BMW is more than just a financial sponsor. The German car maker reportedly played a significant role in the design of *USA 87*, the first of two new yachts that BMW/Oracle Racing will build for the 2007 Cup races. Through
SIGHTINGS

sailing machine
the use of high-tech software originally developed for automotive engineering, the team of designers and builders worked together to create the lightest, yet strongest, America's Cup boat to date. Built in Anacortes, the boat was flown to Valencia where she was christened on March 27.

April was for the most part a light-air month for local sailors. The exception was the OYRA Crewed Lightship race, where winds gusting over 30 knots made for some wild rides, like this one by Mark Halman’s Hobie 33 ‘Sleeping Dragon’ on final approach to the Golden Gate. For more on the race, see this month’s Racing Sheet.

big stink in the ala wai
In what has become yet another stain on the reputation of Honolulu’s Ala Wai Yacht Harbor, one person has died and another has fallen seriously ill after coming in contact with the waters of the Ala Wai Canal. Even on the best day, swimming in the waters of the Yacht Harbor would be unwise. But on March 24, after a main line rupture, 48 million gallons of raw sewage were diverted into the canal, which runs out to sea through the marina facility.

A few nights after the spill occurred, 34-year-old mortgage broker Oliver Johnson took an accidental tumble into the canal. Johnson had reportedly been in a bar fight shortly beforehand, during which he received several cuts. After his unscheduled swim, the cuts became severely infected. It was suspected by many local health officials that Johnson’s staphylococcal infection was caused by the polluted waters. He eventually died despite local physicians’ best efforts.

In a related case, local surfer Lisa Kennedy, 40, was surfing a break off Waikiki on March 28 — four days after the spill, and a day before warning signs were posted on beaches — when she fell on some coral, getting a nasty cut. She sought immediate medical attention, receiving five stitches, but had to be readmitted to the hospital a week later with a massive infection.

Cultures showed her infection was caused by five types of bacteria, four of which are consistent with fecal matter. Although it has yet to be proved conclusively, conjecture among medical authorities is that the state’s largest sewage spill was the cause of the woman’s infection. Kennedy has hired a lawyer — as have Johnson’s family — and legal action seems inevitable.

dream boat — cont’d
Micronesia to Palau, and on to Japan.
“From southern Japan,” explained David, “the idea was to sail all the way to Brazil, never being more than 100 miles from land.” Not a typical ambition perhaps, but one that has so far taken Leonore to places rarely — if ever — visited by a private yacht. As a result of exhaustive planning and advanced arrangements with a Russian shipping agent, David was able to sail 2,700 miles along the Russian coast, visiting towns in Kamchatka and elsewhere which had never seen foreigners. Anna-Karin took a pass on that particular adventure, but David and his crew sailed in tandem with Swedish friends aboard the yacht Diablesse. “We think we were the second and third yachts ever to do this,” said David. “At one town, the authorities hadn’t been told we had permission to visit. They actually rolled a tank out onto the beach and pointed their guns at us.” Elsewhere, however, their reception was extremely hospitable.

Before turning south, they reached latitude 65.5N, roughly 800 miles north of the Aleutians. They then skirted 3,300 miles of Alaskan coastline en route to Seattle. “Believe it or not,” said David, “we had no really bad weather. But you don’t want to be in some of those places in the wrong month!” In fact, the Dillards haven’t seen any particularly nasty weather since launching the boat. “It’s obvious to some people, but if you monitor the weather very carefully, and have a little bit of luck, you can avoid the bad stuff.”

At this writing, Leonore is heading south through Central America, with the intention of arriving in Gibraltar — via the Chilean fjords and the Strait of Magellan — in June, 2007.

“I’m a travel junkie,” admits David, now 70. “I started hitchhiking around Europe in the mid-’50s when I was 18 years old. I just think this is absolutely the best lifestyle you can have — there’s no better way to travel. I love the whole package: travel, culture, wildlife, privacy, topography, beauty... What else would you have us do? Play golf?”
short sightings

LONG BEACH — It was a long time coming, but the 90-ft brigantine Irving Johnson was finally lowered back into her element at Gambol Shipyards in Long Beach last month. You may recall that the ship has been there the better part of a year undergoing repairs after grounding on an uncharted shoal near the entrance to Ventura in March, 2005. After the April 19 relaunch, the four-year-old Irving (which was built side by side with twin sistership Exy Johnson and launched in 2002) was towed back to her berth at the Los Angeles

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grounding

Shortly before presstime, we got the bad news that cruiser Mark Saunders had been killed on April 18 following the grounding of the Nordhavn 62 trawler Charlotte B at the entrance to Mag Bay. Saunders, 62, lived aboard the sailboat Blue Suede Sue in Marina Palmira, La Paz, with his wife, Sue. The two were crewing aboard Charlotte B along with Brian

Faces in the crowd — the smiles of Strictly Sail Pacific, one of the best boat shows ever. Hope you were able to make it.
Saunders (no relation), Tim Hartwell and Jonah Marzan on a northbound passage from La Paz to the States. It’s still not clear how Charlotte B ended up on the rocks, as she is a capable and well-equipped vessel. She may have been refloated by the time you read this. According to The Baja Insider, the

**shorts — cont’d**

Maritime Institute in San Pedro. The ship will go through several months of testing, sea trials and crew training before her ‘official’ relaunch (the one with all the speeches and fanfare) and reinvolve-ment with LAMI’s ‘TopSail Youth Program,’ which uses sail training “to help kids develop the knowledge, skills and attitudes needed to live healthy, productive lives.”

**SANTA BARBARA ISLAND** — With cruising in the Channel Islands due to pick up quickly in the months ahead, be advised that...
initial reports that Mark Saunders was killed at the time of the grounding are wrong. Sources told *The Insider* that Saunders suffered a head injury while trying to secure a lifeline to shore so the

Santa Barbara Island will be closed to public access through May 31. Seems many of the California Brown Pelicans prefer to nest on or near the island’s only public access trail. The closure took effect in mid-February, not because it takes, let’s see, three and a

continued on outside column of next sightings page
rest of the crew could exit the vessel. An investigation is underway.
The Saunders had been living aboard in La Paz since 2003. Mark will be missed by his many friends.

shorts — cont’d

half months for pelicans to raise their young, but because they are ‘asynchronous nesters’ who do not all nest at the same time. As a result, the pelican ‘nesting season’ actually runs from January through October!

SEA OF GALILEE — Did Jesus really walk on water? Most Christians take it on faith that he did just that. Throughout history, a few of the more pragmatic among us have tried to plug some kind of physics or geology into the equation to get the stunt within mortal bounds. These have ranged from a really low tide (where just a thin film of water covered the sand) to Jesus hopping between shallow rocks, to the latest theory — floating ice. Although the Sea of Galilee (known today at Lake Kinneret, in Northern Israel) has never frozen in modern times, a scientist at Florida State University says it has in the past. In fact, there were at least two protracted cold spells in the region 1,500 to 2,500 years ago, one of which might have conveniently frozen the lake (or part of it) when Jesus took his walk. “It could have looked like someone was walking on water,” says Doron Nof, a professor of oceanography at FSU, “particularly if it rained after the ice formed.” In case you’re wondering, Professor Nof describes himself a non-religious Jew, but believes all the biblical tales are based in truth. He and a colleague also came up with a 1992 hypothesis that strong winds and tides lowered the Red Sea enough to allow Moses and the Israelites to cross to safety, then, when the wind let up, swallowed the pursuing Egyptian Army.

ARABIAN GULF — A U.S. Navy destroyer collided with a merchant ship in the Arabian Gulf in late March. Fortunately, injuries were minor and confined to only two crewmen from each ship. The incident occurred shortly after 11 p.m. on March 27. It involved the 508-ft guided missile destroyer USS McCampbell (DDG 85), one of the Navy’s newest ships, and the Kiribati-flagged tanker Rokya 1. The collision damaged the bows of both ships, but both were deemed seaworthy and continued on their ways. The accident is under investigation. The McCampbell is part of Task Force 58, which is responsible for the security of the Basra and Khawr al-Amaya oil terminals, the main sources of revenue for the Iraqi reconstruction effort.

AVONDALE, LOUISIANA — Although it hasn’t even been launched yet, the USS New York already has an impressive and memorable history attached to it. For beginners, it is being built out of 24 tons of steel salvaged from the World Trade Center. And last year, it survived Hurricane Katrina’s wrath. When construction on the ship resumed after that, it served as a focal point in the reconstruction of the New Orleans region. Even though many of the 6,500 Northrup/Grumman yardworkers lost their homes in Katrina, today about 5,500 are back on the job working on the New York and other vessels — and the yard has actually arranged temporary on-site housing for about 200 of them. Plus the ‘survivor’ aspect of the New York has helped rally the damaged spirits of the area. “One disaster was man-made, one was natural,” noted 66-year-old crane operator Tony Quaglino, who postponed retirement to participate in the New York’s construction. “But they’re both a common bond.” The USS New York, an amphibious assault ship whose motto will be ‘Never Forget’, is due to launch in mid-2007. Said another yard worker, “It would be fitting if the first mission is to take Bin Laden out. He came through the back door, and we want him to know the New York is coming through the front door.”

THE FARALLONES — Did any of you read the recreated 1906 post-earthquake front pages in the Chronicle last month? If so, you might have caught the note about the Governor of the Farallon Islands. Specifically, the front page note read, “Captain Ledyard, who accumulated a fortune selling duck eggs in San Francisco in the gold-fever boom days, and former Governor of the South Farallon Islands, has just celebrated his eighty-fourth birthday.” We have no idea what
shorts — cont’d

the title means or what his duties were, but it sounds impressive.

MIDDLETOWN, RHODE ISLAND — From this month’s “Why didn’t we think of that?” file comes word of the debut of the Far Har- bour 39, a motorsailer designed for a cruising couple. What makes it different than every other boat designed for a cruising couple? This one was specifically designed to fit into a standard 40-ft shipping container so the boat can be transported economically to cruising destinations around the world.

Seattle-based naval architect Bob Perry designed the boat, working within a strict series of parameters that would allow everything to break down and be loaded into a container using standard boatyard

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eclipse

As reported in our March issue, catamaran designer Richard Woods and his companion Jetti Matzke had to abandon their 34-ft catamaran, Eclipse, in mid-February, victims of an intense storm in Mexico’s notorious Gulf of Tehuantepec.

By late March Woods had already resigned himself to building a new boat, when he received word that Eclipse had been found drifting 1,000 miles offshore by a 300-ft Ecuadorian fishing vessel. They apparently weren’t the first to find
sighted

her, reporting she had been completely stripped of all equipment, hardware, sails, rigging — even her engine.

Due to her condition and the anticipated cost of having the ship tow the cat to its homeport in Ecuador, roughly 2,000 miles, Woods reluctantly decided to leave her adrift. Last seen near 5N, 110W, it’s anyone’s guess where she’ll end up. “We assume Eclipse will continue to be a safe haven for seabirds for some time to come,” said Woods.

shorts — cont’d

equipment. The result is a long, narrow (7.5-ft beam) pilothouse craft with all the creature comforts below and a performance-oriented hull and underbody. For cruisers with limited time, this could be a good way to go. The cost of shipping a container is a fraction of what it costs to ship a yacht; containers can be shipped anywhere in the world — and overland (via truck or rail) as well as by sea.

Schooner Creek Boat Works in Portland, Oregon, is currently building the prototype Far Harbour 39, which will be launched and sea-trialed this summer. The boat will debut at the Newport (RI) International Boat Show in September, with the first production models available in early 2007. Check out www.containeryachts.com for more details and a look at the boat.
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Go ahead and cross over to the San Francisco side of the Bay. If you seized the day and sailed seaward as far as Point Bonita, aim for Mile Rock, then cruise for the Baker Beach shore and the red South Tower buoy. Don't take your eye off that buoy, because for a stationary object, it sure seems to get involved in a lot of 'collisions' with boats. It's possible to sail between the South Tower and shore — if you know where the rocks are. If you don't, we suggest you stay on your right and the magnificent Golden Gate in full view ahead. If the conditions are right (slack water or a moderate flood), you might want to slip under the most famous bridge in the world and enjoy the unspoiled scenery of the Marin headlands. If you're on a small or slow boat, however, make sure you're not rocketing out on the start of an ebb or it will take you forever to get back in.

Now comes the best part: turn around. If everything has gone as planned, you've gone as far to weather as you're going to. Not every ride on the Bay will be as white-knuckled as this run by 'Clean Sweep', but the Perfect Daysail can still be exciting.

Cove on your right and the magnificent Golden Gate in full view ahead. If the conditions are right (slack water or a moderate flood), you might want to slip under the most famous bridge in the world and enjoy the unspoiled scenery of the Marin headlands. If you're on a small or slow boat, however, make sure you're not rocketing out on the start of an ebb or it will take you forever to get back in.

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The main Bay offers great sailing, but you’re going to get wet doing it. If you want some of the best flat-water, stay-dry (well, dryer, anyway) sailing of your life, head down the Oakland/Alameda Estuary. Again, it’s best to beat to windward early in the day, then downwind sail back, perhaps stopping at one of the many waterfront restaurants that has a dock out front. Short of being kidnapped by the Swedish Bikini Team, there is simply no better way to rejuvenate your soul after a tough day at the office — even if it was the unemployment office.

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- **Caribbean** — Reaching back and forth behind the Tiburon Peninsula on a hot September afternoon feels an awful lot like the Caribbean.
- **Mediterranean** — A few passes from Richardson Bay to Hurricane Gulch and back are just like the Med. There’s either way too much wind or practically none, and it comes from all directions.
- **Roaring Forties** — Sail out to the Farallones and back on one of those 40-knot days. Cape Horn will seem like a piece of cake.
- **South Pacific** — Sail up to the Delta around July and you’ll get a taste of what sailing the tradewinds is like. When the wind shuts off, you’ll also get a good idea of what the South Pacific bugs and humidity are like.

THE PERFECT DAYSAIL

**San Francisco**

**The Slot**

**Counterclockwise for Comfort**
If your plan of the day calls for a grand tour of the Bay, always do it in a counterclockwise direction. It makes no difference if you start from the Estuary, Pier 39, Berkeley or Sausalito — and it’s doubly applicable if you start in the afternoon rather than morning.
**Little/Big Boats**

We hate to burst anyone’s bubble, but in our opinion, boats under 20 feet are too small for sailing the open Bay. There are exceptions, of course, notably organized races sailed by properly attired small boat sailors where ‘crash boats’ hover nearby to help anyone who gets in trouble.

On the other end of the scale, San Francisco is a vibrant maritime port, and all manner of commercial shipping comes in and out at all hours. The main thing to remember is that big ships always have the right of way. If one of them gives you more than four blasts on its horn, it means, “I don’t understand what you’re doing and it’s worrying me.” It’s probably time to tack and go the other way.

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**Dreams and Nightmares**

Two scenarios: 1) You want to introduce the man/woman (circle one) of your dreams to sailing; or 2) Your incredibly irritating mother-in-law has been whining for a year because you’ve never taken her sailing. Here’s the best way to deal with them both. For the boy/girlfriend, follow the advice under ‘Counterclockwise for Comfort,’ ending with a quiet anchorage behind Angel Island. Break out some crackers, cheese and a bottle of vintage Merlot and he/she will be putty in your hands.

Now for the mother-in-law. Leave Berkeley at 2 p.m. and head for the South Tower. Don’t reef! Plan to be there at max ebb. Then reach back and forth across the Golden Gate until she begs for mercy. If that doesn’t work, sail her out to the Potato Patch via scenic Point Bonita. When she feels the need to “call Ralph on the porcelain telephone” make sure she does so over the leeward side — just as you punch through another breaking wave.

If you’re somewhere between these two extremes, say out for an afternoon with the boys from work, or your daughter and a few of her friends, just take things slow and easy. As soon as you perceive the slightest fear or hint of seasickness, crack off and head downwind to a less windy area.

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**Fogbound**

One of the weather phenomena most associated with San Francisco is our famous fog. We once brought an out-of-towner to the Marin Headlands who was actually disappointed because he could see the Golden Gate.

A couple of things sailors should know about fog: 1) The classic Bay stuff comes through the Golden Gate and streams down the Slot toward Berkeley. It pretty much stays right there, so all you have to do to get out of it is sail perpendicular to the flow. 2) Even when the fog is in, you can sail most of the Bay in perfect visibility if you just avoid the Slot. In fact, one of the most spectacular sails you can ever make is in the early evening between sunny Sausalito and Angel Island as a thick carpet of fog streams over the Marin hills and through the Gate. A true Kodak moment.

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**Cruising**

Whether you have a week or a weekend, there are plenty of cruising destinations in and around San Francisco Bay. For the weekenders: Angel Island, the Petaluma or Napa Rivers, or even across the Bay to the Oakland Estuary or Sausalito. For those with more time: the Delta, or perhaps out the Gate and south to Half Moon Bay, Santa Cruz or Monterey.
you sail through the main span of the bridge. And remember to give the South Tower Demon his due: a wide berth as you pass the South Tower. If you don’t, he’ll steal your wind, redouble it and throw it back at you, in which case you may find yourself momentarily heading straight for the tower’s cement cofferdam. Whee-ha, we’re having some fun now!

Once back inside the Gate, the Wind Machine will probably be in high gear and whitecaps will ruffle the Bay. But you won’t care because you’re sailing downwind at what should be close to hull speed. The proper etiquette is to wave and smile beatifically at the cold, wet sailors pounding upwind past you. And at the sailboarders and kiteboarders who, on weekends, will be whizzing by you like a swarm of angry killer bees. Don’t worry, they won’t hit you. At least not too often.

This part of the Perfect Daysail will afford you one of the great views of San Francisco, the place locals call “The City” (never “Frisco”). If any greenhorns aboard felt queasy earlier, roust them out from their bunks below now and tell them to enjoy the view. No one pukes downwind.


Once you’ve checked out Alcatraz — no landings allowed for recreational boats — jibe back and jog over to Pier 39. Follow the curve of the shoreline around toward the Bay Bridge. The wind will usually drop quickly, giving you an easy and relatively warm sail while you enjoy the Manhattan-like skyline along the Embarcadero.

From here on, you have a number of options. You can power reach up the Bay to either the lee of Angel Island or the Tiburon Peninsula to drop your hook for the afternoon or the whole evening. Or you could slip around the backside of Yerba Buena and into Clipper Cove. If you’re looking for a warm and gentle downwind run, keep right on going down the Oakland Estuary — an especially good destination if you happen to keep your boat there.

As you might have surmised by now, the secret to the Perfect Daysail is to get as far to weather as you’re going to go before the wind really starts honking. (Most days, that’s about 2 p.m., with max breeze around 4.) Remember to reef early and make sure your guests are dressed warmly — terrorizing chilly friends by sailing rail-down for extended periods is the fastest way to become a singlehander.

If you (or they) didn’t bring warm enough clothes, definitely head for the warmest place on the Bay: the northeast (lee) side of Angel Island. If you’re not quite up to the Perfect Daysail yet, practice up on the lighter-air, flatter-water Richmond Riviera or behind Treasure Island/Yerba Buena. Enjoy!
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It’s possible to sail between the South Tower and shore — if you know where the rocks are. If you don’t, we suggest careful not to stray past Cone Rock or you’ll run aground. The Sausalito side of Richardson Bay is dotted with everything from floating trash to megayachts and is worth a pass. Stay in the channel though, as the northeast side is shallow and the bottom is riddled with debris.

Sailing back out the Sausalito Channel, hug the shoreline and enjoy the Mediterranean look of southern Sausalito. Generally, the closer you stay to this shore, the flukier the wind — until you get to Hurricane Gulch. It’s not marked on the charts, but you’ll know when you’re there.

Once you round the corner at Yellow Bluff, you’ll have little Horseshoe Cove on your right and the magnificent Golden Gate in full view ahead. If the conditions are right (slack water or a moderate flood), you might want to slip under the most famous bridge in the world and enjoy the unspoiled scenery of the Marin headlands. If you’re on a small or slow boat, however, make sure you’re not rocketing out on the start of an ebb or it will take you forever to get back in.

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Mediterranean — A few passes from Richardson Bay to Hurricane Gulch and back are just like the Med. There’s either way too much wind or practically none, and it comes from all directions.

Roaring Forties — Sail out to the Farallones and back on one of those 40-knot days. Cape Horn will seem like a piece of cake.

South Pacific — Sail up to the Delta around July and you’ll get a taste of what sailing the tradewinds is like. When the wind shuts off, you’ll also get a good idea of what the South Pacific bugs and humidity are like.
**Little/Big Boats**

We hate to burst anyone’s bubble, but in our opinion, boats under 20 feet are too small for sailing the open Bay. There are exceptions, of course, notably organized races sailed by properly attired small boat sailors where ‘crash boats’ hover nearby to help anyone who gets in trouble.

On the other end of the scale, San Francisco is a vibrant maritime port, and all manner of commercial shipping comes in and out at all hours. The main thing to remember is that big ships always have the right of way. If one of them gives you more than four blasts on its horn, it means, “I don’t understand what you’re doing and it’s worrying me.” It’s probably time to tack and go the other way.

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**Fogbound**

One of the weather phenomena most associated with San Francisco is our famous fog. We once brought an out-of-towner to the Marin Headlands who was actually disappointed because he could see the Golden Gate.

A couple of things sailors should know about fog: 1) The classic Bay stuff comes through the Golden Gate and streams down the Slot toward Berkeley. It pretty much stays right there, so all you have to do to get out of it is sail perpendicular to the flow. 2) Even when the fog is in, you can sail most of the Bay in perfect visibility if you just avoid the Slot. In fact, one of the most spectacular sails you can ever make is in the early evening between sunny Sausalito and Angel Island as a thick carpet of fog streams over the Marin hills and through the Gate. A true Kodak moment.

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**Cruising**

Whether you have a week or a weekend, there are plenty of cruising destinations in and around San Francisco Bay. For the weekenders: Angel Island, the Petaluma or Napa Rivers, or even across the Bay to the Oakland Estuary or Sausalito. For those with more time: the Delta, or perhaps out the Gate and south to Half Moon Bay, Santa Cruz or Monterey.

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**Dreams and Nightmares**

Two scenarios: 1) You want to introduce the man/woman (circle one) of your dreams to sailing; or 2) Your incredibly irritating mother-in-law has been whining for a year because you’ve never taken her sailing. Here’s the best way to deal with them both.

For the boy/girlfriend, follow the advice under ‘Counterclockwise for Comfort,’ ending with a quiet anchorage behind Angel Island. Break out some crackers, cheese and a bottle of vintage Merlot and he/she will be putty in your hands.

Now for the mother-in-law. Leave Berkeley at 2 p.m. and head for the South Tower. Don’t reef! Plan to be there at max ebb. Then reach back and forth across the Golden Gate until she begs for mercy. If that doesn’t work, sail her out to the Potato Patch via scenic Point Bonita. When she feels the need to “call Ralph on the porcelain telephone” make sure she does so over the leeward side — just as you punch through another breaking wave.

If you’re somewhere between these two extremes, say out for an afternoon with the boys from work, or your daughter and a few of her friends, just take things slow and easy. As soon as you perceive the slightest fear or hint of seasickness, crack off and head downwind to a less windy area.
you sail through the main span of the bridge. And remember to give the South Tower Demon his due: a wide berth as you pass the South Tower. If you don’t, he’ll steal your wind, redouble it and throw it back at you, in which case you may find yourself momentarily heading straight for the tower’s cement cofferdam. Whee-ha, we’re having some fun now!

Once back inside the Gate, the Wind Machine will probably be in high gear and whitecaps will ruffle the Bay. But you won’t care because you’re sailing downwind at what should be close to hull speed. The proper etiquette is to wave and smile beatifically at the cold, wet sailors pounding upwind past you. And at the sailboarders and kiteboarders who, on weekends, will be whizzing by you like a swarm of angry killer bees. Don’t worry, they won’t hit you. At least not too often.

This part of the Perfect Daysail will afford you one of the great views of San Francisco, the place locals call “The City” (never “Frisco”). If any greenhorns aboard felt queasy earlier, roust them out from their bunks below now and tell them to enjoy the view. No one pukes downwind.


Once you’ve checked out Alcatraz — no landings allowed for recreational boats — jibe back and jog over to Pier 39. Follow the curve of the shoreline around toward the Bay Bridge. The wind will usually drop quickly, giving you an easy and relatively warm sail while you enjoy the Manhattan-like skyline along the Embarcadero.

From here on, you have a number of options. You can power reach up the Bay to either the lee of Angel Island or the Tiburon Peninsula to drop your hook for the afternoon or the whole evening. Or you could slip around the backside of Yerba Buena and into Clipper Cove. If you’re looking for a warm and gentle downwind run, keep right on going down the Oakland Estuary — an especially good destination if you happen to keep your boat there.

As you might have surmised by now, the secret to the Perfect Daysail is to get as far to weather as you’re going to go before the wind really starts honking. (Most days, that’s about 2 p.m., with max breeze around 4.) Remember to reef early and make sure your guests are dressed warmly — terrorizing chilly friends by sailing rail-down for extended periods is the fastest way to become a singlehander.

If you (or they) didn’t bring warm enough clothes, definitely head for the warmest place on the Bay: the northeast (lee) side of Angel Island. If you’re not quite up to the Perfect Daysail yet, practice up on the lighter-air, flatter-water Richmond Riviera or behind Treasure Island/Yerba Buena. Enjoy!

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Normally, when a big boat comes to town gunning for a new sailing record, its arrival is preceded by an avalanche of press releases. With Geronimo: one press release the day before they got here. We managed to wangle a ride out to meet the boat on Sunday, April 8, aboard Steve Shidler's 50-ft power cat Water-Wizards, where we got another surprise: Of the dozen people aboard, we were the only press out there. Save for Steve and his wife, Bruna, everyone else was somehow attached to Geronimo. And most of them didn't speak much English.

It was a rainy day and there was at most a couple of hours to go before dark. We were about 8 miles out when the big gray boat appeared out of a rain-shower like a sea monster poking its head up for a look around. And when we say 'big,' it's hard to put in words how big this boat is. As it loomed up in front of us, it just kept getting larger, and larger, and larger and — holy mackerel — this thing is huge.

Designed by the vaunted team of Peteghem/Prevost, built at the famed Multiplast Yard in Vannes, France, and launched in 2001, the Capgemini/Schneider Electric-sponsored Geronimo is the largest sailing trimaran ever built. It is 110 feet long, 72 feet wide, and the tip of the mast is 140 feet off the water. It is entirely the brainchild and obsession of Olivier de Kersauson, a near-mythical figure in French sailing. He named the boat for the legendary Apache Indian chief "because he never gave up."

At 61, 'ODK' as he is known, is an imposing figure. Over six feet tall, his thick mane of hair falls over wide shoulders and shades eyes the color of a South Pacific lagoon. When they come to rest on you, the fleeting first percep-
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Lengthened to almost 90 feet and renamed Lyonnaise des Eaux Dumez, the boat took part in the Trophee Jules Verne competition (crewed, nonstop round-the-world race against the clock) in 1992, but had to retire after hitting ice. The Admiral returned in 1994, sailing Lyonnaise in company with Peter Blake’s 92-ft cat Enza New Zealand. Although Lyonnaise set a new 24-hour mark of 520.9 miles, ODK again fell short of his round-the-world record goal when Enza beat him back to Ushant by three days.

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(In virtually the same configuration, this boat went on to further glory as Francis Joyon’s IDEC. In 2004-2005, the French ironman sailed her to new solo 24-hour, trans-Atlantic and round-the-world marks before losing the boat on rocks off Brittany last year.)

In her five years of existence, Geronimo is only slightly less accomplished. Two years and 12,000 miles of sea trials after launch, she took her first swipe at the newest Jules Verne mark, setting records all the way down the Atlantic but, ironically, running short of wind on the home stretch from Cape

Spread, at 30 knots, the Bay doesn’t seem very big. Inset, Olivier de Kersauson is in many ways larger than life.

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April 16

Happy Easter Sunday! What an incredible day out here — whitecaps to the horizon in all directions, frosting on the deep blue sea. Spray is everywhere on deck. Flying fish are jumping out of waves, we spot sea turtles, dog that’s just gotten out of the water.

Every time the leeward floater goes for a dive, the whole boat slows down and shudders and shakes like a dog that’s just gotten out of the water. Having reduced sail yet. Every line is busy on their way somewhere, and the boat is just barreling along at up to 30 knots.

We’re on the edge of the trade winds. Last night the wind was quite shifty as the night went into today, to rocket along at 20+ knots in a SW direction. Our tactics have stabilized and we are flying towards our goal at the higher speeds. It’s just like busy racing except on a scale of days instead of minutes and time zones rather than miles.

April 18

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The problem is that, depending on the wind strength, we can generally only sail down to about 150 degrees from the true wind angle and keep any speed. For instance, in 22 knots of wind, we sail dead downwind (180 degrees to the wind) at 15 knots. By sailing slightly across the wind at 150 degrees, we are able to sail at 25 knots. It means we have to jibe back and forth between 20N and 24N — a band of about 250 miles. It also means that we are sailing an extra 15-20% more distance.

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Horn back to France. ODK and a core of faithful crew returned in 2004 to capture the 30,000-mile Jules Verne for the second time (63 days, 14 hours). Some of his crew were so grateful to survive that storm-wracked passage that they kissed the boat as she crossed the finish line off Ushant.

About the time ODK’s perennial rival Bruno Peyron was setting the current round-the-world mark of 50 days, 16 hours in the 120-ft catamaran Orange II in 2005, Geronimo was headed east toward new waters and new records.

As part of a pilot program put together by an Australia-based outfit called the Superyachting Challenge, the idea was for Geronimo to attempt five or six big Pacific sailing records over the course of a year. These were: Sydney to Tahiti, Around Australia, Los Angeles to Honolulu (TransPac course), San Francisco to Yokohama, and Yokohama back to San Francisco. So far, despite sometimes fluky winter conditions, she has succeeded in setting new marks in every attempt (the World Speed Sailing Record Council — WSSRA — is on hand to ratify starts and finishes). Along the way, she’s also set numerous less-glitz records, such as her return trip from Honolulu to San Diego.
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Given the right conditions, Geronimo could knock the better part of a week off Fossett’s 19-day Yokohama mark. At press time, she seemed to be getting those conditions (see sidebar) — and was even setting ancillary marks along the way, including swinging past Diamond Head for a ‘new’ San Francisco to Honolulu time of 5 days and change.

To see her Japan time, check out www.superyachting.com.

As mentioned earlier, Geronimo will wrap up her Pacific tour with a return to San Francisco from Yokohama. Although this will likely be in May or June, no firm dates have been set, as her departure from Japan will again depend on the weather in mid-ocean. (She may also attempt another Far East record first.) When she does return, it’s our hope that this magnificent boat, her charismatic creator and her hardworking crew will kick off their topsiders and stay awhile.

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...
Records in the Rain

...ft Windward Passage, into Honolulu by 20 hours.

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Heron arrived in San Francisco signaled the latest record assault: a crack at the 4,525-mile San Francisco to Yokohama mark, held since 1996 by Steve Fossett’s 60-ft trimaran Lakota. 19 days, 15 hours, 18 minutes.

It didn’t take long to get down to business. ODK and maxi-multihull sailor Larry Rosenfeld (a Boston-based partner with Cam Lewis in the 110-ft cat Team Adventure and the only American crewman aboard Geronimo for her Superyachting sails) do their own weather forecasting, and the big trimaran’s sails were barely dry before they found a weather window they liked. With nothing very stable out in the Pacific at this time of year, the big question was whether they would go north, nearly to the Aleutians, or follow the more traditional Southern route. No doubt to the delight of the crew, south was the call.

Before departure, there was one more piece of business at hand — a new speed record for San Francisco Bay. This was kind of an impromptu ‘prequel’ to the San Francisco Speed Sailing event (www.sanfranciscospeed.com) due to take place on the main Bay in June. That inaugural event will precisely record the speeds of entered yachts as they sail through a 500-meter ‘box’ off the Cityfront.

Unfortunately, the predominant southerlies on Monday, April 9, did not allow Geronimo to conform to the planned box. But it didn’t stop her from hitting 38.5 knots on one blasting reach. Ironically, outside the 10-man crew and handful of sponsors aboard, probably no more than a dozen people witnessed the spectacle — and half of those were commuters going across the Golden Gate Bridge.

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Both Olivier de Kersauson and Larry Rosenfeld are excellent writers. On other trips, ODK’s accounts have bordered on prose poetry. However, at presstime a week into the Japan trip, Rosenfeld was painting some pretty pictures. . .

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— latitude /jr
You have all the symptoms: itchiness, muscle fatigue, blue skin, oily discharge. It’s time to come to terms with your prognosis: Boatyard Fever. Yup, it’s that time of year again, when boaters’ thoughts turn to bottom jobs, engine repairs, and myriad other long-delayed projects.

In keeping with tradition, we again bring you our annual Boatyard Tour. What better way to spend the few sunny days we’ve had so far this spring, than talking boats with other sailors? Per custom, we lugged our trusty camera and notebook to boatyards around the Bay, looking for the first Difter that would spare a few minutes to chat.

As usual, we found a diverse bunch of sailors. A circumnavigator, a couple of woodie aficionados, some singlehanders, racers — and no boatyard article would be complete without a couple of experienced cruisers thrown in. Most were performing typical maintenance projects — bottom jobs seemed to be the task of the day — but a few had more complex issues to tend to. From new through-hulls to massive welding projects, these sailors had their hands full.

We did find a surprising trend during our outing. Of the eight boatowners we interviewed, five had something very interesting — at least to us — in common with each other. We don’t want to spoil the surprise but hopefully the theme will quickly become clear.

And so, with much ado and fanfare, we give you Latitude 38’s annual Spring Boatyard Tour. We think you’ll have as much fun meeting these folks as we did.

— latitude/brb

**Nataraja.** Flying Dutchman 37 — Eric and Emmy Willbur seem to live their lives in a two mile radius. “I work at Maritime Electronics, Emmy works for Scanmar, we keep the boat moored at Brickyard Cove, and haul out at KKMI,” explained Eric. “Yeah, we have a long commute,” chuckled Emmy.

We ran into Eric and Emmy at KKMI where they were in the middle of a bottom job — including brand new through-hulls — on their 1978 Eva Hollman designed Flying Dutchman, hull number three of five. “We were sailing our old San Juan 24 on Lake Tahoe one day in the summer of ’97, leafing through a Latitude,” related Emmy, “when Eric said ‘Let’s go to Mexico!’” And so began the search for a cruising boat.

They found Nataraja in October, 1998 — from a Classy Classified, no less — spent a year refitting her under what Eric called ‘the blue tarp of shame’, and set off on a South Pacific loop in the spring of 2000. Oddly enough, they skipped Mexico altogether, choosing to go straight to Hawaii and as far south as Tonga.

Their loop eventually brought them back north, landing them in Seward, Alaska, in 2003. “We did Resurrection Bay and Prince William Sound, then went over to Southeast Alaska where we spent a winter in Ketchikan,” said Emmy, “which I wouldn’t recommend doing!” After months of pouring rock salt in the bilge and drains to keep them ice-free, the Willburs were ready to come home.

But they’re just padding the cruising kitty a bit before finally taking off for Mexico and points south. “We just paid the boat off,” explained Eric, who’s a natural vagabond, having cruised as a kid with his parents. “We’ll be gone in a year and a half. We can’t wait much longer than that!”
Windswept. Mariner 36 — “She’d been sitting at Nelson’s for six or seven years when I saw her listing in your magazine,” said John Geiger of his new-to-him 1977 Mariner 36. Geiger is a recent New Jersey transplant and a perfume maker for such products as air freshener and fabric softener.

While he may be new to the Bay, Geiger is no stranger to boats. While living back east, he got his USCG 100 Ton license, allowing him to run fishing charters. Though he didn’t get his sailing endorsement, he still enjoyed sailing his lovely little Hunter 27 whenever he got the chance. “I actually sold it on eBay when Barbara (his wife of 43 years) and I decided to move out here three years ago,” he said.

After the move, Geiger quickly found a position crewing on the Richmond-based 57-ft wooden charter ketch Nehemiah. “I’ve crewed on thirty-three charters and six ash scatterings, complete with bagpipes,” he relates. “I also did the Master Mariners Race on Nehemiah.”

Since buying her in February, Geiger has been working on Windswept nearly every weekend. He’s made serious repairs to her bowsprit, sheer stripe, and even performed a valve job on the engine. When we stumbled upon him, he was climbing a ladder with an orbital sander in his hand and a determined look on his face. Finishing the sheer stripe and stepping the mast are the final jobs before he can start sailing on the Bay.

“We’re not interested in going cruising,” claimed Geiger. He and Barbara are looking forward to daysailing on the Bay until they move back east. “We’ll probably be back home within the next 10 years.”

Irolita. Loki Class yawl — Some Bay Area sailors may recall that Michael Freinberg was the last owner of Sutter Sails, a revered Bay Area loft which closed its doors in 2002. While Michael may no longer make sails for a living — he’s now a home and property inspector — he still lives for sailing.

We found Michael and his wife, artist Stacy Frank, painstakingly prepping Irolita for its every-other-year paint job at San Rafael Yacht Harbor. “I go through phases of really loving to sail, and really loving to work on boats,” Michael said. “This happens to be a time when I’m more into working on the boat than sailing it.”

It’s obvious by Irolita’s pristine brightwork that Freinberg often goes through that phase. “He’s a bit of a perfectionist,” said Stacy in a stage-whisper. This particular character trait shows itself quite plainly in the three coats of varnish Michael lays down every year. “He’s really fast,” claimed Stacy. “It only takes him two days to varnish the spars.”

Over the course of their ownership, they’ve lovingly restored this 1953 mahogany-on-oak beauty, sistering all the frames, taking her down to bare wood, installing new plumbing and electrical — “All the stuff,” according to Michael — not to mention completely refinishing the interior. “The goal has been to restore it as much as possible to original,” he said.

But if Michael and Stacy have any say in the matter, they won’t need to haul out for next year’s annual bottom job. After 20 years of restoring and maintaining the lovely Irolita, they’ve put her up for sale. They won’t be giving up sailing on Loki yaws, though. “We sail more in Maine on Irolita’s sistership Fofer,” noted Stacy.

Michael says he’s not happy or sad about selling Irolita. They’ve had a great run together but now it’s time to part. “I’ll never own another boat as much to my way of thinking of what a boat should be, I absolutely love her.” That’s an understatement.
Carroll-E. Pacific Seacraft Dana — Shortly after spotting an ad in Latitude 38, architect Chris Humann was the happy owner of Carroll-E, a sweet little 24-ft pocket cruiser. Although he’d never owned a boat before, Chris knew just what he was looking for. “I wanted a small capable cruiser that could comfortably take one person long distances,” he explained. He found it.

For the past eight years, Chris has singlehanded Carroll-E all over the Bay Area, frequently venturing under the Golden Gate to visit Tomales Bay, Drake’s Bay, and Half Moon Bay. As a member of the Singlehanded Sailing Society, he also competed in the 2005 Singlehanded Farallones Race.

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But Chris won’t be a solo sailor for long. His fiancée, Justine, will be flying to Hawaii to meet him at the end of the race, and will join him for a short cruise through the islands. “Even though she’s keen on sailing, I think cruising in Hawaii is a better way to keep her interested than crossing an ocean.”

Which is exactly what Chris hopes to do again eventually. “I’d like to do the South Pacific someday,” he said, “but I’m really into my career right now so it’ll be several years down the line.” With the determination and grit Chris has shown since he bought Carroll-E, we have no doubt he’ll fulfill his every dream.

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The giant “99” painted on the bow of the boat is a badge of honor for Nesbit. “It was my Transpac number, it’s my PHRF rating, and it symbolizes my membership in the ‘99ers’,” he explained, referring to a group of Bay Area ‘99 raters (including Olson 34s, Express 34s, and Soverel 33s) that often race as a ‘one-design’ fleet.

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Not letting any grass grow on his keel, he searched for, and found, the boat of his dreams in Houston. He trucked Bonkers to San Diego for outfitting, then cast off for a year-long cruise through the South Pacific to New Zealand. “I wanted to see all the stuff I missed on my circumnavigation,” Keith explained.

Since the boat returned to the Bay via a container ship, Sedwick and his new boat partner, Arthur Cinader (left) — another East Coast transplant — have been enjoying all the Bay has to offer, from casual racing to taking a boatload of friends to Angel Island. When we found them at Anderson’s, they were experiencing the thrill of boatwork by spot sanding the keel before the yard painted the bottom.

As if all this adventure isn’t enough, Sedwick is the current coordinator of the Farallon Patrol, a group of volunteer boaters that ferries supplies and people to and from research facilities on the island. “Charlie Merrill started the Patrol 30 years ago,” Keith noted. “I took over the administration two years ago, when Charlie retired.”

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The Fieldses won’t be calling California home for long, though. Their plans are to finish the boat in two years and take off again. “We’ll go on an open-ended cruise to Mexico and down the coast from there,” Russell said. “We always said we’d stop and do something else when it wasn’t fun anymore,” chimed in Jodee. “But we’re having a blast!”
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For those of you who don’t remember our 2003 profile of him, Geoff is an environmental engineer who bought his 30-ft *Hummingbird* in 2000 through an ad in...sheesh, do we even need to say it at this point? “She was a dumpster boat,” he explained. “My dad always said ‘A free boat is the most expensive boat you’ll ever own,’ and boy, he was right!”

Father and son have spent the last several years restoring hull #22. Their initial goal was to restore one-third every year. “We’re on our sixth third,” laughs Geoff. Over the years, they’ve replaced just about everything except the planking on *Hummingbird*, which Geoff is hoping to start next spring. This year’s one-week haulout will be limited to fairing the seams and painting the bottom.

“Normally my dad’s here to help but he couldn’t make it this year,” Geoff noted. “I really miss him!”

While not working on her, Geoff races *Hummingbird* regularly, though his time is getting more limited. “My son, Horatio, just turned one,” the proud papa said. “I’m very lucky my wife understands that working on *Hummingbird* is cheaper than therapy.”
You have all the symptoms: itchiness, muscle fatigue, blue skin, oily discharge. It’s time to come to terms with your prognosis: Boatyard Fever. Yup, it’s that time of year again, when boaters’ thoughts turn to bottom jobs, engine repairs, and myriad other long-delayed projects.

In keeping with tradition, we again bring you our annual Boatyard Tour. What better way to spend the few sunny days we’ve had so far this spring, than talking boats with other sailors? Per custom, we lugged our trusty camera and notebook to boatyards around the Bay, looking for the first Difter that would spare a few minutes to chat.

As usual, we found a diverse bunch of sailors. A circumnavigator, a couple of woodie aficionados, some singlehanders, racers — and no boatyard article would be complete without a couple of experienced cruisers thrown in. Most were performing typical maintenance projects — bottom jobs seemed to be the task of the day — but a few had more complex issues to tend to. From new through-hulls to massive welding projects, these sailors had their hands full.

We did find a surprising trend during our outing. Of the eight boatowners we interviewed, five had something very interesting — at least to us — in common with each other. We don’t want to spoil the surprise but hopefully the theme will quickly become clear.

And so, with much ado and fanfare, we give you Latitude 38’s annual Spring Boatyard Tour. We think you’ll have as much fun meeting these folks as we did.

— latitude/brb

Nataraja. Flying Dutchman 37 — Eric and Emmy Willbur seem to live their lives in a two mile radius. “I work at Maritime Electronics, Emmy works for Scanmar, we keep the boat moored at Brickyard Cove, and haul out at KKMI,” explained Eric. “Yeah, we have a long commute,” chuckled Emmy.

We ran into Eric and Emmy at KKMI where they were in the middle of a bottom job — including brand new through-hulls — on their 1978 Eva Hollman designed Flying Dutchman, hull number three of five. “We were sailing our old San Juan 24 on Lake Tahoe one day in the summer of ‘97, leafing through a Latitude,” related Emmy, “when Eric said ‘Let’s go to Mexico!’ And so began the search for a cruising boat.

They found Nataraja in October, 1998 — from a Classy Classified, no less — spent a year refitting her under what Eric called ‘the blue tarp of shame’, and set off on a South Pacific loop in the spring of 2000. Oddly enough, they skipped Mexico altogether, choosing to go straight to Hawaii and as far south as Tonga.

Their loop eventually brought them back north, landing them in Seward, Alaska, in 2003. “We did Resurrection Bay and Prince William Sound, then went over to Southeast Alaska where we spent a winter in Ketchikan,” said Emmy, “which I wouldn’t recommend doing!” After months of pouring rock salt in the bilge and drains to keep them ice-free, the Willburs were ready to come home.

But they’re just padding the cruising kitty a bit more before finally taking off for Mexico and points south. “We just paid the boat off,” explained Eric, who’s a natural vagabond, having cruised as a kid with his parents. “We’ll be gone in a year and a half. We can’t wait much longer than that!”
Windswept. Mariner 36 — "She’d been sitting at Nelson’s for six or seven years when I saw her listing in your magazine,” said John Geiger of his new-to-him 1977 Mariner 36. Geiger is a recent New Jersey transplant and a perfume maker for such products as air freshener and fabric softener.

While he may be new to the Bay, Geiger is no stranger to boats. While living back east, he got his USCG 100 Ton license, allowing him to run fishing charters. Though he didn’t get his sailing endorsement, he still enjoyed sailing his lovely little Hunter 27 whenever he got the chance. "I actually sold it on eBay when Barbara (his wife of 43 years) and I decided to move out here three years ago,” he said.

After the move, Geiger quickly found a position crewing on the Richmond-based 57-ft wooden charter ketch Nehemiah. "I've crewed on thirty-three charters and six ash scatterings, complete with bagpipes," he relates. "I also did the Master Mariners Race on Nehemiah."

Since buying her in February, Geiger has been working on Windswept nearly every weekend. He’s made serious repairs to her bowsprit, sheer stripe, and even performed a valve job on the engine. When we stumbled upon him, he was climbing a ladder with an orbital sander in his hand and a determined look on his face. Finishing the sheer stripe and stepping the mast are the final jobs before he can start sailing on the Bay.

"We're not interested in going cruising," claimed Geiger. He and Barbara are looking forward to daysailing on the Bay until they move back east. "We'll probably be back home within the next 10 years."

Irolita. Loki Class yawl — Some Bay Area sailors may recall that Michael Freinberg was the last owner of Sutter Sails, a revered Bay Area loft which closed its doors in 2002. While Michael may no longer make sails for a living — he’s now a home and property inspector — he still lives for sailing.

We found Michael and his wife, artist Stacy Frank, painstakingly prepping Irolita for its every-other-year paint job at San Rafael Yacht Harbor. "I go through phases of really loving to sail, and really loving to work on boats," Michael said. "This happens to be a time when I'm more into working on the boat than sailing it."

It’s obvious by Irolita’s pristine brightwork that Freinberg often goes through that phase. "He's a bit of a perfectionist," said Stacy in a stage-whisper. This particular character trait shows itself quite plainly in the three coats of varnish Michael lays down every year. "He's really fast," claimed Stacy. "It only takes him two days to varnish the spars."

Over the course of their ownership, they’ve lovingly restored this 1953 mahogany-on-oak beauty, sistering all the frames, taking her down to bare wood, installing new plumbing and electrical — "All the stuff," according to Michael — not to mention completely refinishing the interior. "The goal has been to restore it as much as possible to original," he said.

But if Michael and Stacy have any say in the matter, they won’t need to haul out for next year’s annual bottom job. After 20 years of restoring and maintaining the lovely Irolita, they’ve put her up for sale. They won’t be giving up sailing on Loki yaws, though. "We sail more in Maine on Irolita’s sistership Fofer," noted Stacy.

Michael says he’s not happy or sad about selling Irolita. They’ve had a great run together but now it’s time to part. "I’ll never own another boat as much to my way of thinking of what a boat should be. I absolutely love her." That’s an understatement.
Boatyard Tour

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Also atypical was the current — heavy rains of the last month and a half caused so much runoff that tide books were almost useless. Basically, the world revolved around the ebbs in April. They came in earlier, stayed later and

Ben Mewes’ ‘Mirage’ rounds unusually green Southeast Farallon.
were nothing short of epic in size and force.

About the only things that remained typical for this annual rite of spring — hosted since the late ’70s by the Singlehanded Sailing Society — were the short parts that took place in the Bay. As always, they were frustratingly light, especially at the finish. But let’s not get ahead of ourselves.

"It was gorgeous out there this year," says Synthia Petroka, winner of Division 4 on the Hawkfarm Eyrie and the only woman in this year’s race. "It was so clear that we could see the islands before we got to the Lightship. Even the islands themselves were pretty — I guess all the rain washed the bird crap away!"

Synthia admits her start could have gone better. Delayed by a late ebb and light breeze, she was not only late for the Division 4 gun, but for the next start as well. However, by the Lightship, she had made up the seven-minute deficit and life was good. Eyrie was pointed right at the islands, sailing perfectly under full main and #2, and Synthia was ensconced in a beanbag chair in the cockpit. "I figured there wasn’t anything I could do better than the autopilot, and there weren’t any big waves to sail around, so I just enjoyed the ride," she says.

On the way out, Eyrie sailed in company with Dan Alvarez’s Ericson 30+ Travieso and Falk Meissner aboard his Olson 25 Shark on Bluegrass. All three rounded the island and kept the white sails up until the Lightship, where the wind shifted south and spinnakers were hoisted for the almost headstay-reach most of the way back home. Eyrie finished at 7:20 p.m.

Over on Travieso, Alvarez was able to carry his kite on the way out as well as in. "It paid off initially, as there wasn’t really much of a flood at the Gate, and the class in front was stuck in a wind hole close to shore," he says. The penalty was having to take a tack at the foghorn, which set him back a bit. After that, it was port tack all the way to the island. Doubtless like many others, Dan spent
a lot of time "playing with sail trim while keeping a close eye on the knotmeter to see what the boat liked."

Along with the benevolent weather, another treat this year was all the wildlife out there. Several boats reported seeing dolphins and whales, and Dan got a special treat when a small whale breeched about 20 feet in front of Travieso’s bow. "It was closer than I would have liked," says Dan. "I’m glad it dove quickly!"

As mentioned, an unusual aspect of this race — as well as the other ocean races of the last month or so (OYRA Crewed Lightship on March 25 and the Doublehanded Farallones on April 1), was the strength of the ebb — even miles offshore.

"Two miles west of the Lightship, you could still see the ebb coming out of the Bay," says Synthia Petroka, echoing other accounts we heard over the month. "On one side, the water was dark navy blue. On the other side, muddy brown — with the junction all jumbled and agitating."

Boats began arriving back in the Bay in the late afternoon. First to finish was Ray Wells’ F/27 tri Wingit shortly before 5 p.m. The fastest monohull, Jim Coggan’s Schumacher 40 Auspice, crossed the line about half an hour later. Jim was elated to have ‘beaten’ Timber Wolf, the Farr 38 sailed by Farallones master Dave Hodges, by less than a minute — although Dave saved his time to win Division 2.

The rest trickled in through the evening and well into the night, each greeted under the bridge by a little less wind.
than the boat before. The final finisher was Richard Rollins on the Peterson 323 Libations Too, who finished just before midnight.

Not only was the Farallones Richard’s first solo race, and his first race outside the Gate — it was his first race ever! He spent a lot of time on the SSS online forum (www.sfbaysss.org) in the month preceding the race, asking questions and getting tips and encouragement. He even made a trial sail several miles to sea the week before the race.

The ocean part of the event went well for Rollins. It was the light stuff near the end that had him second guessing.

“The most troublesome times for me all happened within .75 miles of the finish line,” he later wrote on the SSS website. “The wind became very light, and an ebb was building. It took me over an hour to sail the last .6 miles. Several times I saw the range to my finish waypoint increasing as I lost ground to the ebb.” Feeling he had already accomplished the goal of sailing solo around the Farallones, he says, “I kept asking myself whether I really needed to finish as a racer.”

But hang in he did, cheered on (unknowingly to him) by the race committee, who could see his running lights ever so slowly bobbing toward them on the Golden Gate YC race deck.

“All in all,” he writes, echoing the sentiments of every competitor, “this year’s SSS Farallones was a great day to be sailing!”

DIVISION I (Multihull) — 1) Wingit, F/24, Ray Wells; 2) Katiekat, Seawind 1000 cat, Joe Sludzinski. (2 boats)
DIVISION 2 (PHRF <99) — 1) Timber Wolf, Farr 38, Dave Hodges; 2) Auspice, Schumacher 40, Jim Coggin; 3) Tupelo Honey, Elan 40, Gerard Sheridan; 4) Tiger Beetle, N/M 45, Rob Macfarlane. (9 boats)
DIVISION 3 (100-160) — 1) Ragtime, J/92, Bob Johnston; 2) Lilith, WylieCat 39, Tim Knowles; 3) Sail A Vie, Ericson 35 Mk II, Phil MacFarlane; 4) Shark On Bluegrass, Olson 25, Falk Meissner. (11 boats)
DIVISION 4 ( >161) — 1) Eyrie, Hawkfarm, Syndra Petroka; 2) Travieso, Ericson 30+, Dan Alvarez; 3) Sea Witch, Yankee 30, Robert Boynton. (4 boats)
DIVISION 5 (non-spinnaker) — 1) Svenska, Peterson 34, Fred Minning; 2) True North, Baltic 42DP, Jeff Dunnivant; 3) Krissy, Ericson 35-3, Allen Cooper. (5 boats)
SPORTBOATS — 1) Sleeping Dragon, Hobie 33, Mark Hamann; 2) Mirage, Black Soot, Ben Mewes; 3) Starbuck, Black Soot, Greg Nelson; 4) Nina, Olson 29, Robert MacDonald. (9 boats)
Complete results: www.sfbaysss.org.
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— GREAT DAY IN THE MORNIN’!

"Life is a reach" could well have been the motto for the 2006 Singlehanded Farallones Race on April 8. Unlike a ‘typical’ SHF where a hefty northwesterly kicks in about the Potato Patch and everybody reefs down for a wild ride to the Rocks, the 49 starters in this year’s event sailed the 50-mile round trip in pleasant 10-15-knot southwesterlies under sunny skies. That translated to a reach both ways. Can it get much better than that? As a matter of fact yes: once clear of Point Bonita, some boats did the whole outward leg in one tack — and repeated the feat on the way in . . . flying spinnakers!

Also atypical was the current — heavy rains of the last month and a half caused so much runoff that tide books were almost useless. Basically, the world revolved around the ebbs in April. They came in earlier, stayed later and

Ben Mewes’ ‘Mirage’ rounds unusually green Southeast Farallon.
themselves were pretty — I guess all the rain washed the bird crap away!"

Synthia admits her start could have gone better. Delayed by a late ebb and light breeze, she was not only late for the Division 4 gun, but for the next start as well. However, by the Lightship, she had made up the seven-minute deficit and life was good. *Eyrie* was pointed right at the islands, sailing perfectly under full main and #2, and Synthia was ensconsed in a beanbag chair in the cockpit. "I figured there wasn’t anything I could do better than the autopilot, and there weren’t any big waves to sail around, so I just enjoyed the ride," she says.

On the way out, *Eyrie* sailed in company with Dan Alvarez’s Ericson 30+ *Travieso* and Falk Meissner aboard his Olson 25 *Shark on Bluegrass*. All three rounded the island and kept the white sails up until the Lightship, where the wind shifted south and spinnakers were hoisted for the almost headstay-reach most of the way back home. *Eyrie* finished at 7:20 p.m.

Over on *Travieso*, Alvarez was able to carry his kite on the way out as well as in. "It paid off initially, as there wasn’t really much of a flood at the Gate, and the class in front was stuck in a wind hole close to shore," he says. The penalty was having to take a tack at the foghorn, which set him back a bit. After that, it was port tack all the way to the island. Doubtless like many others, Dan spent...
Along with the benevolent weather, another treat this year was all the wildlife out there. Several boats reported seeing dolphins and whales, and Dan got a special treat when a small whale breeched about 20 feet in front of Travieso’s bow. “It was closer than I would have liked,” says Dan. “I’m glad it dove quickly!”

As mentioned, an unusual aspect of this race — as well as the other ocean races of the last month or so (OYRA Crewed Lightship on March 25 and the Doublehanded Farallones on April 1), was the strength of the ebb — even miles offshore.

“Two miles west of the Lightship, you could still see the ebb coming out of the Bay,” says Synthia Petroka, echoing other accounts we heard over the month. “On one side, the water was dark navy blue. On the other side, muddy brown — with the junction all jumbled and agitating.”

Boats began arriving back in the Bay in the late afternoon. First to finish was Ray Wells’ F/27 tri Wingit shortly before 5 p.m. The fastest monohull, Jim Coggan’s Schumacher 40 Auspice, crossed the line about half an hour later. Jim was elated to have ‘beaten’ Timber Wolf, the Farr 38 sailed by Farallones master Dave Hodges, by less than a minute — although Dave saved his time to win Division 2.

The rest trickled in through the evening and well into the night, each greeted under the bridge by a little less wind.
than the boat before. The final finisher was Richard Rollins on the Peterson 323 *Libations Too*, who finished just before midnight.

Not only was the Farallones Richard's first solo race, and his first race outside the Gate — it was his first race ever! He spent a lot of time on the SSS online forum (www.sfbaysss.org) in the month preceding the race, asking questions and getting tips and encouragement. He even made a trial sail several miles to sea the week before the race.

The ocean part of the event went well for Rollins. It was the light stuff near the end that had him second guessing.

"The most troublesome times for me all happened within .75 miles of the finish line," he later wrote on the SSS website. "The wind became very light, and an ebb was building. It took me over an hour to sail the last .6 miles. Several times I saw the range to my finish waypoint increasing as I lost ground to the ebb." Feeling he had already accomplished the goal of sailing solo around the Farallones, he says, "I kept asking myself whether I really needed to finish as a racer."

But hang in he did, cheered on (unbeknownst to him) by the race committee, who could see his running lights ever so slowly bobbing toward them on the Golden Gate YC race deck.

"All in all," he writes, echoing the sentiments of every competitor, "this year’s SSS Farallones was a great day to be sailing!"

DIVISION 1 (Multihull) — 1) Wingit, F/24, Ray Wells; 2) Katiekat, Seawind 1000 cat, Joe Siudzinski. (2 boats)

DIVISION 2 (PHRF <99) — 1) Timber Wolf, Farr 38, Dave Hodges; 2) Auspice, Schumacher 40, Jim Coggins; 3) Tupelo Honey, Elan 40, Gerard Sheridan; 4) Tiger Beetle, N/M 45, Rob Macfarlane. (9 boats)

DIVISION 3 (100-160) — 1) Ragtime, J/92, Bob Johnston; 2) Lilith, WyleCat 39, Tim Knowles; 3) Sail A Vie, Ericson 35 Mk II, Phil MacFarlane; 4) Shark On Bluegrass, Olson 25, Falk Meissner. (11 boats)

DIVISION 4 ( >161) — 1) Eyrie, Hawkfarm, Synthia Petroka; 2) Travieso, Ericson 30+, Dan Alvarez; 3) Sea Witch, Yankee 30, Robert Boynton. (4 boats)

DIVISION 5 (non-spinnaker) — 1) Svenska, Peterson 34, Fred Minning; 2) True North, Baltic 42DP, Jeff Dunnivant; 3) Krissy, Ericson 35-3, Allen Cooper. (5 boats)

SPORTBOATS — 1) Sleeping Dragon, Hobie 33, Mark Halman; 2) Mirage, Black Sox, Ben Mewes; 3) Starbuck, Black Sox, Greg Nelson; 4) Nina, Olson 29, Robert MacDonald. (9 boats)

Complete results: www.sfbaysss.org.
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There’s a lot of talk about migration these days. While cash-strapped laborers flood north across our borders to find work, a constant trickle of recent retirees heads south in search of inexpensive, tranquil places to retire. Inside our borders, wide-eyed country folk migrate toward the hustle and bright lights of the big city, just as work-weary city-dwellers migrate ‘back to the land’, hoping to bond with Ma Nature.

The migration that intrigues us most, though, is the annual pilgrimage of adventure-seeking sailors from mainland Mexico to French Polynesia — an epic 3,000-mile passage we like to call the Pacific Puddle Jump. As you read this, some are just leaving the coast, others are en route, and several have already made landfall in the Marquesas — one of which dismasted within hours of arrival.

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( Drum roll. . .) Here then, are the Z-town members of the Pacific Puddle Jump Class of 2006 — bold adventurers, one and all.

**Maggie Drum — Whitby 42**

Joe & Cindy Barnes, Anacortes

Back in the late ’90s, Joe and Cindy had been looking for a way to escape Colorado’s growing congestion and the working world of “suits and ties,” when a chance conversation in a coffee shop steered them toward the cruising life. “I met a fellow who had a sailboat in Washington and had gone to Mexico and back. It sounded like just the ticket for us,” recalls Joe, a jack of all trades who now specializes in marine electronics. Although they had very limited sailing experience previously — other than windsurfing on Colorado lakes — Joe and Cindy followed the stranger’s lead, soon buying *Maggie Drum* and sailing her avidly in the Pacific Northwest.

Five years later, they were ready for greater challenges and headed south with the 2004 Baja Ha-Ha fleet. “We have absolutely no regrets so far,” they say. “We will die broke but happy.”

The game plan now is to follow the so-called coconut milk run west to Tonga, then reassess, perhaps ping-ponging between the South Sea islands and New Zealand for a couple of seasons. The couple shared a lot of good advice about the cruising lifestyle. The line we like best is: “Attitude and patience make all the difference in the world. You are definitely not in Kansas anymore.”

**Ranger — Island Packet 40**

Paul & Marie Miller

Marina del Rey

When we met Paul and Marie during the 2004 Baja Ha-Ha fleet, “we were relatively new to sailing, so they were careful not to announce any grandiose voyaging plans until they’d ‘tested the waters’ of the cruising lifestyle.

Obviously, life afloat suits them just fine, as they are now embarking on a three-year South Pacific circuit, which will hopefully take them as far as Australia.
This will be the first ocean crossing for both Paul and Marie. Other than that, we don’t know a heckuva lot about this pair, but we hope they’ll keep in touch as the adventures unfold.

**La Vie — Beneteau First 405**
*David Kane, Seattle*

David explains how the seed for his cruising dreams was planted a few weeks before he graduated from college in ’96: “I was flying to Costa Rica for a vacation and had the good fortune to sit next to a cruiser. From that moment forward,” he recalls, “I was acutely infected with the desire to go cruising someday myself.” As soon as he returned home, he began shopping for a boat, and within two weeks he’d bought a Catalina 30. That first year, he sailed 50 out of 52 weekends. Now, two boats later, David, a construction contractor by trade, has completely refurbished this sweet Beneteau and is heading out on a 5- to 7-year circumnavigation.

Crossing with him to the Marquesas are Karl Horeis, a Portland area sailor, and Julie Clavert, who’s done two trans-Atlantics and lots of coastal cruising.

**Whistle Wing V — Peterson 52**
*Mike & Leslie Chase, Coronado*

“You don’t get that many chances to have the experience of a lifetime,” notes Mike, a college teacher. So his advice to the wannabes back home is to “Go as soon as you can.” Mike acknowledges that it takes a while to get your life and your finances organized, but he cautions that, “The downside of delaying is huge. The fact is, you don’t need a lot of money to have a ball, and you’ll learn everything that you need to know along the way.”

He and Leslie, a CPA by profession, have owned this vintage aluminum cutter for 20 years, and have put her through her paces during that time. Their game plan is to explore French Polynesia, then reassess.

Crewing on the passage west are two salty Navy vets, Jack Oliver and Joe Mobley. Joe’s a former Vietnam POW who is said to possess a great attitude.

**Sarabi — 55’ Custom Cat**
*The Philbrook Family, Victoria*

Undoubtedly one of the newer and more distinctive boats in this year’s fleet, Sarabi is a custom design, launched in 2003. She was built by owners Barry and Karen Philbrook over a three-year period. Construction began shortly after they completed their last voyage, a two-year circuit that took them from Canada to Mexico, out to Hawaii and north to Alaska.

Despite all that, they say, “The South Pacific has been calling us for many years. We’ll get there and see what happens.” This time, they are happy to say that their cruising timetable is open-ended. Crewing, at least to French Polynesia, are their son Mark Philbrook and friend Dave Hutchinson.

**Esprit — Kelly Peterson 46**
*The McWilliam Family, San Diego*

As we went to press, Chay, Katie and their eight-year-old son Jamie were exploring the Galapagos Islands before heading off to the Marquesas.

They’ll undoubtedly feel a great sense of satisfaction when they finally make landfall in French Polynesia, as this is actually their third attempt at Puddle Jumping. In 2004, some sort of nasty flu forced them to turn back, and in ’05 major engine problems caused another delay. But this year, it’s “all systems go!”

Unlike many Puddle Jumpers who’ve sold the ranch and cashed out completely, Chay and Katie still have a business in the States — an engineering firm — which they’ve flown home to check on several times since heading south with the 2003 Ha-Ha rally.

Now, as they sail across the Pacific, their long-term goal is to complete a circumnavigation sometime before Jamie is high school age. Their advice to future cruisers? “Be completely fluid in your cruising plans and accept what happens as what was meant to be.”

**Endeavour — Roberts 40**
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*Vancouver*

Like many cruisers, Kim and Linda got a feel for the cruising life by chartering bareboats in the Caribbean, as well as cruising their home waters.

They left B.C. in the summer of 2004, and intend to spend another
7 to 10 years exploring the world under sail — unless “it’s not fun anymore.” What inspired them to cut the cord? “We love to travel,” they explain. “And, in terms of finances, this was the only way to see the rest of the world.”

Back in the real world, both Kim and Linda had careers in the telephone biz, so we imagine it’s particularly sweet for them to find themselves out on the open water, seemingly light years away from the nearest phone or fax.

**Sandpiper — Yorktown 35**
**Tom & Amy Larson, Oakland**

“You don’t have to be rich to go cruising,” say Tom and Amy. “The majority of the boats out here are just making it happen.”

Linda and Kim of ‘Endeavour’ plan to take their sweet time to circumnavigate.

Tom learned a thing or two about life afloat long before heading south with the Ha-Ha fleet last fall. As a kid, he spent four years living aboard a 50-ft, home-built steel ketch in the Caribbean, and later made his career in the U.S. Coast Guard.

One of the highlights of his 20-year stint as a guardsman was visiting Palau, an island the couple definitely plans to visit during their Pacific circuit, as it is one of Tom’s favorite places on earth.

Amy’s sailing career began seven years ago, after meeting Tom. The first time she crewed for a friend in a race, they ended up on the rocks shortly after the start. “Is this supposed to happen?” she asked.

The pair was married in Vegas not long before the start of the Ha-Ha last year, and, as far as we can tell, they’ve been honeymooning ever since.

**Blessed Be — Morgan 41**
**Jessica Stone, Seattle**

While bio information was still trickling in from those boats about to set sail from mainland Mexico, we were shocked to hear that Blessed Be had dismasted on her approach to Hiva Oa (See Cruise Notes). Remarkably, during the decade we’ve been covering this annual migration, this is the first dismasting that we can recall. (At least one boat dismasted later, however, while en route to Hawaii.)

The good news is that Captain Jessica, passage crewman Mike Irvine and ship’s mascot Kip McSnip, a border collie, were all unharmed.

Jessica tells us that she “tumbled into sailing” 15 years ago, while on sabbatical in the Caribbean — she is a professor and writer. “I fell in love with the sea and all boats, then went home, saved money, bought Blessed Be and untied the docklines!”

She admits to being a reluctant single-hander, but says, “until my knight in shining foulies shows up, it’s better to be out there alone than not out there at all.”

**Aquarelle — Mao Ta 42**
**Ken & Diane Kay, Long Beach**

We haven’t seen Ken and Diane since the end of the last fall’s Ha-Ha rally, but we know they were eager to get to the fabled waters of French Polynesia. In fact, they were one of the first boats in this year’s fleet to make landfall there.

Although we meet lots of folks on the Ha-Ha, we remember this couple well because she was one of several lady captains — she learned to sail at OCC School
of Sailing and Seamanship at the age of 24 — and because he is a music teacher whose favorite instrument is the tuba. Both are battle-hardened teachers who feel their careers have prepared them for the worst: “Bring it on! Twenty-five years of middle school teaching prepares you for anything!” they said prior to the Ha-Ha. “We’re ready for whatever Mother Nature cares to dish out.” Plan A is a complete circumnavigation.

Oz — Talisman 37
John Pasternak & Audrey Schnell
Port Townsend

In their pre-cruising lives, John made his living as a carpenter and Audrey was an epidemiologist. But since officially becoming cruisers two years ago, they’ve fattened their kitty by delivering boats up and down the West Coast.

Just two short years ago, when we met John and Audrey during the 2004 Baja Ha-Ha at the beginning of their cruising career, John said, “The most interesting thing about our entry is that my wife is actually joining me!” Obviously, she has adjusted quite nicely to the cruising life. As we wrote in ’04, “If every sailor’s spouse was so accommodating, there’d be a lot fewer singlehanders out there!”

The game plan now is to do a complete circumnavigation on an open-ended schedule.

Capaz — Perry 48
The Cordill Family, Portland

We don’t know if Tod and Juli are wise about all things, but they certainly made a smart move when they chose to buy this center-cockpit pilothouse ketch. She’d already proven herself during a 2.5-year Pacific circuit by her previous owners — a couple with three boys. Tod and Juli will follow their lead, bringing sons Jake, 11, and Zack, 8, along on the big adventure.

Tod’s fantasies about bluewater cruising began when he first read voyaging tales as a grade-schooler. But the couple decided to turn those dreams into reality just two years ago. During the five months they’ve been out so far, they’ve already learned a lot about family dynamics aboard. “Cruising with children,” they explain, “has its own special rewards and trials.” Here’s a tip for families with
similar ambitions: "Parents cruising with preteens really need to be prepared to sail singlehanded. Because when conditions are less than ideal, one spouse needs to attend to the kids while the other attends to the boat's needs."

Plans are not yet etched in stone — or coconuts. Capt. Capaz may end up in Hawaii by Christmas, or the family may continue west. Tod's nephew, Ryan Howard, is crewing on the Puddle Jump.

**Blue Sky — Down Easter 45**

The Mather Family

Redondo Beach

Jim and Emma say they've been talking about going cruising for 14 years. About seven years ago, however, they seriously put the plan into action.

So why go this year? "The children hit what we consider to be the Golden Age," explains Jim. "We plan to circumnavigate over a 5- to 7-year period, which will allow us to return to the U.S. when the children will likely need to be with 'their own kind!'" The kids, Phoebe and Drake, are currently 7 and 6 respectively. During the past 10 years, Jim and Emma have raced and cruised extensively in SoCal and Mexico. They bought Blue Sky in the fall of '04, and in less than a year and a half, "replaced nearly every item on the boat." They set out with the kids on this cruise just last December.

We'll call it a 'wrap' here, as we've profiled all the folks we have info on. Undoubtedly there are others making the crossing this year who didn't make it onto our radar screen — not everyone is eager to attain their 15 minutes of fame. In any case, we wish them all fair winds and the best of luck as they pursue the sort of adventures that many of us back home wish we were having.

— **latitude/act**

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Cindy and Joe of 'Maggie Drum' have found the perfect means of escape.

Meet the fleet. According to one Jumper, this year's Zihua contingent is "a bunch of anarchists." As such, they didn't identify themselves when they sent in this photo. But they know who they are — in fact, they'll probably get to know themselves better than ever during the 3,000-mile passage.
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Blessed Be — Morgan 41
Jessica Stone
Seattle

While bio information was still trickling in from those boats about to set sail from mainland Mexico, we were shocked to hear that Blessed Be had dismasted on her approach to Hiva Oa (See Cruise Notes). Remarkably, during the decade we’ve been covering this annual migration, this is the first dismasting that we can recall. (At least one boat dismasted later, however, while en route to Hawaii.)

The good news is that Captain Jessica, passage crewman Mike Irvine and ship’s mascot Kip McSnip, a border collie, were all unharmed.

Jessica tells us that she “tumbled into sailing” 15 years ago, while on sabbatical in the Caribbean — she is a professor and writer. “I fell in love with the sea and all boats, then went home, saved money, bought Blessed Be and untied the docklines!”

She admits to being a reluctant single-hander, but says, “until my knight in shining foulies shows up, it’s better to be out there alone than not out there at all.”

Aquarelle — Mao Ta 42
Ken & Diane Kay, Long Beach

We haven’t seen Ken and Diane since the end of the last fall’s Ha-Ha rally, but we know they were eager to get to the fabled waters of French Polynesia. In fact, they were one of the first boats in this year’s fleet to make landfall there.

Although we meet lots of folks on the Ha-Ha, we remember this couple well because she was one of several lady captains — she learned to sail at OCC School.
of Sailing and Seamanship at the age of 24 — and because he is a music teacher whose favorite instrument is the tuba. Both are "battle-hardened" teachers who feel their careers have prepared them for the worst: "Bring it on! Twenty-five years of middle school teaching prepares you for anything!" they said prior to the Ha-Ha. "We're ready for whatever Mother Nature cares to dish out." Plan A is a complete circumnavigation.

Oz — Talisman 37
John Pasternak & Audrey Schnell
Port Townsend

In their pre-cruising lives, John made his living as a carpenter and Audrey was an epidemiologist. But since officially becoming cruisers two years ago, they've fattened their kitty by delivering boats up and down the West Coast.

Just two short years ago, when we met John and Audrey during the 2004 Baja Ha-Ha at the beginning of their cruising career, John said, "The most interesting thing about our entry is that my wife is actually joining me!" Obviously, she has adjusted quite nicely to the cruising life. As we wrote in '04, "If every sailor's spouse was so accommodating, there'd be a lot fewer singlehanders out there!"

The game plan now is to do a complete circumnavigation on an open-ended schedule.

Capaz — Perry 48
The Cordill Family, Portland

We don’t know if Tod and Juli are wise about all things, but they certainly made a smart move when they chose to buy this center-cockpit pilothouse ketch. She’d already proven herself during a 2.5-year Pacific circuit by her previous owners — a couple with three boys. Tod and Juli will follow their lead, bringing sons Jake, 11, and Zack, 8, along on the big adventure.

Tod’s fantasies about bluewater cruising began when he first read voyaging tales as a grade-schooler. But the couple decided to turn those dreams into reality just two years ago. During the five months they’ve been out so far, they’ve already learned a lot about family dynamics aboard. "Cruising with children," they explain, "has its own special rewards and trials." Here’s a tip for families with...
similar ambitions: "Parents cruising with preteens really need to be prepared to sail singlehanded. Because when conditions are less than ideal, one spouse needs to attend to the kids while the other attends to the boat's needs."

Plans are not yet etched in stone — or coconuts. Capaz may end up in Hawaii by Christmas, or the family may continue west. Tod's nephew, Ryan Howard, is crewing on the Puddle Jump.

**Blue Sky — Down Easter 45**
The Mather Family
Redondo Beach

Jim and Emma say they've been talking about going cruising for 14 years. About seven years ago, however, they seriously put the plan into action.

So why go this year? "The children hit what we consider to be the Golden Age," explains Jim. "We plan to circumnavigate over a 3- to 7-year period, which will allow us to return to the U.S. when the

Phoebe, 7, and Drake, 6, are about to get an education in the 'school of life'.

children will likely need to be with 'their own kind!' The kids, Phoebe and Drake, are currently 7 and 6 respectively.

During the past 10 years, Jim and Emma have raced and cruised extensively in SoCal and Mexico. They bought Blue Sky in the fall of '04, and in less than a year and a half, "replaced nearly every item on the boat." They set out with the kids on this cruise just last December.

We'll call it a 'wrap' here, as we've profiled all the folks we have info on. Undoubtedly there are others making the crossing this year who didn't make it onto our radar screen — not everyone is eager to attain their 15 minutes of fame. In any case, we wish them all fair winds and the best of luck as they pursue the sort of adventures that many of us back home wish we were having.

— latitude/aet
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What was the reaction of Montana-based sculptor Jack Muir after he, for the second year in a row, corrected out first of 29 boats to win the 14th annual Banderas Bay Regatta?

“We love this event, as the conditions and venue are perfect — and just can’t believe that more sailors don’t do it.”

Our sentiments exactly. If God wanted to bless humans with ideal conditions for a fun cruisers’ regatta, he’d create a place with consistent 10 to 18 knots of wind and flat water on a beautiful bay in the tropics. In fact, he did create just such a place — Banderas Bay. And because he’s a nice guy, he made it only three hours by air from San Francisco. What’s more, he allowed a benevolent guy, Graziano, to build a lovely resort there with a great marina, and prompted an even more benevolent old mariner,
Terry O'Rourke, to create an event with no entry fee, but which hands out a total of $2,000 in prize money to the top three decorated boats.

Indeed, there are two things in life we flat out don’t understand. One is the success of a T&A-themed ‘family’ restaurant.

MARCH MARITIME MADNESS

A chain named Hooters, and the other is why more sailors don’t participate in the Banderas Bay Regatta. In this four-day event, held March 30 - April 2 this year, there’s room for everyone from semi-serious racers with boats such as Jeanneau 40s, and ultra-relaxed racers like Guillermo Semeyn, who has an absolute blast — and does well — flying working sails on his heavy displacement Challenger 32.

The 11th Commandment should be that, if you have a boat in Mexico, thou shalt have fun by sailing in the BBR. And if thou currently be stuck in a job in the States, thou shalt take a long weekend to race with friends and thereby celebrate God’s great creation.

To each their own, of course, and we’ll let the photos do the talking. For those who might be interested in participating next year, the event will be held sometime in March. The exact dates haven’t been set, as it will have to be scheduled around the J/24 Worlds. That’s correct, that prestigious international class has decided that the Banderas Bay Regatta conditions and venue are exactly what they’ve been looking for.

— latitude/rs

Multihulls: 1) Profligate, Custom 63, Doña de Mallorca, Emiliano Zapata, MX; 2) Humu-Humu, Morrelli-Choy 70, David Crowe, Marina Paradise, MX.

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Class 5: 1) Glory, Catalina 36, Mark McMik, Vancouver, BC; 2) Escape Velocity, S2-7.9, Ivan Murphy, Sun City, AZ; 3) Persistence, Peterson 45, Tom Hoffman, Garberville; 4) Albatross, Edward Bessinger, Big Sea 40, Union, MI; 5) Deju Vu Again, Beneteau 390, Andrew Schwartz, Puerto Vallarta; 6) Moonshadow, Morgan 38, Charles Naslund, Whittier.

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TAHITI PEARL REGATTA —
Although only a whisper of wind was blowing across Bora Bora’s glassy lagoon as we approached the downwind start of Race Two, it gave the 29-boat fleet just enough pressure to keep drifting forward as if in slow motion, with spinnakers loosely inflated. Less than a hundred yards ahead lay the narrow cut in the island’s fringing reef, beyond which the deep blue waters of the South Pacific glistened in the muted tropical sunlight.

A look back toward the island’s craggy, toothlike pinnacles revealed an ominous carpet of black clouds, fast approaching. Suddenly, the light breeze turned cool and shifted 15°, creating turmoil on every foredeck as the chutes began to twist and collapse. A minute later, the black squall hit with a vengeance. In less than 10 seconds the wind increased from 3 to 22 knots, causing two smaller boats ahead of us to spin out wildly, while the rest of the fleet took off like a rifle shot through the cut. “Yahoo!” someone yelled. The race was on! Even at a ‘fun regatta’ such as this, a bit of adrenal excitement gets everyone into the competitive spirit.

Spread: Racing outside Bora Bora’s fringing reef. Insets, left to right: “Coconut milk anyone?”; spirited young dancers entertained nightly; playing sweet island tunes; a conch shell trumpeter salutes the fleet.
The broad range of conditions gave the fleet a bit of everything. Below: Light air reaching during the Prologue. Inset: Bashing upwind to Huahine during Race Three.

We’d flown out to these picture-perfect Tahitian islands to experience an event little known to North Americans, the third annual Tahiti Pearl Regatta. Held March 9-12 this year, it was conceived by a handful of Frenchmen-in-residence — members of the Sailing Club of Raiatea — as a means of celebrating both the traditional culture and prime sailing conditions of Tahiti’s Leeward Islands, ‘Les îles Sous Le Vent’. This year, the Tahiti Tourism organization and local charter operators got behind the event in a big way, encouraging sailors from Europe and a variety of Pacific Basin countries to participate.

For this writer and several other foreign journalists covering the event, this was our first glimpse of these lush, dramatically sculpted islands, and our first sampling of the rich Polynesian culture, elements of which have remained largely intact for thousands of years. Upon arrival at Papeete’s international airport, we were greeted by a burly Tahitian with an ear-to-ear smile: “La Orana!” he said. “Welcome to my island.” The fresh flower leis he placed around our necks bathed our senses in an invisible cloud of sweet, natural fragrance, and we knew instantly that we were going to enjoy our stay. Talk about ‘aromatherapy’! With such traditions, it’s no wonder Tahitians seem to be genuinely friendly and cheerful.

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Roughly half the fleet were privately owned boats crewed by French-Tahitians, some sponsored by local businesses. The rest were chartered bareboats, ranging from 43 to 52 feet. Although spinnaker racing would be a strict taboo in most yacht chartering venues, the three local operators, The Moorings, Sunsail and Tahiti Yacht Charters, were fully behind the event, somehow coming up with spinnakers (but no poles) for each competing boat. All competing boats, by the way, were carefully measured and handicapped by the Tahiti Sailing Club.
Federation.

To organizers, one of the main goals of the Pearl Regatta is to showcase the continuing importance of age-old Polynesian cultural traditions. With that in mind, nightly buffet dinners ashore featured feasts of barbecued fish and pork, fresh salads and various preparations of tropical veggies such as poi, taro and breadfruit. Every night, local musicians playing guitars, ukuleles and drums accompanied troupes of dancers. Solidly built, bare-chested men wearing only flower-print pareos and palm headbands took center stage. Like the legendary ‘wahines’ immortalized in literature, their hips gyrated with such amazing fluidity that their spines appeared to be made of rubber. The first night’s festivities were held at the Hawaiki Nui Hotel on the Uturoa waterfront, while successive nights’ parties were staged on idyllic, uninhabited motus (islets).

The fleet assembled early Friday morning for the 25-mile run to Bora Bora. Near the starting line, a jolly Tahitian in an outrigger canoe saluted the fleet with long blasts on his conch-shell trumpet. With only a light wind blowing, it was a slow crawl across the lagoon to the passage through the reef. But once outside, a moderate breeze kept the chutes drawing nicely. After the first few boats had crossed the finish line just inside Bora Bora’s breaking reef, a squall came through which shook up the rankings, as some boats found themselves parked in windless holes.

Although lavish waterside hotels occupy some parts of the Bora Bora coastline, fleet members seemed happy that organizers had chosen an undeveloped, palm-fringed motu for the evening’s festivities. Fueled by exhilaration on the water, local Hinano beer and, in some cases, a few ‘petite punch’ cocktails, camaraderie among competitors continued to build. With their good-natured rowdiness, the Tahiti Nui airline team from Papeete, who’d dubbed themselves “Les Boulets,” were doing their best to earn a reputation as the fleet’s most spirited entry. This night, in addition to musicians and dancers, a local chieflain wearing an elaborately feathered robe and headdress gave a ceremonial blessing to the fleet.

In contrast to Newton’s laws of physics, in yacht racing whatever goes down(wind), must come back up. So after the dramatic start described in our intro, the 25-mile Bora Bora to Tahaa Race...
TAHITI PEARL REGATTA —

his double-ended torch like a majorette in a marching band, then held its fiery ends with his hands and feet. When he passed it beneath his loincloth, however, he definitely earned our vote as the bravest man on the island — as if there was any doubt.

As with ‘fun regattas’ elsewhere, the Tahiti Pearl is calendared prior to the peak summer sailing season, which results in plenty of bareboats being available, and very few other boats occupying the anchorages. The downside, if you can call it that, is that weather conditions are more changeable. We saw a bit of everything during the four-day contest: rain squalls and brilliant sunshine, 5-knot days and 25-knot days. Taken as a whole, the variety of conditions added

Clockwise from upper left: A warm Polynesian greeting at the start of Race One; a black squall hastened the getaway from Bora Bora; the New Caledonia team works for position; ghosting through the Raiatea lagoon; ‘Le Sylphe’s young crew were fine sailors; playing with fire; the fleet’s only singlehander skirts a shallow reef; event organizer Stephanie Betz skippered ‘Inch Allah’ with an all-girl crew; a Tahitian oarsman stops by to chat; sailing away from Raiatea’s breaking reef.
to the overall challenge.

Appropriately, the biggest winds came on the final day, with 20+ knots all day. Race Three’s target, the sparsely developed island of Huahine, lay 23 miles to the east, dead to windward. But before fleet members could battle their way east, they had to ‘run the gauntlet’ through a relatively narrow cut in the Tahaa’s eastern reef, against steep 5-foot swells. We’d bet this unplanned obstacle gave every skipper another big shot of adrenalin.

After clearing the reef, the fleet spread out quickly, and it soon became obvious that some bareboat types had much better pointing abilities than others. In most cases, though, similar boat types enjoyed close boat-for-boat rivalries.

With Huahine’s lofty peaks and verdant slopes looming in the distance, we allowed ourselves to daydream that we were about to make landfall at the end of a long Pacific passage. Unlike more sheltered bareboating venues, the openwater, interisland crossings here give charterers a healthy taste of true ocean voyaging.

As fleet members came ashore that afternoon for a final party and awards ceremony, a line of cheerful Tahitian ladies
A crewman chills out after the long beat to Hua-hine with a cool Hinano beer — the beverage of choice among local sailors.

waited on the wharf to greet each racer with a shell necklace and a smile, as a quartet of musicians sang and played in the distance. The guest of honor at the prize-giving was Mr. Jacqui Drollet, vice president of French Polynesia, a warm and accessible politician, if ever there was one. He warmly welcomed us all to his islands, and encouraged us to extend his invitation to our countrymen to participate in future Tahiti Pearl Regattas.

Although those who won top honors took home authentic pearl necklaces or handmade trophies, it’s probably safe to say that all who participated came away feeling like winners, simply for having been lucky enough to participate. (For complete results, see the website listed below.)

By air, the Tahitian islands lie only seven hours from the West Coast — half the time it takes to get to the Caribbean. But when you consider how different the style of living is there, they might as well be on another planet. Touring the Leewards under sail, you quickly realize why authors of old characterized these islands as an “earthly paradise” where life is meant to be enjoyed. Still today, many islanders live in peaceful harmony with the land and sea, as they’ve done for more than 1,200 years. Despite the presence of modern infrastructure, this is a place where outrigger canoe races and tattoo festivals are among the most highly anticipated annual events; a place where armloads of fragrant, fresh-picked flowers are arranged as table decorations with the casualness that a Californian would throw together a dinner salad.

Tahiti’s Leeward Isles form an idyllic cruising ground that every sailor should experience at least once, and we can’t think of a better excuse to visit them than by taking part in next year’s Tahiti Pearl Regatta. Trust us, you’ll be glad you did.

— latitude/aet

Dates and entry info for the 2007 event will soon be announced at www.tahitipearlregatta.org.pf. Be aware also, that special incentives may be offered to potential North American entries, such as discounts on bareboat charter rates, and possibly also on air fares.

The generous sponsorship of the following businesses made this event possible at minimal cost to entrants: Tahiti Tourisme, Air Tahiti Nui, Pearl Resorts, Perles de Tahiti, the Raiatea Hakai Nui Hotel, Coco Vanille, Archipels Croisières and the Tahiti Intercontinental Resort.

For further information: 593-4-2783190 / 593-4-2206134 or email info@puertolucia.com.ec, www.puertolucia.com.ec
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To organizers, one of the main goals of the Pearl Regatta is to showcase the continuing importance of age-old Polynesian cultural traditions. With that in mind, nightly buffet dinners ashore featured feasts of barbecued fish and pork, fresh salads and various preparations of tropical veggies such as poi, taro and breadfruit. Every night, local musicians playing guitars, ukuleles and drums accompanied troupes of dancers. Solidly built, bare-chested men wearing only flower-print pareos and palm headbands took center stage. Like the legendary ‘wa’ahines’ immortalized in literature, their hips gyrated with such amazing fluidity that their spines appeared to be made of rubber. The first night’s festivities were held at the Hawaiki Nui Hotel on the Uturoa waterfront, while successive nights’ parties were staged on idyllic, uninhabited motus (islets).

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Although lavish waterside hotels occupy some parts of the Bora Bora coastline, fleet members seemed happy that organizers had chosen an undeveloped, palm-fringed motu for the evening’s festivities. Fueled by exhilaration on the water, local Hinano beer and, in some cases, a few ‘petite punch’ cocktails, camaraderie among competitors continued to build. With their good-natured rowdiness, the Tahiti Nui airline team from Papeete, who’d dubbed themselves “Les Boulets,” were doing their best to earn a reputation as the fleet’s most spirited entry. This night, in addition to musicians and dancers, a local chieftain wearing an elaborately feathered robe and headdress gave a ceremonial blessing to the fleet.

In contrast to Newton’s laws of physics, in yacht racing whatever goes down(wind), must come back up. So after the dramatic start described in our intro, the 25-mile Bora Bora to Tahaa Race was a hard-fought beat back to the vast lagoon which surrounds the sister isles of Raiatea and Tahaa.

Anchored in shallow water off another picture-perfect motu, some racers went off to snorkel the nearby reefs before heading ashore for the evening’s fête. This time the highlight was a fire-dancer, whose body was tattooed from head to toe with intricate designs which were undoubtedly inspired by ancient Polynesian motifs. To the cadence of several drummers, he wowed the crowd by twirling...
his double-ended torch like a majorette in a marching band, then held its fiery ends with his hands and feet. When he passed it beneath his loincloth, however, he definitely earned our vote as the bravest man on the island — as if there was any doubt.

As with ‘fun regattas’ elsewhere, the Tahiti Pearl is calendared prior to the peak summer sailing season, which results in plenty of bareboats being available, and very few other boats occupying the anchorages. The downside, if you can call it that, is that weather conditions are more changeable. We saw a bit of everything during the four-day contest: rain squalls and brilliant sunshine, 5-knot days and 25-knot days. Taken as a whole, the variety of conditions added...
to the overall challenge.

Appropriately, the biggest winds came on the final day, with 20+ knots all day. Race Three’s target, the sparsely developed island of Huahine, lay 23 miles to the east, dead to windward. But before fleet members could battle their way east, they had to ‘run the gauntlet’ through a relatively narrow cut in the Tahaa’s eastern reef, against steep 5-foot swells. We’d bet this unplanned obstacle gave every skipper another big shot of adrenalin.

After clearing the reef, the fleet spread out quickly, and it soon became obvious that some bareboat types had much better pointing abilities than others. In most cases, though, similar boat types enjoyed close boat-for-boat rivalries.

With Huahine’s lofty peaks and verdant slopes looming in the distance, we allowed ourselves to daydream that we were about to make landfall at the end of a long Pacific passage. Unlike more sheltered bareboating venues, the open-water, interisland crossings here give charterers a healthy taste of true ocean voyaging.

As fleet members came ashore that afternoon for a final party and awards ceremony, a line of cheerful Tahitian ladies...
A crewman chills out after the long beat to Huahine with a cool Hinano beer — the beverage of choice among local sailors.

waited on the wharf to greet each racer with a shell necklace and a smile, as a quartet of musicians sang and played in the distance. The guest of honor at the prize-giving was Mr. Jacqui Drollet, vice president of French Polynesia, a warm and accessible politician, if ever there was one. He warmly welcomed us all to his islands, and encouraged us to extend his invitation to our countrymen to participate in future Tahiti Pearl Regattas.

Although those who won top honors took home authentic pearl necklaces or handmade trophies, it’s probably safe to say that all who participated came away feeling like winners, simply for having been lucky enough to participate. (For complete results, see the website listed below.)

By air, the Tahitian islands lie only seven hours from the West Coast — half the time it takes to get to the Caribbean. But when you consider how different the style of living is there, they might as well be on another planet. Touring the Leewards under sail, you quickly realize why authors of old characterized these isles as an “earthly paradise” where life is meant to be enjoyed. Still today, many islanders live in peaceful harmony with the land and sea, as they’ve done for more than 1,200 years. Despite the presence of modern infrastructure, this is a place where outrigger canoe races and tattoo festivals are among the most highly anticipated annual events: a place where armloads of fragrant, fresh-picked flowers are arranged as table decorations with the casualness that a Californian would throw together a dinner salad.

Tahiti’s Leeward Isles form an idyllic cruising ground that every sailor should experience at least once, and we can’t think of a better excuse to visit them than by taking part in next year’s Tahiti Pearl Regatta. Trust us, you’ll be glad you did.

— latitude/aet

Dates and entry info for the 2007 event will soon be announced at www.tahitipearlregatta.org.pf. Be aware also, that special incentives may be offered to potential North American entries, such as discounts on bareboat charter rates, and possibly also on air fares.

The generous sponsorship of the following businesses made this event possible at minimal cost to entrants: Tahiti Tourisme, Air Tahiti Nui, Pearl Resorts, Perles de Tahiti, the Raiatea Hawaiki Nui Hotel, Coco Vanille, Archipels Croisières and the Tahiti Intercontinental Resort.
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For expert sales and installation of all rigging, give us a call. Hansen Rigging is trusted by more marine professionals throughout the Bay Area and worldwide to get the job done right.
“No way!” my friend said, shaking his head. “The last time I went out on the ocean I got so sick I was afraid I was going to die...”

“I know the rest,” I answered. “And then you got so sick you were afraid you were going to live...”

“You got it. So I think I’ll pass on Saturday’s ocean race, as much as I enjoy sailing with you, Max.”

The conversation was taking place over the barbecue grill following our yacht club’s weekly beer can race. I was recruiting for the ocean race that weekend, and I was still a few hands short.

“You could eat canned peaches for breakfast,” suggested another sailor with a smirk. “They taste just as good coming up as going down!”

“I’ve tried that,” the crew prospect answered grimly, making a face as if fighting off some terrible memory, “and it’s not true. The only thing that works for me is to stay away from the ocean.”

“But hardly anyone gets seasick on my boat,” I boasted, stretching the truth.

“Thanks, but I’m just not going to risk it. Someday maybe there’ll be a good way of predicting which boats and conditions will make people seasick, but until then I’m staying inshore.”

“But that ‘someday’ is like, today!”

The new voice came from Lee Helm, who had edged through the crowd around the grill to tend to her halibut fillet. “If you can produce seasickness in the lab, you’re pretty far along to finding a cure.”

Lee hadn’t been sailing that evening, but apparently had snuck into the weekly post-race barbecue.

“What a surprise, Lee. Will you be joining us for dinner?”

“We already signed in as your guests, Max. It’s a cheap feed for us starving students.”

It wasn’t just Lee who was mooching on the low-cost meal, heavily subsidized by race entry fees and bar profits. She had brought a gaggle of her fellow grad students. If they were sailors, this could solve my crew shortage problem.

She introduced them as they crowded around the grill to tend to their dinners: A math major, a physics post-doc, and a physiology researcher. Unfortunately, none of them had any racing experience, but if their stomachs were strong, I could still use them to fill out my crew.

“What’s this about predicting seasickness?” I asked.

“We call it oculovestibular-induced gastric response,” said the physiologist.

“You’re not going to show us that hokey eyeball test again, are you?”

“It’s simply a matter of applying the appropriate filters and transfer functions to the expected sea spectrum, and then checking for a match with the sensitive frequencies,” explained the mathematician.

“You know, that doesn’t help me very much.”

“Okay, first you start with the sea spectrum.” Lee tried to explain.

“Sea spectrum?”

“For sure. You know, the energy density as a function of frequency.”

“You’re going to have to back up a little further.”

Lee sighed. “It’s like, basic frequency-domain analysis,” she said as she searched my expression for some hint of comprehension. Finding none, she sighed again and started over.

“Let’s say you have 4-foot high wind waves, every 6 seconds. And there’s also like, a 6-foot swell every 18 seconds.”

“Been there, done that,” said my racing friend.

“Just the thought of the way those two wave systems combine, especially when they’re coming from different directions, starts the tide rising in my stomach.”

“But like, the whole idea of frequency domain is that you keep each wave frequency separate, for calculation purposes. If you plot wave energy as a function of frequency, you get two spikes. One at about one-third radian per second, and one at about one-third radian per second.”

She drew a small diagram on her paper plate.

“If you can produce seasickness in the lab, you’re pretty far along to finding a cure.”
with the water. And like, at some intermediate frequencies, the boat might be out of phase or in some kind of resonant response. The motion of the boat is related to the motion of the water by a set of operators called ‘response amplitude operators.’

“Transfer functions,” said the mathematician.

“Think of it as a band-pass filter,” explained the physicist. “Some frequencies get through, some don’t. And some are amplified or phase-shifted. But the frequency of the response is the same as the frequency of the input, and we can add up the contributions of each frequency when we’re done.”

“Okay,” I said as I flipped my steak on the grill. “Where is this going?”

“It turns out,” said the physiologist, “that motion sickness is caused primarily by vertical oscillatory motion at a frequency of about one radian per second.”

“I think I remember what a radian is,” I said. “57.3 degrees?”

“For you, Max, think of a frequency of one radian per second as a period of two pi seconds, or 6.3 seconds between waves.”

“That’s where the motion sickness susceptibility peaks,” noted the physiologist.

“So how does that help me predict...”

“We’re getting to that. If the swell condition is reported to have a 10 second period, for example, then the crest-to-crest wavelength will be 512 feet, and the speed of the wave will be...” (two of the students pulled out pocket computers, while Lee raced them on her more instantly accessible calculator watch) “...30.3 knots!”

“How do you know that? Can’t the waves be going at any speed?”

“No. Not in deep water. Wavelength in feet is always 5.121 times the wave period in seconds.”

“Or G over two pi, in consistent units,” said the physicist.

“And then the speed of the wave in knots,” Lee continued, “is like, always 1.34 times the square root of wavelength in feet. That’s just the same as the so-called ‘hull speed’ formula.”

“Square root of G L over two pi,” the physicist added.

“Now consider forward boat speed,” said Lee. “If you are like, unfortunate enough to be on a powerboat going 15 knots into the swells...”

There was another flurry of key clicking and stylus scratching as Lee’s classmates worked out the next part of the example.

“They’ll hit a swell crest every 6.7 seconds,” said the physicist.

“Which makes the frequency 1.07 radians per second, right at the peak of human response.”

“I promise not to go 15 knots to weather in a 10 second swell,” I said.

“Does that mean nobody will get sick?”

“No way. That’s just a simplified example. I mean if we used like, a real sea spectrum with energy distributed over a range of different wave frequencies, and real response amplitude operators for the boat, and then worked out the vertical motions of the part of the vessel where people would be sitting, then we could make a pretty good prediction of how likely it would be for the crew to lose their lunch. On the average.”

“But how do you account for the individual differences in human response?” I asked. “We know that some people have cast iron stomachs, and some get queasy just looking out the window of a waterfront restaurant.”

“That’s what our current project is all about,” said the physiologist. “We’re simulating seasickness in software.”

“Not entirely in software,” corrected the mathematician. “We use virtual reality goggles and our computer controlled see-saw.”

“Guys,” Lee admonished, “we’re like, not really supposed to be talking about this. I mean, they did give us security clearance to work on the project.”

“Guys,” Lee whispered. “But don’t tell this crowd what we’re really doing.”

“With the gadgetry they’re cooking up, you could get pre-adapted right at your own desk.”
“S
o you claim,” asked my nausea
prone friend, “that you can assess any
individual’s propensity to seasickness
without ever sending them out to sea,
just by having them put on the VR
goggles and sending them up and down
on a see-saw?”

The students nodded.
“Deadly accurate,” said the
math major. “Of course, we’ve
had to clean up the lab a few
times . . . ”

“And the government
thinks this is important
enough to fund university
research, and then classify it
as secret?”

“That’s the part they’ll admit to,” I
said. “Must be something more impor-
tant going on.”

“Seems to me,” said another sailor,
“that if you can produce
seasickness in the lab, you’re
pretty far along on the road
to finding a cure.”

“The drugs are like, al-
ready out there,” said Lee,
“and they work most of the
time on most people.”

“But they all have side
effects that degrade human
performance,” noted the
physiologist.

“That means my fish is
done!” said Lee when her watch alarm
started to beep. “See you inside.”

Lee’s friends finished cooking their
dinners too, but try as we might, we
couldn’t pry another word out of them
about their secret military research
project.

“What could they possibly be up to?”
asked one of the sailors.

“It couldn’t be a pharmaceu-
tical solution,” surmised the doctor. “Not enough
medical chops on that team. Must be
some other approach. But that physi-
ology student seems to know her stuff.”

“Well, think of what really does cure
seasickness,” said the Bay sailor.

“Dry land?”

“No, there’s one other thing.”
We were all stymied.

“Time!” he said. “Adaptation! Think
of the people you’ve sailed with on long
races who have been deathly ill for the
first two days.”

“There’s been one on every boat
I’ve raced on,” said a long-time ocean
racer. “We stuff them in a pilot berth
and change their bucket every hour or
two.”

“And what are those people like on the
morning of day three?”

“They’re the greatest shipmates in the
world! After 48 to 72 hours of intense
torture and dehydration, they finally get up,
realize they are on the ocean, and finally
— after years of difficulty — finally they
are in the ocean, in nice big waves, and
not a bit seasick! You never saw such
happy sailors. First they announce how
great they feel, then they say how hungry
they are, then they eat a triple breakfast,
and they’re glad to be alive for the rest of
the day. The rest of the race, even.”

“Sounds like those people should only
do races that are shorter than six hours
or longer than six days.”

“Right. But what’s the point? The
point is that the only really natural cure
for seasickness is adaptation. And with
the gadgetry those researchers are cook-
ing up, you could get pre-adapted right
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“You’d have to keep the wastebasket
close at hand.”

“Yes, there’s that. But imagine the
possibilities. Dial in the predicted
weather, the — what did she call them?
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and you get a simulated acclimatization
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“Now that would be worth a govern-
ment grant,” I allowed as I scraped my
steak off the grill, probably a bit over-
done.

“I wonder what kind of visuals they
send into those VR goggles when some-
one sits on the oscillating chair?” said
the doctor.

“After dinner, let’s buy those kids some drinks!”

We did buy them drinks, but all we could get out of them was another demonstration of the eyeball test. Lee administered it to me first.

“Stare at my nose,” she instructed. “Now heel your head over slowly to port, then to starboard. Keep looking at my nose the whole time.”

I did as she instructed, and she pronounced that my susceptibility was in the ‘moderate-to-high’ range, but that I probably go out sailing often enough to maintain some level of adaptation.

“Well, I did get sick on occasion when I first started ocean racing,” I admitted. Next, she tested some other racers, with results ranging from ‘cast iron’ to ‘stay away from windows with views of the Bay’. She wasn’t always right, but it was a good party trick.

“What about you and your research team?” I asked. “How do you test out?”

“If you know how the test works it’s easy to beat,” explained the physiologist. “Besides, we’re all pre-adapted after playing with our research apparatus.”

“Great!” I said. “Who wants to sail around the Farallones this Saturday? Lunch and dinner included!”

“His boat feeds pretty good,” Lee advised.

That was enough to sign up a crew. Lee was busy windsurfing, but the other three did well for novice sailors, considering how windy and rough it was in the ocean that day. And they didn’t show a hint of mal de mer. Unfortunately, I can’t say the same for the skipper.

— max ebb
“N o way!” my friend said, shaking his head. “The last time I went out on the ocean I got so sick I was afraid I was going to die . . .

“I know the rest,” I answered. “And then you got so sick you were afraid you were going to live . . .”

“You got it. So I think I’ll pass on Saturday’s ocean race, as much as I enjoy sailing with you, Max.”

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“You could eat canned peaches for breakfast,” suggested another sailor with a smirk. “They taste just as good coming up as going down!”

“I’ve tried that,” the crew prospect answered grimly, making a face as if fighting off some terrible memory, “and it’s not true. The only thing that works for me is to stay away from the ocean.”

“But hardly anyone gets seasick on my boat,” I boasted, stretching the truth just a little. “It has a very easy motion for me to stay away from the ocean.”

“You’re going to have to back up a little,” I said. “You know, the energy density as a function of frequency.”

“For sure. You know, the energy density as a function of frequency.”

“Just the thought of those two wave systems combine, especially when they’re coming from different directions, starts the tide rising in my stomach.”

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“But that ‘someday’ is like, today!”

The new voice came from Lee Helm, who had edged through the crowd around the grill to tend to her halibut fillet. “We do have some good methods for predicting seasickness,” she continued. “And if you’re done with that spatula, I need to turn my fish.”

L ee hadn’t been sailing that evening, but apparently had snuck into the weekly post-race barbecue.

“What a surprise, Lee. Will you be joining us for dinner?”

“We already signed in as your guests, Max. It’s a cheap feed for us starving students.”

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“Now the fun part,” said Lee. “You have a relationship between the motion of the water and the motion of the boat. Actually, it’s between the waves and the one point on the boat where you’re sitting. All degrees of freedom that contribute to motion at that point need to be considered — but like, for now let’s just look at up-and-down motion to simplify this a little. At low frequencies — you know, long swells — up-and-down water motion translates to the identical up-and-down boat motion. At very high frequencies — which means very small waves — the boat doesn’t move at all . . .

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The ‘eyeball test’ for susceptibility to seasickness: If the eyes remain centered when the head rocks, the stomach is steady. If the eyes roll to the high side, make sure there’s a clear path to the leeward rail.

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"Guys," Lee admonished, "we’re not really supposed to be talking about this. I mean, they did give us security clearance to work on the project."

"This part is public," protested the physiologist. "It’s the official cover story."

"Okay," whispered Lee. "But don’t tell this crowd what we’re really doing."

"With the gadgetry they’re cooking up, you could get pre-adapted right at your own desk."
“So you claim,” asked my nausea-prone friend, “that you can assess any individual’s propensity to seasickness without ever sending them out to sea, just by having them put on the VR goggles and sending them up and down on a see-saw?”

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“The drugs are like, already out there,” said Lee, “and they work most of the time on most people.”

“But they all have side effects that degrade human performance,” noted the physiologist.

“That means my fish is done!” said Lee when her watch alarm started to beep. “See you inside.”

Lee’s friends finished cooking their dinners too, but try as we might, we couldn’t pry another word out of them about their secret military research project.

“What could they possibly be up to?” asked one of the sailors.

“It couldn’t be a pharmaceutical solution,” surmised the doctor. “Not enough medical chops on that team. Must be some other approach. But that physiology student seems to know her stuff.”

“Well, think of what really does cure seasickness,” said the Bay sailor.

“Dry land?”

“No, there’s one other thing.”

We were all stymied.

“Time!” he said. “Adaptation! Think of the people you’ve sailed with on long races who have been deathly ill for the first two days.”

“There’s been one on every boat I’ve raced on,” said a long-time ocean racer. “We stuff them in a pilot berth and change their bucket every hour or two.”

“And what are those people like on the morning of day three?”

“They’re the greatest shipmates in the world! After 48 to 72 hours of intense torture and dehydration, they finally get up, realize they are on the ocean, and finally — after years of difficulty — finally they are in the ocean, in nice big waves, and not a bit seasick! You never saw such happy sailors. First they announce how great they feel, then they say how hungry they are, then they eat a triple breakfast, and they’re glad to be alive for the rest of the day. The rest of the race, even.”

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“You’d have to keep the wastebasket close at hand.”

“Yes, there’s that. But imagine the possibilities. Dial in the predicted weather, the — what did she call them? — the response operators of your boat, and you get a simulated acclimatization session. When the race starts, your inner ear is acting like it’s already been at sea for three days!”

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W e did buy them drinks, but all we could get out of them was another demonstration of the eyeball test. Lee administered it to me first.
“S t a r e  a t  m y  n o s e , ”  s h e  i n s t r u c t e d .
“N ow heel your head over slowly to port, then to starboard. Keep looking at my nose the whole time.”

I did as she instructed, and she pronounced that my susceptibility was in the ‘moderate-to-high’ range, but that I probably go out sailing often enough to maintain some level of adaptation.

“W ell, I did get sick on occasion when I first started ocean racing,” I admitted. Next, she tested some other racers, with results ranging from ‘cast iron’ to ‘stay away from windows with views of the Bay’. She wasn’t always right, but it was a good party trick.

“W hat about you and your research team?” I asked. “How do you test out?”
“If you know how the test works it’s easy to beat,” explained the physiologist. “Besides, we’re all pre-adapted after playing with our research apparatus.”

“G reat!” I said. “Who wants to sail around the Farallones this Saturday? Lunch and dinner included!”

“H is boat feeds pretty good,” Lee advised.
T hat was enough to sign up a crew. Lee was busy windsurfing, but the other three did well for novice sailors, considering how windy and rough it was in the ocean that day. And they didn’t show a hint of mal de mer. Unfortunately, I can’t say the same for the skipper.

— max ebb
J/Fest 2006 came in like a lamb and went out like a lion this year. The 54-boat fleet — slightly down from last year's 68 — was about halfway through their first race on Saturday, April 8, when the light breeze on their Treasure Island course started getting lighter. By about 1 p.m. it was all but gone. The race committee from Encinal YC, which sponsors J/Fest along with J/Boat dealer Sail California, shortened the course for the J/120 and J/105 fleets. The 120s and J/24s (who were given a single lap to begin with) were able to finish. But only one J/105 got across the line before their race was called off and thrown out. So the 105s raced a four-race series, while the J/24s and J/120s were scored on five.

When racing resumed about 3 p.m., it was under warm, hazy skies and 8-10 knots of shifty westerly. All three fleets got around the buoys fine in Race 2, which was followed by the unique Race 3 — a short leg to weather, then a run down the Estuary to the finish off the yacht club. This ‘distance race’ was joined by four other Js, including Bob Bloom’s J/35 Jarlen, all alone in the PHRF Division, and the three-boat ‘Cruise In Fleet’, the J/100 Diva, J/109 Ursa and J/35 Javelin.

A hallmark of J/Fest is the post-race raft-up, dinner and excellent hospitality of the race hosts, and this year was no exception. Sail California even brought over one of the handsome new J/124s to highlight the festivities.

Racing continued on Sunday with the final two bouts, and was the steadier day wind-wise, with dependable 10-12 knots through the afternoon. Which brings us to the other hallmark of J/Fest: some spirited competition.

This was nowhere more evident than in the eight-boat J/120 class, where three different boats posted bullets over the series — two of them with two each — and none of the three won. That honor went to Barry Lewis and his Chance crew, Doug Nugent, Scott Kozinchik, Matt Gingo, Michael Redmond, Christian DiCarlo, Mark Ruppert, Sean Ross, Aaron Elder and David Krausz.

"There are no marshmallows in this fleet!" notes Lewis, whose 2,2,2,4,5 sealed the deal. "Just a lot of really tough competition from a great group of people who respect each other and the rules. On any day, there are always several position changes, and it seems like most of us always arrive at the weather mark at the same time."

The win puts Chance on something of a roll, as they also won their first event, the March 18-19 Spring One Design Regatta. (Yes, we know that last month we mistakenly printed the 2005 results for this series instead of the correct ones. We’re glad to note this bonehead error resulted in at least a few laughs between ‘05 winner Steve Madeira of Mr. Magoo and Chance’s Lewis.)

Also looking pretty stellar were the team on Donkey Jack — co-owners Scott Sellers and Rolf Kaiser, along with crew Jeff McDonald, Ted Conrad, Cam Geer and Laura Corbit. They led the Saturday afternoon race wire to wire, took third in the long-distance race and posted two fourths on Sunday to win the 29-boat J/105 fleet. It was also Sellers’ ‘second in a row’ — the last time he drove Donkey Jack, they won their class in last September’s Big Boat Series. (Sellers, Kaiser and third co-owner Eric Ryan trade off driving duties.) DJ’s win came down to the final race. They led Chris Perkins’ Good Ti-
min’ by only one point, so the pressure was on — and off before the start as Sellers and his mostly Stanford-alum crew forced Good Timin’ to bail at the pin. Perkins et al finished the series in second.

Continuing with the ‘recidivist’ theme was J/24 Class winner Brian Goepfrich and his Snow Job crew — Elton Castle, Glenn Barclay, Andrea Johnson and Phill Mai. They were also continuing a mini winning streak, having topped their fleet in the Berkeley Midwinter Series the month before.

“All in all it was another memorable J/Fest,” sums up Brian. “Even when the winds weren’t cooperating, the race committee did an awesome job of sorting it all out.”

The San Francisco Bay venue was the first in a series of J/Fest regattas over the summer. The next ones are: Seattle (6/17-18), Annapolis (6/30-7/1), Long Beach (9/29-10/1) and New Orleans (TBD).

**J/120 — 1) Chance, Barry Lewis, 15 points; 2) Oui B5, John Sylvia, 18; 3) Desdemona, John Wilmer, 20. (8 boats)**


**J/24 — 1) Snow Job, Brian Goepfrich, 10 points; 2) TMC Racing, Michael Whiffen, 16; 3) Casual Contact, Ned Walker, 16; 4) Mr. Toad, Micheal Andrews, 25. (13 boats)**

**PHRF — 1) Jarlen, J/35, Robert Bloom. (1 boat)**

**CRUISE-IN FLEET — 1) Diva, J/100, Steve Ripple; 2) Ursa, J/109, David Russ; 3) Javelin, J/35, Pat Nolan. (3 boats)**

Complete results: [www.encinal.org](http://www.encinal.org).

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Spread, J/105 fleet sails through the 'hardhat' zone under the new span of the Bay Bridge. Above left, 'Chance' on her way to a division win. Center, the Saturday afternoon raftup at Encinal YC. Top right, the J/24 'Mr. Toad' leads some bigger siblings around the weather mark.
Camellia Cup

We’re not sure if any treachery was involved, but age definitely triumphed over youth on Folsom Lake April 1, as 79-year-old George Koch sailed his Lido 14 to a win over 56 other boats in the 40th Annual Camellia Cup.

The septuagenarian sailor from Carmichael accumulated the most points among eight classes of boats to take overall honors in the regatta, which marks the official opening of the boating season in the Sacramento area. In addition to the big Camellia Cup perpetual, Koch also took home an award for first in the 10-boat Open Centerboard class.

Although predictions were for winds to 30 knots, the Camellia sailors saw no more than 7-knot zephyrs. Conditions were mostly clear with a few broken clouds. As always, competitors came from far and wide, with the long-distance award this year going to Jerald Skeen, who trailered his Santana 20 Atomic Punk all the way from Eugene, Oregon.

Among other notable performances, going into the last race, there was a four-way tie in the 11-boat Coronado 15 class, with Dave Rumbaugh hanging in to take the win.

OYC Rites of Spring

Who the heck holds a race on Easter weekend? Well, if you’re rescheduling a cancelled event, it’s one of the few weekends that don’t conflict with, well, just about everything else. That was the case with the Oakland Yacht Club’s Rites of Spring shorthanded race on April 15. The event was originally scheduled for March 25, but had to be called off because of big winds, big ebb, big waves and even collision damage to the committee boat.

Unfortunately — and unavoidably — the Easter re-schedule made for big gaps in the roster. Only 41 boats of 72 original sign-ups made it out to the starting line. Those that did show up were treated to an ‘Easter parade’ with almost perfect weather. After the usual morning downpour, winds stabilized to the high teens-low 20s on flat water. All in all, it was kind of like a lake, but with better winds and scenery.

All 11 Rites fleets sailed 10-12-mile courses that started and finished on the Olympic Circle. Per Rites of Spring tradition, there was also a leg from Little Harding to Southampton Shoal. As always, sailors had to make the decision whether to go through Raccoon Straits or around the south side of Angel Island. Usually, it pays to go around to get the wind. This year, the Raccoon route may have paid the biggest dividends and certainly made for easier spinnaker work than on the outside.

CATALINA 22 — 1) Michael Rayfuse; 2) Don Hare; 3) Tom Page. (6 boats)
CORONADO 15 — 1) David Rumbaugh; 2) Steve Fishman; 3) Kevin Wasbauer. (11 boats)
CRUISER — 1) Dave Strain, Catalina 250; 2) Scott Helby, Catalina 25; 3) Craig Hunt, Catalina 25. (3 boats)
MULTIHULL — 1) Todd Craig, Prindle 16; 2) Mark Lewis, Hobie Tiger; 3) Paul Kilkenny. F-16. (6 boats)
OPEN CENTERBOARD — 1) George Koch, Lido 14; 2) Jerry Beavers, Banshee; 3) Tim Loomis, Banshee; 4) Steve Galeria, Banshee. (10 boats)
OPEN KEEL — 1) Jack Tatum, Sonoma 30; 2) Phil Hodgson, Wavelength 24; 3) Darrell French, Capri 22. (3 boats)
SANTANA 22 — 1) Lance Purdy; 2) Jerald Skeen; 3) Aaron Lee; 4) Mark Endrich. (11 boats)
THISTLE — 1) Dave Keran; 2) Michael Gillum; 3) Dean Ishihashi. (6 boats)

FLEET 4 (Doublehanded, PHRF < 134) — 1) Ragtime, J90 modified, Frank Slootman. (1 boat)
FLEET 5 (DH>135) — 1) Silkye, WylieCat 30, Steve Seal; 2) Crinan II, WylieCat 30, Bill West; 3) Flashman, Moore 24, Daniel Perrin. (4 boats)
FLEET 6 (DH Alerion Express 28) — 1) Arabella, Harry Allen. (1 boat)
FLEET 7 (DH “180ish”) — 1) Lelo Too, Tartan 30, Emile Carles; 2) Egret, Tartan 30, Tom Boussie; 3) Nice Turn, Cal 2-29, Richard Johnson. (4 boats)
FLEET 8 (Non Spin DH <128) — 1) Q, custom Schumacher 40, Glenn Isaacs; 2) Fayaway, Sigma 41, Ted Keech; 3) Mistral, Conquibin 38, Robert Becker. (7 boats)
FLEET 9 (Non Spin DH >129) — 1) Diana, Islander 36, Steve Sevanove; 2) Flotsam, custom Yankee 30, Geoff Clark; 3) Joanna, Irwin 30, Geoff Don't think sailing keeps you young? Meet 79-year-old George Koch, who just won the Camellia Cup. And he wasn't even the oldest guy there!
FLEET 11 (DH Santana 22) — 1) Aquavite, on, Dave Davis; 2) Cooper. (6 boats)

FLEET 13 (SH, Non Spinn) — 1) Las Grygier; 2) FLEET 12 (SH, Spinn) — no starters, Stephen Buckingham. (6 boats)

FLEET 10 (DH Catalina 34) — 1) Clark. (4 boats)

THE WHEELER REGATTA

Weather for the Rollo Wheeler Memorial Regatta, hosted by Berkeley YC the weekend of April 1-2, was an interesting combination of rain, wind, no wind, more rain and even a little sunshine on the afternoon of the 1st — no fooling! The regatta itself is also an interesting ‘combo plate’ of events: two separate fleets sailing two buoy races on Saturday, followed by a come-one, come-all pursuit race on Sunday.

Saturday’s pursuit race started in light rain and SE wind in the 8 to 12-knot range. The 30 entries were given a spinnaker start and sent to R8, a channel buoy northwest of Southampton Shoal. From there, it was a beat to Blossom Rock. Around 2 p.m., the rain went away and the racers appeared from the mist with spinnakers flying. Just when it seemed like they would all finish in a big, glorious, colorful clump, the wind shut down. Anchors were deployed on some vessels in an attempt to keep from drifting into the South Bay. The radio began crackling with DNF calls. But nothing lasts forever, and eventually a few last gasps of breeze allowed the 21 remaining boats to finish — sans glorious clumps. Cam Lewis’ Melges 24 Tinseltown Rebellion slid through to take first.

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‘Cheeky Monkey’ were all smiles.

Clark. (4 boats)

FLEET 10 (DH Catalina 34) — 1) Wind Dragon, Dave Davis; 2) BruGar, Bruce Leonard; 3) Aquavite, Stu Jackson. (5 boats)

FLEET 11 (DH Santana 22) — 1) Carlos, Jan Gryger; 2) Magura, Pete Trachy; 3) Tchoupitoulas, Stephen Buckingham. (6 boats)

FLEET 12 (SH, Spinn) — no starters

FLEET 13 (SH, Non Spinn) — 1) Slip Away, O’Day 27, David Opheim; 2) Svenska, Peterson 34, Fred Minning; 3) Krissy, Ericson 35-3, Allen Cooper. (6 boats)

FLEET 14 — (DH, > 220) — 1) Dumbo, Catalina 22, David Torrisi. (1 boat)


WHEELER REGATTA

May, 2006 • Latitude 38 • Page 177

SHEET
On a Roll

Mike Bruzzone and his Express 27 Desperado are on a roll. His 2006 racing season kicked off with a division win in the Corinthian Midwinters, followed by division wins in the Doublehanded Lightship, Crewed Lightship, and the Doublehanded Farallones, in which he also placed first overall on corrected time. Basically, he’s won every race he’s sailed so far this year. We thought that was noteworthy enough to check in with the longtime Express 27 sailor with the familiar blue boat.

A bit of background — Mike has been sailing since he was a teenager, doing every local race the Bay and ocean had to offer on a myriad of different boats, including the Express 27 Light’n Up and the late Bob Klein’s Amateur Hour and Leading Lady. He got his own Express, Desperado (hull #8, built in 1981), in 1984, and has been actively racing her ever since.

Let’s cut to the chase. What’s your secret this year?

I’ve done a lot of ocean races, so I know how important preparation is, and I’ve developed a strategy that’s worked well over the years. It basically breaks one race down into seven races.

I’ve also got a new set of specially-designed Hogin sails that I believe have really enhanced our performance.

Seven races in one? Please explain.

Sure. The first ‘race’ is to simply win the start. It’s impossible to do every time, of course, but that’s the goal. The second is to ‘win’ the race to the bridge — so it’s essential to have a plan to get from the start to the Golden Gate. Number three is getting through the channel outside the bridge and setting up for south, middle, or north position as you enter the ocean at either Mile Rock or Point Bonita. This is the most important of the mini races both for leaving and entering the Bay. The fourth component is staying in the best current. This year staying as close to the ship channel as possible worked for all three ocean races. The fifth ‘race’ is to sprint to the weather mark for a good spinnaker set, then get to the wind vortex first. Six is to successfully pull off the inevitable jibe under the bridge, which can be a real show-stopper. The final component is covering the run from the bridge to the finish line in the best tide, taking advantage of every puff you can find.

Tell us a bit about the new sails.

Hogin Sails owner Steve McCarthy — who happens to be on my team — encouraged my input while he was working up several different Express 27 class sails. (It’s great to actually sit down with the sailmaker while he’s designing your sails.) One of the things I wanted was du-
Which races have been the most challenging so far?
While the Crewed Lightship was one of the wildest ocean races I’ve ever sailed, we had to work the hardest right at the end to win the Doublehanded Farallones. Steve Carroll and I sailed a great race with some very focused boat handling, but our decision to sail straight downwind from Mile Rock to the South Tower was a big mistake. Two other Express 27s, *Dianne* and *Ergo*, made up 10 minutes from behind on us while we struggled against the tide. We finally woke up from our brain fade, made a couple of really nice jibes, and managed to grab the win by just 30 seconds over *Dianne*. *Dianne’s* crew really forced us to work hard to win that race.

What’s next for the ‘Desperados’?
The Vallejo Race, Monterey Spinnaker Cup and the Ditch Run. Steve and I are also planning to take part in the Moore 24 PCCs on May 6-7.

Crewed Lightship
Unlike most races so far this year that have suffered from lack of wind, the Crewed Lightship on March 25 had a brutal overdose of it. Of 45 starters in this season-opening OYRA event, only 32 finished. In addition to the usual shredded sails and broken gear, the SC 52 *Lightning* was dismasted on the way out the channel, and there was one crew overboard situation.

The condiciones: lots of wind and lots of ebb. The former was steady in the 20 to 25-knot range with gusts into the 30s, and dead on the nose for boats clawing out to the lightbucket. The latter, augmented by a month of rain runoff, was a Mississippi-caliber river cascading out of the Bay. The combination of the two made for some big, square waves in the ship channel — which naturally was where you wanted to be to take advantage of the ebb.

“It felt like kayaking down a raging river,” says Mike Bruzzone, who sailed his Express 27 *Desperado* to a win of the MORA Division. “We’d sail up and over these waves and fall off the backside.”

Dan Coleman on the Olson 25 *Baleineau* also had a bouncy but fast ride out. But both of these small-boat guys felt they fared better than the bigger boats. “We can usually find a fit in between or around waves,” says Mike.

Sailing with a reef in the main and a number 3, *Baleineau* rounded the lightbucket around noon and took off for home under main and poled-out jib.

But just as going out seemed like driving the wrong way down a (windy) one-way street, on the return trip, boats were tasting the full force of that river of current (which peaked under the bridge at 12:45). At least the wind was behind them.

To get back in, Coleman and his crew, Brigit Geave, Brandon Liew, Jeff Nelson and Charlie Brochard (from whom he bought the boat about a year ago) poled out the jib and sailed a rhumbline course to Point Bonita, then jibed over to the south shore. They were doing steady 8s and 9s on the GPS and once hit 11 knots over the bottom, finishing in fine fettle at about 2:15 p.m.

Having quite a different experience was Michael Caplan and his crew on the Farr 40 *Punahele*. After a “fun but wet” ride out to the Lightship, they were on their way in when crewman Chuck Cunningham took a stumble and went over the back of the boat. Luckily, the experienced sailor was tethered on. He was also somehow able to hook a boot on the running back and grab a line — so technically he was only 2/3 ‘overboard.’ But he was in a precarious spot, and in the heavy conditions, the crew couldn’t get him back aboard.

Caplan waited for a lull between wave sets and swung *Punahele* into the wind. Cunningham was hauled aboard, but when they turned again for home, they noticed ‘Ergo’ one of the boat’s two mainsheets had unreved itself from its blocks, and the main had swung all the way out, popped one of the checkstays and was plastered against the shrouds and spreader. By now they were into the channel where it was really rough, and Caplan was reluctant to turn into the wind again for fear the flailing boom might throw more of his guys in the water. Oddly enough, the old IOR warhorse “was sailing fast and under complete control,” says Mike. They finally slid past Mile Rock and pulled up in the relative calm off Baker Beach to get the main down — and start the engine.

Perhaps the biggest irony of the situation was that *Punahele* wasn’t even an official entry.

“Several boats in the Warhorse division showed up thinking this was on our schedule,” says Mike. “When we found out otherwise, we asked the race committee to take our start and we’d figure the rest of it out when we got back.” Fortunately, damage to both the boat and crew was minor. Says Mike,
"We're all doing the Pacific Cup on another boat, so this was great practice."

OLSON 25 — 1) Baleineau, Dan Coleman; 2) Samba, Roger Anderson. (3 starters, 2 finishers)
MORA (<34 feet) — 1)
PHRO 2 — 1)
ERS, 4 finishers)
PHRO 1 — 1)
PHRO 3 — 1)
Massari. (10 starters, 7 finishers)
SANS 36 — 1)
Samba, Roger Anderson. (3 starters, 2 finishers)

Howling Good Time Down Under
You only turn 62 once, and Reno's Peter Krueger decided to celebrate the March 10 event by participating in the first international Sydney 38 competition in that design's namesake waters: Sydney, Australia. Krueger, who has owned the Bay-based Sydney 38 Howl for about a year, offered his local crew free room and board down under if they would spring for their own plane tickets, and eight of them took him up on the generous offer. Peter's wife Laurie, the team's Director of Onshore Activities, found a big house to rent, and the Kruegers and their crew lived as one happy family for the three-week adventure.

The event that sparked Peter's interest was the Hamilton Island InterNations Cup 2006, sailed March 10-13. Although several Canadian, European and American owners expressed early interest, Krueger and his crew were the only out-of-towners to show up. They chartered the locally-based Eye Candy to sail in the event.

On board for the 10-race, no-throwout series (which included a 24-mile long-distance race) were Dana Riley, Sam Price, Kris Olzewske, John Hayes, Ryan Kern, Andy Hamilton, boat captain Roland Brun, local Kiwi tactician Andrew 'Wilsey' Wills and Roland's brother, Philippe Brun, who flew in from New Caledonia for the event.

The InterNations Cup was sailed in the ocean off Sydney Heads in lovely 80-degree weather. New to Peter was sailing in the ocean, sailing against so many other competitors — there were 23 boats in the series — and sailing in big weather. On the second day of the series, it was blowing a steady 25 knots with gusts over 30 and the accompanying big swells.

Starting out at the bottom of the pecking order, Krueger's raiders slowly worked their way up through the ranks as the series progressed. Their best finishes were 5th in three races, including the last two, and one of those was sailed with a #4 after their #3 had unraveled the previous day.

When it was all over, the Howl/Eye Candy crew ended up 12th, a respectable showing considering the high level of competition in the local Aussie fleet, which sometimes sees 40 boats on the starting line. (A local Sydney boat called Ichi Ban won.) Most important, they had a spectacular time, and were welcomed warmly by the local sailors and townspeople wherever they went. And there was even icing on that birthday cake — while Peter and most of the Howl crew were in Australia, the rest of the crew back here on the Bay sailed Howl to back-to-back wins in the Big Daddy Regatta.

The next Sydney 38 InterNations Cup is scheduled for late August, 2007, at Hamilton Island (to clarify, this island resort 1,200 miles north of Sydney sponsored the 2006 event; but the next one will actually be sailed there.) Krueger and crew plan to return, hopefully leading a contingent of two or three more 'Yank' crews.

Doublehanded Aleutians . . . uh, Farallones
On April 1, the Bay Area Multihull Association (BAMA) held the Doublehanded Aleutian Race. Remember the date as we tell you that the race committee had the choice of sending the 55-boat fleet to, ahem, Attu Island at the end of the Aleutian chain — 2,800 miles, one way — or to the Farallones, a 50-mile round trip. Sadly, bad weather in the Gulf of Alaska forced the RC to opt for the Farallones. They chose wisely: April 1 was one of the loveliest sailing days the Bay Area has seen in what seems like years. And that part, at least, is no joke.

DIVISION 1 (Multihull) — 1) Wingit, F-27, Ray Wells; 2) Lil Bear, Corsair 31R, Dave Austin; 3) Three Sigma, F-27, Christopher Harvey. (7 boats)
DIVISION 2 — 1) Max, Antrim 27, Bryan Wade; 2) Wife Not Happy, J105, (name not noted); 3) Sapphire, Synergy 1000, David Rasmussen. (8 boats)
DIVISION 3 — 1) Desperado, Express 27, Mike Bruzzone; 2) Dianne, Express 27, Stephen Hodges; 3) Bloom County, Mancebo 31, Anthony Basso. (14 boats)
DIVISION 4 — No starters.
DIVISION 5 — 1) Tupelo Honey, Elan 40, Gerald Sheridan; 2) Auspice, Schumacher 40, James Coggan; 3) Xpression, C&C 110, Dirk Husselman. (8 boats)
DIVISION 6 — 1) Timber Wolf, Farr 38, Dave Hodges; 2) Valhalla, Beneteau First 38, Joshua Rothe; 3) Razzberries, Olson 34, Bruce Nesbit. (5 boats)

DIVISION 7 — 1) Azure, Cal 40, Rodney Pimentel; 2) Shaman, Cal 40, Steve Waterloo; 3) Green Buffalo, Cal 40, Jim Quanci. (7 boats)

DIVISION 8 — 1) Lynx, WylieCat 30, Steve Overton; 2) Chesapeake, Merit 25, James Fair; 3) Shark on Bluegrass, Olson 25, Falk Meissner. (8 boats)

OVERALL — 1) Desperado; 2) Dianne; 3) Bloom County; 4) Ergo, Express 27, Chris Gage; 5) Strega, Express 27, Larry Levi; 6) Another Girl, Ultimate 24, (name not noted); 7) Starbuck, Black Soo, Greg Nelsen; 8) Nina, Olson 29, Robert MacDonald; 9) Tenacity, Santa Cruz 27, (name not noted); 10) Timber Wolf. (55 boats)

Race Notes
Gavin Brady annihilated the competition in the April 11-15 Congressional Cup, sailed in medium air off Long Beach in the event’s venerable Catalina 37s. It was the third time Brady, 32, earned the Crimson blazer (the others were in 1996 and 1997). Only Rod Davis and Peter Holmberg — four each — have won more. But few winners in the 42-year history of the event have won it so convincingly. Of 22 total match races, Brady [with Chris Larson calling tactics] won 18. Brady’s crew was mostly American — with the most ‘multinational’ facet being the skipper himself. Brady is an ex-pat Kiwi living in Annapolis, and sailed the Congo Cup under the Hong Kong Yacht Club burgee. And he got $10,000 good ol’ American greenbacks for the win. Runners up Ian Williams (GBR), Mathieu Richard (FRA) and Scott Dickson (USA) got $5,700, $4,800 and $4,400 respectively for their second through fourth placings.

ABN Anro One took the checkered flag once again, this time in Baltimore on April 17 to win the 5,000-mile Leg 5 of the Volvo Ocean Race. Chalk up another one for Bay Area navigator Stan Honey and the Dutch juggernaut, which now leads the second boat by a nearly insurmountable 22 points in this latest edition of the crewed round-the-world race. The real competition right now is for second, with Movistar (Spain). ABN Anro Two (Holland) and Paul Cayard’s Pirates of the Caribbean (USA) separated by only a point and a half. The next start for the short 400-mile leg to New York was on April 29. Then it’s off across the Atlantic to Portsmouth on May 11. This epic race will finish next month in Gothenburg, Sweden. Keep track of it at www.volvooceanrace.com.

Thirty-two intrepid skippers showed up off Sausalito for the 53rd annual Bullship Race on April 22. This event pits 8-foot El Toro prams against the mighty tides and currents of the Bay — the first one who makes it to the San Francisco breakwater wins. That honor this year went to newcomer Christopher Straub. ‘Straight at ’em’ was the ticket this year — boats heading in an arc east of the main fleet to offset the ebb got becalmed.

A special Founders’ Award went to Jocelyn Nash, who is not only a former competitor and tireless supporter — she ‘contributed’ about half the fleet: two sons and a grandson won trophies in Saturday’s race, including second place finisher Gordie Nash.
THE RACING

With reports this month from J/Fest, the Wheeler Regatta, the Rites of Spring Regatta, the Camellia Cup, the wild and woolly Crewed Lightship, the kinder, gentler Doublehanded Farallones, a fun birthday/sailing trip to Oz, an Express 27 sailor on a roll, and a delectable assortment of Race Notes.

J/Fest 2006

J/Fest 2006 came in like a lamb and went out like a lion this year. The 54-boat fleet — slightly down from last year’s 68 — was about halfway through their first race on Saturday, April 8, when the light breeze on their Treasure Island course started getting lighter. By about 1 p.m. it was all but gone. The race committee from Encinal YC, which sponsors J/Fest along with J/Boat dealer Sail California, shortened the course for the J/120 and J/105 fleets. The 120s and J/24s (who were given a single lap to begin with) were able to finish. But only one J/105 got across the line before their race was called off and thrown out. So the 105s raced a four-race series, while the J/24s and J/120s were scored on five.

When racing resumed about 3 p.m., it was under warm, hazy skies and 8-10 knots of shifty westerly. All three fleets got around the buoys fine in Race 2, which was followed by the unique Race 3 — a short leg to weather, then a run down the Estuary to the finish off the yacht club. This ‘distance race’ was joined by four other Js, including Bob Bloom’s J/35 Jarlen, all alone in the PHRF Division, and the three-boat ‘Cruise In Fleet’, the J/100 Diva, J/109 Ursa and J/35 Javelin.

A hallmark of J/Fest is the post-race raft-up, dinner and excellent hospitality of the race hosts, and this year was no exception. Sail California even brought over one of the handsome new J/124s to highlight the festivities.

Racing continued on Sunday with the final two bouts, and was the steadier day wind-wise, with dependable 10-12 knots through the afternoon. Which brings us to the other hallmark of J/Fest: some spirited competition.

This was nowhere more evident than in the eight-boat J/120 class, where three different boats posted bullets over the series — two of them with two each — and none of the three won. That honor went to Barry Lewis and his Chance crew, Doug Nugent, Scott Kozinchik, Matt Gingo, Michael Redmond, Christian DiCarlo, Mark Ruppert, Sean Ross, Aaron Elder and David Krausz.

“There are no marshmallows in this fleet!” notes Lewis, whose 2,2,2,4,5 sealed the deal. “Just a lot of really tough competition from a great group of people who respect each other and the rules. On any day, there are always several position changes, and it seems like most of us always arrive at the weather mark at the same time.”

The win puts Chance on something of a roll, as they also won their first event, the March 18-19 Spring One Design Regatta. (Yes, we know that last month we mistakenly printed the 2005 results for this series instead of the correct ones. We’re glad to note this bonehead error resulted in at least a few laughs between ‘05 winner Steve Madeira of Mr. Magoo and Chance’s Lewis.)

Also looking pretty stellar were the team on Donkey Jack — co-owners Scott Sellers and Rolf Kaiser, along with crew Jeff McDonald, Ted Conrads, Cam Geer and Laura Corbit. They led the Saturday afternoon race wire to wire, took third in the long-distance race and posted two fourths on Sunday to win the 29-boat J/105 fleet. It was also Sellers’ ‘second in a row’ — the last time he drove Donkey Jack, they won their class in last September’s Big Boat Series. (Sellers, Kaiser and third co-owner Eric Ryan trade off driving duties.)

DJs win came down to the final race. They led Chris Perkins’ Good Ti-
min’ by only one point, so the pressure was on — and off before the start as Sellers and his mostly Stanford-alum crew forced Good Timin’ to bail at the pin. Perkins et al finished the series in second.

Continuing with the ‘recidivist’ theme was J/24 Class winner Brian Goepfrich and his Snow Job crew — Elton Castle, Glenn Barclay, Andrea Johnson and Phill Mai. They were also continuing a mini winning streak, having topped their fleet in the Berkeley Midwinter Series the month before.

“All in all it was another memorable J/Fest,” sums up Brian. “Even when the winds weren’t cooperating, the race committee did an awesome job of sorting it all out.”

The San Francisco Bay venue was the first in a series of J/Fest regattas over the summer. The next ones are: Seattle (6/17-18), Annapolis (6/30-7/1), Long Beach (9/29-10/1) and New Orleans (TBD).

**J/120**

1) **Chance**, Barry Lewis, 15 points; 2) **Oui B5**, John Sylvia, 18; 3) **Desdemona**, John Wilmer, 20. (8 boats)

**J/105**

1) **Donkey Jack**, Scott Sellers, 12 points; 2) **Good Timin’**, Chris Perkins, 16; 3) **Aquavit**, Tim Russell, 25; 4) **Brick House**, Kristen Lane, 26; 5) **Cuchulainn**, Brian and Kevin Mullen, 36. (29 boats)

**J/24**

1) **Snow Job**, Brian Goepfrich, 10 points; 2) **TMC Racing**, Michael Whittfield, 16; 3) **Casual Contact**, Ned Walker, 16; 4) **Mr. Toad**, Micheal Andrews, 25. (13 boats)

**PHRF**

1) **Jarlen**, J/35, Robert Bloom. (1 boat)

**CRUISE-IN FLEET**

1) **Diva**, J/100, Steve Ripple; 2) **Ursa**, J/109, David Russ; 3) **Javelin**, J/35, Pat Nolan. (3 boats)

Complete results: [www.encinal.org](http://www.encinal.org).

Spread, J/105 fleet sails through the ‘hardhat’ zone under the new span of the Bay Bridge. Above left, ‘Chance’ on her way to a division win. Center, the Saturday afternoon raftup at Encinal YC. Top right, the J/24 ‘Mr. Toad’ leads some bigger siblings around the weather mark.
Camellia Cup

We’re not sure if any treachery was involved, but age definitely triumphed over youth on Folsom Lake April 1, as 79-year-old George Koch sailed his Lido 14 to a win over 56 other boats in the 40th Annual Camellia Cup.

The septuagenarian sailor from Carmichael accumulated the most points among eight classes of boats to take overall honors in the regatta, which marks the official opening of the boating season in the Sacramento area. In addition to the big Camellia Cup perpetual, Koch also took home an award for first in the 10-boat Open Centerboard class.

Although predictions were for winds to 30 knots, the Camellia sailors saw no more than 7-knot zephyrs. Conditions were mostly clear with a few broken clouds. As always, competitors came from far and wide, with the long-distance award this year going to Jerald Skeen, who trailed his Santana 20 Atomic Punk all the way from Eugene, Oregon.

Among other notable performances, going into the last race, there was a four-way tie in the 11-boat Coronado 15 class, with Dave Rumbaugh hanging in to take the win.

CATALINA 22 — 1) Michael Rayfuse; 2) Don Hare; 3) Tom Page. (6 boats)
CORONADO 15 — 1) David Rumbaugh; 2) Steve Fishman; 3) Kevin Wasbauer. (11 boats)
CRUISER — 1) Dave Strain, Catalina 250; 2) Scott Hefty, Catalina 25; 3) Craig Hunt, Catalina 25. (3 boats)
MULTIHULL — 1) Todd Craig, Prindle 16; 2) Mark Lewis, Hobie Tiger; 3) Paul Kilkenny. F-16. (6 boats)
OPEN CENTERBOARD — 1) George Koch, Lido 14; 2) Jerry Beaver, Banshee; 3) Tim Loomis, Banshee; 4) Steve Galeria, Banshee. (10 boats)
OPEN KEEL — 1) Jack Tatum, Sonoma 30; 2) Phil Hodgson, Wavenght 24; 3) Darrell French, Capri 22. (3 boats)
SANTANA 22 — 1) Lance Purdy; 2) Jerald Skeen; 3) Aaron Lee; 4) Mark Erdich. (11 boats)
THISTLE — 1) Dave Keran; 2) Michael Gillum; 3) Dean Iwahashi. (6 boats)

For complete results and information on the Folsom Lake YC: www.flyc.org.

OYC Rites of Spring

Who the heck holds a race on Easter weekend? Well, if you’re rescheduling a cancelled event, it’s one of the few weekends that don’t conflict with, well, just about everything else. That was the case with the Oakland Yacht Club’s Rites of Spring shorthanded race on April 15. The event was originally scheduled for March 25, but had to be called off because of big winds, big ebb, big waves and even collision damage to the committee boat.

Unfortunately — and unavoidably — the Easter re-schedule made for big gaps in the roster. Only 41 boats of 72 original sign-ups made it out to the starting line. Those that did show up were treated to an ‘Easter parade’ with almost perfect weather. After the usual morning downpour, winds stabilized to the high teens-low 20s on flat water. All in all, it was kind of like a lake, but with better winds and scenery.

All 11 Rites fleets sailed 10-12-mile courses that started and finished on the Olympic Circle. Per Rites of Spring tradition, there was also a leg from Little Harding to Southampton Shoal. As always, sailors had to make the decision whether to go through Raccoon Straits or around the south side of Angel Island. Usually, it pays to go around to get the wind. This year, the Raccoon route may have paid the biggest dividends and certainly made for easier spinnaker work than on the outside.

— George Gurrola

FLEET 4 (Doublehanded, PHRF < 134) — 1) Ragtime, J/90 modified, Frank Sloopman. (1 boat)
FLEET 5 (DH>135) — 1) Silkye, WyleCat 30, Steve Seal; 2) Crinan II, WyleCat 30, Bill West; 3) Flashman, Moore 24, Daniel Perrin. (4 boats)
FLEET 6 (DH Alerion Express 28) — 1) Arabella, Harry Allen. (1 boat)
FLEET 7 (DH "180ish") — 1) Lelo Too, Tartan 30, Emile Carles; 2) Egret, Tartan 30, Tom Boussie; 3) Nice Turn, Cal 2-29, Richard Johnson. (4 boats)
FLEET 8 (Non Spin DH <128) — 1) Q, custom Schumacher 40, Glenn Isaacson; 2) Fayaway, Sigma 41, Ted Keech; 3) Mistral, Conquibin 38, Robert Becker. (7 boats)
FLEET 9 (Non Spin DH >129) — 1) Diana, Islander 36, Steve Sevanove; 2) Flotsam, custom Yankee 30, Geoff Clark; 3) Joanna, Irwin 30, Geoff Don’t think sailing keeps you young? Meet 79-year-old George Koch, who just won the Camellia Cup. And he wasn’t even the oldest guy there!
The agony and ecstasy of sailboat racing — above, waiting for wind at BYC’s Wheeler Regatta was more than some people could take. Inset, when it did come up, crews like this one on ‘Cheeky Monkey’ were all smiles.

Clark. (4 boats)

FLEET 10 (DH Catalina 34) — 1) Wind Dragon, Dave Davis; 2) BruGar, Bruce Leonard; 3) Aquavite, Stu Jackson. (5 boats)

FLEET 11 (DH Santana 22) — 1) Carlos, Jan Gryger; 2) Magura, Pete Trachy; 3) Tchoupitoulas, Stephen Buckingham. (6 boats)

FLEET 12 (SH, Spinn) — no starters

FLEET 13 (SH, Non Spinn) — 1) Slip Away, O’Day 27, David Opheim; 2) Svenska, Peterson 34, Fred Minning; 3) Krissy, Ericson 35-3, Allen Cooper. (6 boats)

Wheeler Regatta

Weather for the Rollo Wheeler Memorial Regatta, hosted by Berkeley YC the weekend of April 1-2, was an interesting combination of rain, wind, no wind, more rain and even a little sunshine on the afternoon of the 1st — no fooling!

The regatta itself is also an interesting ‘combo plate’ of events: two separate fleets sailing two buoy races on Saturday, followed by a come-one, come-all pursuit race on Sunday.

Saturday boats raced in either the Wheeler fleet or City of Berkeley fleet. The deeper-draft Wheeler boats sailed in the deeper waters of the Central Bay, with a start/finish near Olympic Circle buoy F. Within this group of 19 boats there were three divisions, including a one design fleet of Express 37s. Light and variable winds in the first race — it took a few boats almost 2 hours to go just 7.4 miles — turned into a rainy 15-20 knot westerly after lunch. Overall, it seemed to be an Express kind of day, with Kame Richards and Bill Bridge’s Express 37 Golden Moon grabbing the Wheeler Perpetual.

Down on the Circle, the City of Berkeley fleet — also comprised of 19 boats in three divisions — enjoyed pretty much the same weather, except their afternoon westerly seemed to take an agonizingly slower time to arrive. With all the reachy gusts it was clearly Wabbit weather, with Kim Desenberg and John Groen’s Mr. McGregor taking home that perpetual.

Sunday’s pursuit race started in light rain and SE wind in the 8 to 12-knot range. The 30 entries were given a spinnaker start and sent to R8, a channel buoy northwest of Southampton Shoal. From there, it was a beat to Blossom Rock. Around 2 p.m., the rain went away and the racers appeared from the mist with spinnakers flying. Just when it seemed like they would all finish in a big, glorious, colorful clump, the wind shut down. Anchors were deployed on some vessels in an attempt to keep from drifting into the South Bay. The radio began crackling with DNF calls. But nothing lasts forever, and eventually a few last gasps of breeze allowed the 21 remaining boats to finish — sans glorious clumps. Cam Lewis’ Melges 24 Tinsettown Rebellion slid through to take first.

— bobbi tosse

WHEELER FLEET

DIVISION 1 — 1) Jeanette, Frers 40, Henry King, 2 points; 2) Bodacious, Fan 40 One Ton, John Clauser, 4; 3) Great Sensation, 1D35, Mark Witty, 7. (6 boats)

DIVISION 2 (Express 37) — 1) Golden Moon, Richards/Bridge, 3 points; 2) Elan, Bill Riess, 4; 3) Stewball, Caleb Everett, 6. (5 boats)

DIVISION 3 — 1) Petard, Buck/Newell, 4 points; 2) Tinsettown Rebellion, Melges 24, Cam Lewis; 3) Cappuccino, Ericson 38, Donald Oliver. (8 boats)

CITY OF BERKELEY FLEET

DIVISION 1 (Wabbits) — 1) Mr. McGregor, Desenberg/Groen, 3 points; 2) Keala, Ron Tosten son, 5; 3) Bad Hare Day, Erik Menzel, 6. (6 boats)

DIVISION 2 — 1) TMC Racing, J/24, Michael Whitfield; 2) Shameless, Custom Schumacher, George Ellison, 3; 3) Clean Sweep, Olson 25, Tom Nemeth, 7. (6 boats)

DIVISION 3 — 1) Pip Squeak, Santana 20, Aaron Lee, 2 points; 2) Fast Freight, Newport 30, Robert Harford; 3) Starkite, Catalina 30, Laurie Miller. (7 boats)

SUNDAY PURSUIT

1) Tinsettown Rebellion; 2) Jeanette, 3) Sweet Sensation, 1D35, Gary Fanger; 4) Expedi tious, Express 37, Bartz Schneider; 5) Zsa Zsa, 1D35, Mario Toukov; 6) Bodacious; 7) Stewball.
On a Roll

Mike Bruzzone and his Express 27 Desperado are on a roll. His 2006 racing season kicked off with a division win in the Corinthian Midwinters, followed by division wins in the Doublehanded Lightship, Crewed Lightship, and the Doublehanded Farallones, in which he also placed first overall on corrected time. Basically, he’s won every race he’s sailed so far this year. We thought that was noteworthy enough to check in with the longtime Express 27 sailor with the familiar blue boat.

A bit of background — Mike has been sailing since he was a teenager, doing every local race the Bay and ocean had to offer on a myriad of different boats, including the Express 27 Light’n Up and the late Bob Klein’s Amateur Hour and Leading Lady. He got his own Express, Desperado (hull #8, built in 1981), in 1984, and has been actively racing her ever since.

Let’s cut to the chase. What’s your secret this year?

I’ve done a lot of ocean races, so I know how important preparation is, and I’ve developed a strategy that’s worked well over the years. It basically breaks one race down into seven races.

I’ve also got a new set of specially-designed Hogin sails that I believe have really enhanced our performance.

Seven races in one? Please explain.

Sure. The first ‘race’ is to simply win the start. It’s impossible to do every time, of course, but that’s the goal. The second is to ‘win’ the race to the bridge — so it’s essential to have a plan to get from the start to the Golden Gate. Number three is getting through the channel outside the bridge and setting up for south, middle, or north position as you enter the ocean at either Mile Rock or Point Bonita. This is the most important of the mini races both for leaving and entering the Bay. The fourth component is staying in the best current. This year staying as close to the ship channel as possible worked for all three ocean races. The fifth ‘race’ is to sprint to the weather mark for a good spinnaker set, then get to the wind vortex first. Six is to successfully pull off the inevitable jibe under the bridge, which can be a real show-stopper. The final component is covering the run from the bridge to the finish line in the best tide, taking advantage of every puff you can find.

Tell us a bit about the new sails.

Hogin Sails owner Steve McCarthy — who happens to be on my team — encouraged my input while he was working up several different Express 27 class sails. (It’s great to actually sit down with the sailmaker while he’s designing your sails.) One of the things I wanted was du-
Which races have been the most challenging so far?

While the Crewed Lightship was one of the wildest ocean races I've ever sailed, we had to work the hardest right at the end to win the Doublehanded Farallones. Steve Carroll and I sailed a great race with some very focused boat handling, but our decision to sail straight downwind from Mile Rock to the South Tower was a big mistake. Two other Express 27s, Dianne and Ergo, made up 10 minutes from behind on us while we struggled against the tide. We finally woke up from our brain fade, made a couple of really nice jibes, and managed to grab the win by just 30 seconds over Dianne. Dianne's crew really forced us to work hard to win that race.

What's next for the 'Desperados'?

The Vallejo Race, Monterey Spinnaker Cup and the Ditch Run. Steve and I are also planning to take part in the Moore Cup and the Ditch Run. Steve Carroll and I sailed a nautical-caliber river cascading out of the Bay. The combination of the two made for some big, square waves in the ship channel — which naturally was where you wanted to be to take advantage of the ebb.

It felt like kayaking down a raging river," says Mike Bruzzone, who sailed his Express 27 Desperado to a win of the ORA Division. "We'd sail up and over these waves and fall off the backside."

Dan Coleman on the Olson 25 Baleineau also had a bouncy but fast ride out. But both of these small-boat guys felt they fared better than the bigger boats. "We can usually find a fit in between or around waves," says Mike.

Sailing with a reef in the main and a number 3, Baleineau rounded the 'bucket around noon and took off for home under main and poled-out jib. But just as going out seemed like driving the wrong way down a (windy) one-way street, on the return trip, boats were tasting the full force of that river of current (which peaked under the bridge at 12:45). At least the wind was behind them. To get back in, Coleman and his crew, Brigit Geave, Brandon Liew, Jeff Nelson and Charlie Brochard (from whom he bought the boat about a year ago) poled out the jib and sailed a rhumbline course to Point Bonita, then jibed over to the south shore. They were doing steady 8s and 9s on the GPS and once hit 11 knots over the bottom, finishing in fine fettle at about 2:15 p.m.

Having quite a different experience was Michael Caplan and his crew on the Farr 40 Punahele. After a "fun but wet" ride out to the Lightship, they were on their way in when crewman Chuck Cunningham took a stumble and went over the back of the boat. Luckily, the experienced sailor was tethered on. He was also somehow able to hook a boot on the running back and grab a line — so technically he was only 2/3 'overboard.' But he was in a precarious spot, and in the heavy conditions, the crew couldn't get him back aboard.

Caplan waited for a lull between wave sets and swung Punahele into the wind. Cunningham was hauled aboard, but when they turned again for home, they noticed the spreader. By now they were into the channel where it was really rough, and Caplan was reluctant to turn into the wind again for fear the flailing boom might throw more of his guys in the water. Oddly enough, the old IOR warhorse "was sailing fast and under complete control," says Mike. They finally slid past Mile Rock and pulled up in the relative calm off Baker Beach to get the main down — and start the engine.

Perhaps the biggest irony of the situation was that Punahele wasn't even an official entry. "Several boats in the Warhorse division showed up thinking this was on our schedule," says Mike. "When we found out otherwise, we asked the race committee to take our start and we'd figure the rest of it out when we got back."

Fortunately, damage to both the boat and crew was minor. Says Mike,
THE RACING

“We’re all doing the Pacific Cup on another boat, so this was great practice.”

OLSON 25 — 1) Baleineau, Dan Coleman; 2) Samba, Roger Anderson. (3 starters, 2 finishers)

MORA (<34 feet) — 1) Desperado, Express 27, Mike Bruzzone; 2) Motorcycle Irene, Express 27, Will Paxton/Mark Jones; 3) El Raton, Express 27, Ray Lotto. (15 starters, 9 finishers)

PHRO 1 — 1) City Lights, SC52, Thomas Sanborn; 2) Serena, Thompson 1150, David Kuebelt; 3) Cipango, Andrews 56, Bob Barton. (4 starters, 4 finishers)

PHRO 2 — 1) Pegasus XIV, Newland 368, Dan Newland; 2) Eclipse, Express 37, Mark Dowdy; 3) Phantom Mist, Seneca 40.7, Gary Massari. (10 starters, 7 finishers)

PHRO 3 — 1) Azure, Cal 40, Rod Pimentel; 2) Shaman, Cal 40, Steve Wildlife; 3) Irish Lady, Catalina 42, Mike Mahoney. (7 starters, 4 finishers)

SNS — 1) Sleeping Dragon, Hobie 33, Mark Halman; 2) Travieso, Ericson 30+, Dan Alvarez; 3) Tenacity, SC 27, Paul Nielsen. (6 starters, 3 finishers)

Complete results: www.yra.org

Howling Good Time Down Under

You only turn 62 once, and Reno’s Peter Krueger decided to celebrate the March 10 event by participating in the first international Sydney 38 competition in that design’s namesake waters: Sydney, Australia. Krueger, who has owned the Bay-based Sydney 38 Howl for about a year, offered his local crew free room and board down under if they would spring for their own plane tickets, and eight of them took him up on the generous offer. Peter’s wife Laurie, the team’s Director of Offshore Activities, found a big house to rent, and the Kruegers and their crew lived as one big happy family for the three-week adventure.

The event that sparked Peter’s interest was the Hamilton Island InterNations Cup 2006, sailed March 10-13. Although several Canadian, American and European owners expressed early interest, Krueger and his crew were the only out-of-towners to show up. They chartered the locally-based Eye Candy to sail in the event.

On board for the 10-race, no-throw-out series (which included a 24-mile long-distance race) were Dana Riley, Sam Price, Kris Olaszewski, John Hayes, Ryan Kern, Andy Hamilton, boat captain Roland Brun, local Kiwi tactician Andrew ‘Wilsey’ Wills and Roland’s brother, Philippe Brun, who flew in from New Caledonia for the event.

The InterNations Cup was sailed in the ocean off Sydney Heads in lovely 80-degree weather. New to Peter was sailing in the ocean, sailing against so many other competitors — there were 23 boats in the series and sailing in big weather. On the second day of the series, it was blowing a steady 25 knots with gusts over 30 and the accompanying big swells.

Starting out at the bottom of the pecking order, Krueger’s raiders slowly worked their way up through the ranks as the series progressed. Their best finishes were 5th in three races, including the last two, and one of those was sailed with a #4 after their #3 had unraveled the previous day.

When it was all over, the Howl/Eye Candy crew ended up 12th, a respectable showing considering the high level of competition in the local Aussie fleet, which sometimes sees 40 boats on the starting line. (A local Sydney boat called Ichi Ban won.) Most important, they had a spectacular time, and were welcomed warmly by the local sailors and townspeople wherever they went. And there was even icing on that birthday cake — while Peter and most of the Howl crew were in Australia, the rest of the crew back here on the Bay sailed Howl to back-to-back wins in the Big Daddy Regatta!

Most of the Sydney 39 InterNations Cup was sailed in lovely summer conditions. Inset, the ‘Howl’ crew. Owner Peter Krueger is at left.

The next Sydney 38 InterNations Cup is scheduled for late August, 2007, at Hamilton Island (to clarify, this island resort 1,200 miles north of Sydney sponsored the 2006 event; but the next one will actually be sailed there.) Krueger and crew plan to return, hopefully leading a contingent of two or three more ‘Yank’ crews.

Doublehanded Aleutians . . . uh, Farallones

On April 1, the Bay Area Multihull Association (BAMA) held the Doublehanded Aleutian Race. Remember the date as we tell you that the race committee had the choice of sending the 55-boat fleet to, ahem, Attu Island at the end of the Aleutian chain — 2,800 miles, one way — or to the Farallones, a 50-mile round trip. Sadly, bad weather in the Gulf of Alaska forced the RC to opt for the Farallones. They chose wisely: April 1 was one of the loveliest sailing days the Bay Area has seen in what seems like years. And that part, at least, is no joke.

DIVISION 1 (Multihull) — 1) Wingit, F-27, Ray Wells; 2) Lil Bear, Corsair 31R, Dave Austin; 3) Three Sigma, F-27, Christopher Harvey. (7 boats)

DIVISION 2 — 1) Max, Antrim 27, Bryan Wade; 2) Wife Not Happy, J105, (name not noted); 3) Sapphire, Synergy 1000, David Rasmussen. (8 boats)

DIVISION 3 — 1) Desperado, Express 27, Mike Bruzzone; 2) Dianne, Express 27, Stephen Hodges; 3) Bloom County, Mancebo 31, Anthony Basso. (14 boats)

DIVISION 4 — No starters.

DIVISION 5 — 1) Tupelo Honey, Elan 40, Gerard Sheridan; 2) Auspice, Schumacher 40, James Coggan; 3) Xpression, C&C 110, Dirk Husselman. (8 boats)
DIVISION 6 — 1) Timber Wolf, Farr 38, Dave Hodges; 2) Valhalla, Beneteau First 38, Joshua Rothe; 3) Razzberries, Olson 34, Bruce Nesbit. (5 boats)

DIVISION 7 — 1) Azure, Cal 40, Rodney Pimentel; 2) Shaman, Cal 40, Steve Waterloo; 3) Green Buffalo, Cal 40, Jim Quanci. (7 boats)

DIVISION 8 — 1) Lynx, WylieCat 30, Steve Overton; 2) Chesapeake, Merit 25, James Fair; 3) Shark on Bluegrass, Olson 25, Falk Meissner; (8 boats)

OVERALL — 1) Desperado; 2) Dianne; 3) Bloom County; 4) Ergo, Express 27, Chris Gage; 5) Strega, Express 27, Larry Levit; 6) Another Girl, Ultimate 24, (name not noted); 7) Starbuck, Black Soo, Greg Nelsen; 8) Nina, Olson 29, Robert MacDonald; 9) Tenacity, Santa Cruz 27, (name not noted); 10) Timber Wolf. (55 boats)

Full results — www.sfbama.org

Race Notes

Gavin Brady annihilated the competition in the April 11-15 Congressional Cup, sailed in medium air off Long Beach in the event’s venerable Catalina 37s. It was the third time Brady, 32, earned the Crimson blazer (the others were in 1996 and 1997). Only Rod Davis and Peter Holmberg — four each — have won more. But few winners in the 42-year history of the event have won it so convincingly. Of 22 total match races, Brady (with Chris Larson calling tactics) won 18. Brady’s crew was mostly American — with the most ‘multinational’ facet being the skipper himself. Brady is an ex-pat Kiwi living in Annapolis, and sailed the Congo Cup under the Hong Kong Yacht Club burgee. And he got $10,000 good ol’ American greenbacks for the win. Runners up Ian Williams (GBR), Mathieu Richard (FRA) and Scott Dickson (USA) got $5,700, $4,800 and $4,400 respectively for their second through fourth placings.

ABN Anuro One took the checkered flag once again, this time in Baltimore on April 17 to win the 5,000-mile Leg 5 of the Volvo Ocean Race. Chalk up another one for Bay Area navigator Stan Honey and the Dutch juggernaut, which now leads the second boat by a nearly insurmountable 22 points in this latest edition of the crewed round-the-world race. The real competition right now is for second, with Movistar (Spain). ABN Anuro Two (Holland) and Paul Cayard’s Pirates of the Caribbean (USA) separated by only a point and a half. The next start for the short 400-mile leg to New York was on April 29. Then it’s off across the Atlantic to Portsmouth on May 11. This epic race will finish next month in Gothenburg, Sweden. Keep track of it at www.volvooceanrace.com.

Thirty-two intrepid skippers showed up off Sausalito for the 53rd annual Bullship Race on April 22. This event pits 8-foot El Toro prams against the mighty tides and currents of the Bay — the first one who makes it to the San Francisco breakwater wins. That honor this year went to newcomer Christopher Straub. ‘Straight at ‘em’ was the ticket this year — boats heading in an arc east of the main fleet to offset the ebb got becalmed.

A special Founders’ Award went to Jocelyn Nash, who is not only a former competitor and tireless supporter — she ‘contributed’ about half the fleet: two sons and a grandson won trophies in Saturday’s race, including second place finisher Gordie Nash.
Good Morning Vietnam: Chartering’s Newest Destination

Looking for the ‘next place’ for a truly exotic sailing vacation? Look no further. This month, Sunsail will inaugurate its latest base at Nha Trang, on the central coast of Vietnam.

No, we’re not making this up. While many Americans still cling to sad memories of our decade-long involvement in this formerly war-torn nation, according to many international journalists, most Vietnamese citizens themselves have moved on, eagerly embracing new opportunities and a rising standard of living. It’s no wonder, really, when you consider that the median age of today’s population is only 25, and the war ended 33 years ago.

As American vets who’ve returned to visit in recent years will tell you, Vietnam today is a fascinating and geographically beautiful country with a newly enlivened economy. In addition to a variety of other reforms, its government is cautiously embracing international tourism. After 100 years of French occupation preceded by 1,000 years of Chinese rule, the Vietnamese people are undoubtedly thrilled to be free of foreign intervention, and able to participate in world trade and tourism as other developing Asian countries do.

This is not to say that Vietnam will be an international yachting center anytime soon. But on a limited basis, adventurous sailors may now cruise aboard late-model bareboats along a 60-mile stretch of coastline within Khanh Hoa Province. Sunsail has adopted the Nha Trang Sailing Club as its base location, and the inaugural season will run from May 21 through September 10. While this is probably not a good choice for first-time charterers, its greatest appeal will probably be to those diehard chartering enthusiasts who have already sailed in many of the more popular venues. No doubt the opportunity will also appeal to a good number of vets, curious to see the changes in this now-peaceful country.

As described by Sunsail reps, “Vietnam is a land of majestic coastlines, paddy fields, mountainous jungles, ancient monuments and bustling cities.” The designated cruising area is said to feature beautiful beaches, offshore islands and protected bays, where “the locals are renowned for their warm hospitality.” Many of the islands have restaurants and resort facilities.

This season, Sunsail’s Vietnam fleet is comprised of monohulls only, ranging in size from 37 to 46 feet. All are available as bareboats. However, skippers are available for an additional fee. Although we haven’t sailed these waters, it seems to us that this is one venue where the local knowledge and language skills of a hired captain might be a good investment.

A strong argument for visiting Vietnam this season or next, of course, is that you will be among the first foreign sailors to sail these waters recreationally. As far as we know, the number of cruisers who’ve sailed here is probably still in single digits.

Flight logistics aren’t as complicated as you might think. Many international carriers now fly to both Ho Chi Minh City (the former Saigon) and Hanoi. From either city, it’s a short flight to Nha Trang.

We hope to have a look at this new chartering venue soon, but if you beat us to it, we’d love to hear about it.

— latitude/aet

A Chance Encounter at A Place ‘Stuck in Time’

While on charter in the British Virgin Islands, we sailed to the low-lying island of Anegada, 12 miles north of Virgin Gorda. Since our guests wanted a deserted beach to walk on, we suggested Tomato Point instead of the popular anchorage at Setting Point.

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OF CHARTERING

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As we neared the spot where I would drop them, Rod, one of our guests, asked what kind of people frequent the Cow Wreck — a difficult question to answer. “People like you,” I offered, then went on to say, “Anegada is a place you either like or don’t.” I prefer guests to find their own special adventures, and rather than tell them precisely what to do, I just guide them. So, I pointed the way and left.

Later, I collected them from the beach and asked how it went, curious to find out if they liked it or not. They were all giddy, explaining that, not only was the walk superb, but when they arrived none other than Sir Richard Branson (of Virgin Atlantic and Virgin Records) was there with his entourage. Branson welcomed my charter clients as if they were part of his own guest list. Even the bar owner thanked them for coming.

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Sir Richard Branson considers the British Virgin Islands to be one of his favorite places on earth. In fact, he purchased his own private island there, just outside of Virgin Gorda’s North Sound — called Necker Island. When Branson and his entourage aren’t using its spectacular facilities, the entire island can be rented — for a handsome fee, of course. Max capacity is 28 guests in luxurious accommodations. If you’re curious, take a virtual tour of the property at www.virgin.com/subsites/necker/.

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Speaking as a professional charter skipper, I thought much of what you said in the article was spot on. I would add that a night sail is an important step to take in a would-be cruising sailor’s learning curve, and nice to include in your itinerary, just for the experience.

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On his website, www.oceanbreezetours.com, you’ll find more chartering tips, plus info on his upcoming Caribbean Walkabout, a one-directional tour of the Windwards and Leewards.

A First-Timer’s Memories of a ‘Surf and Turf’ Charter

Since I work as a middle school counselor, you probably won’t be surprised to learn that I’m in need of some serious ‘R and R’ by the end of the school year. That’s precisely why my friend Julie, a middle school teacher, urged me to join her and some friends on a Caribbean sailing vacation — even though my boating experience was minimal. The plan was to spend five days on a sailing catamaran, plus five days at a waterside resort — a ‘surf and turf’ vacation, as Julie called it.

Since I’m a novice sailor and also a non-swimmer, the idea of doing a 10-day vacation in the British Virgin Islands was like being asked to travel to the moon. "You really have no idea what this will be like," said Julie with a big smile. That intrigued me. It sounded delicious.

I looked up the Bitter End Yacht Club online — the resort where we were to stay — and found myself staring dreamily at the photos of this tropical Shangri-la. Although our five-day stay at the Bitter End was a first-class experience for rest, freedom, excellent food and guided tours, I have to say that the boat portion was my favorite part of the trip. Sailing on the waters of this paradise was better than I could ever have imagined.

Traveling aboard a boat run by an expert sailor like our Captain Kent was a priceless experience. I always felt safe and comfortable. For me, one of the highlights was dining in the cockpit under a canopy of stars and a full moon. It topped any five-star restaurant. A well-provisioned boat and thoughtful menus made for delicious meals every night.

My absolute favorite memory of the trip, however, was our visit to The Baths on Virgin Gorda, where I snorkeled for the very first time. During the plantation era, this cluster of giant boulders interspersed with white sand beaches was used by slave traders to disembark and bathe their human cargo. Despite this sad history, the massive rock formations are profoundly beautiful, yet...
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When I returned to school in the fall, my associates asked, “How was your summer? Did you go anywhere?” Even before answering, my face lit up and, mentally, I was back in paradise. I saw the sails filled with warm air, felt the motion of the water beneath us, and I was aware of the indescribable silence that allowed for no worries about life back home. I saw the palm trees, white sands and turquoise waters, and I heard the soothing accents of the West Indian people. Still today, all I have to do is close my eyes, and I am there.

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Memorializing one of the most treasured eras of American sailing history, the replica schooner 'America' now plies San Diego waters. Formerly a centerpiece of the Key West waterfront, she is now based at San Diego's Marriott Marina in front of Seaport Village, and can be booked for private charters and special events. She takes up to 90 passengers for daysails and offers sit-down dinners for up to 20 with the pampering service of a seven-person crew—all decked out in dress whites. For more info, contact Next Level Sailing at (800) 644-3454 or see www.america yacht.com.

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"By upgrading our electronics, we can help make a vacation safer and even more enjoyable," says general manager Peter Cook. See www.sunsail.com for fleet info, or call (800) 281-8350.

Finally, while perusing the websites of major bareboat charter outfits lately, we've noticed a variety of enticing discounts on relatively last-minute charter bookings, especially on Caribbean-based monohulls. So if you're itching for a sailing getaway and are looking for a bargain, we suggest you check often for online updates.
Good Morning Vietnam: Chartering’s Newest Destination

Looking for the ‘next place’ for a truly exotic sailing vacation? Look no further. This month, Sunsail will inaugurate its latest base at Nha Trang, on the central coast of Vietnam.

No, we’re not making this up. While many Americans still cling to sad memories of our decade-long involvement in this formerly war-torn nation, according to many international journalists, most Vietnamese citizens themselves have moved on, eagerly embracing new opportunities and a rising standard of living. It’s no wonder, really, when you consider that the median age of today’s population is only 25, and the war ended 33 years ago.

As American vets who’ve returned to visit in recent years will tell you, Vietnam today is a fascinating and geographically beautiful country with a newly enlivened economy. In addition to a variety of other reforms, its government is cautiously embracing international tourism. After 100 years of French occupation preceded by 1,000 years of Chinese rule, the Vietnamese people are undoubtedly thrilled to be free of foreign intervention, and able to participate in world trade and tourism as other developing Asian countries do.

This is not to say that Vietnam will be an international yachting center anytime soon. But on a limited basis, adventurous sailors may now cruise aboard late-model bareboats along a 60-mile stretch of coastline within Khanh Hoa Province. Sunsail has adopted the Nha Trang Sailing Club as its base location, and the inaugural season will run from May 21 through September 10. While this is probably not a good choice for first-time charterers, its greatest appeal will probably be to those diehard chartering enthusiasts who have already sailed in many of the more popular venues. No doubt the opportunity will also appeal to a good number of vets, curious to see the changes in this now-peaceful country.

As described by Sunsail reps, “Vietnam is a land of majestic coastlines, paddy fields, mountainous jungles, ancient monuments and bustling cities.” The designated cruising area is said to feature beautiful beaches, offshore islands and protected bays, where “the locals are renowned for their warm hospitality.” Many of the islands have restaurants and resort facilities.

This season, Sunsail’s Vietnam fleet is comprised of monohulls only, ranging in size from 37 to 46 feet. All are available as bareboats. However, skippers are available for an additional fee. Although we haven’t sailed these waters, it seems to us that this is one venue where the local knowledge and language skills of a hired captain might be a good investment.

A strong argument for visiting Vietnam this season or next, of course, is that you will be among the first foreign sailors to sail these waters recreationally. As far as we know, the number of cruisers who’ve sailed here is probably still in single digits. Flight logistics aren’t as complicated as you might think. Many international carriers now fly to both Ho Chi Minh City (the former Saigon) and Hanoi. From either city, it’s a short flight to Nha Trang.

We hope to have a look at this new chartering venue soon, but if you beat us to it, we’d love to hear about it.

— latitude/aet

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We once had the sheer sleeve tear off three times while test-driving around the harbor, before we convinced the charter company to provide us with a new motor. If possible, always carry oars and a small anchor in the dinghy, as wind and currents will take a disabled dinghy out to sea in seconds. If oars are not provided, I suggest keeping a handheld VHF in the dinghy, hidden, of course, from would-be thieves.

In order to make our charters more fun, we ask the charter guests to come up with a theme for the trip, then we have shirts and hats made for everyone with the slogan or theme printed on them (100% cotton, of course). We take lots of digital photos and email them to our guests. We also provide water toys/guns and sometimes funnelators when more than one boat is involved.

Regarding food, we always make up a pre-trip menu of meals that we expect to have on the boat, mixing it up with meals ashore. We then plan our itinerary accordingly. Be sure to ask your people in advance about food allergies, lactose intolerance, vegetarian diets, etc. We usually go shopping the day before the charter clock starts ticking, if possible. This allows us to maximize our sailing time. If you plan to shop ahead, however, make sure the charter company or supermarket will let you store the perishable goods overnight.

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May, 2006 • Latitude 38 • Page 185
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**May, 2006 • Latitude 38 • Page 187**
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May, 2006 • Latitude 38 • Page 189
Teal — Coronado 25 Modified
George Benson
Singlehanded The West Coast (San Leandro & Alameda)

With reports this month from Teal on singlehanding the West Coast of the United States; from Swell on the continued sailing-surfing safari of Liz Clark; from Our Tern on the honesty of the Mexican people; from Silent Sun on a February trip from Seattle to San Francisco; and much more.

Our Tern — Cruising Notes

Cruise Notes

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Teal was to be the starter boat while Benson spent the next bunch of years sailing other boats offshore in order to discover what he wanted for his ultimate cruising boat. But a funny thing happened. The more he sailed bigger boats in heavy weather and gales, the less he liked them. And the more he sailed his humble Coronado, the more he liked her. He finally came to the conclusion that he already owned his ultimate cruising boat.

Benson is the kind of guy who likes to stop at every single place possible. In fact, during his 48-day trip north, he made 21 stops for one or more nights, and 16 exploratory visits to coves, landings, anchorages, and harbors. All these visits, and the lack of a detailed guide to the coast, motivated him to write Cruising the Northwest Coast. Benson describes it as "a comprehensive cruising guide, including images as well as detailed local information on each harbor, to aid fellow sailors aspiring to make the once thought impossible near shore passage to Port Angeles in small yachts." The book can be ordered from his website at www.georgebenson.us.

The following season, Benson was joined by his wife JoAnne, who had just retired, for a cruise of all of Puget Sound. "We stopped at every possible place — meaning every little cove — including all the Sunshine Coast and on up to Desolation Sound. Then last summer we did the Inside Passage to Queen Charlotte Sound. Next season we'll do Northern British Columbia, with no particular destination in mind. Like Latitude, we'll go where the wind blows — although we'll be sure it blows us into every nook and cranny. At the end of the year we'll sail down the exposed west side of Vancouver Island on our way home."

George and JoAnne's ultimate goal is to reach Ketchikan and Juneau in the next few years. "There is so much cruising up there, we'll probably leave Teal there for the rest of our lives."

Cruising San Diego to Alaska in a Coronado 25 — if that doesn't take the cake! The thing we love about it is that it once again proves that it's desire, not money, that is the primary impediment to going cruising.

— latitude 38 04/17/06

Swell — Cal 40
Liz Clark
Surfing Safari Under Sail
(Santa Barbara)

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Surfing Safari Under Sail
(Santa Barbara)

After some great times with a lot of people ashore and on the water in Punta Mita, plus surfing a reef we'd discovered
IN LATITUDES

with Kemi, a very interesting woman who runs a surfing school at Punta Mita, my crew Shannon and I made our way south along Mexico’s Gold Coast to Melaque. In the last nine weeks, Shannon has proven to be an amazing crewmate and friend. She’s been considerate, conscientious, and hardworking. And no matter whether she’s scrubbing the bottom or dropping into a set wave after only two years of surfing, she does it with pure determination. Despite being confined to Swell’s tight quarters and limited in her daily choices due to our unusual way of travel, Shannon has made the best of our situation. She’ll find a way to occupy herself, whether it be free-diving and petting the eels — yeah, she’s like a female version of the Crocodile Hunter — or swimming half a mile to land to explore a new beach.

Shannon and I share everything from meals and shampoo, to thoughts about life and the universe. She gives me my space, but she’s there in a pinch when I need her. But I know not to ask her to get up early, and wait until she puts her contacts in to start issuing orders. She could sleep through a nuclear explosion, and enjoys cereal, chocolate, and long walks on the beach. The best part is that we were both Environmental Studies majors at UC Santa Barbara and are nerds at heart. Our latest academic endeavor was a simultaneous reading of Rachel Carson’s The Sea Around Us, two copies of which just happened to be on the boat. Anyway, it’s fun to be able to indulge in my nerddiness with another undercover geek.

We spent almost a week in Barra Nava-dad, touching base with home, provisioning, and making a few repairs. It was perfect timing for a pause, as a norther blew like hell for four days. The lagoon at Barra offered us more protection, so we sailed down from Melaque and up into the lagoon. While there, we spent our days enjoying all-out body-surfing sessions or making the long dinghy ride back to the reef for surfing. There’s a plush marina resort next to the lagoon, so we quickly made ourselves right at home. Our hot showers were followed by sipping sparkling water while sprawled on the couches and pillows of the hotel lobby, banging away at our laptops. We got a few glares — but only from American tourists. The folks who run the resort were great.

Before departing Barra, we needed to stop at the fuel dock. I’d been lazy and neglected to program the waypoints for the narrow channel in and out of the lagoon. One of the other cruisers had given me the waypoints and warned that just about everyone runs aground. Having made it in just fine, I thought I had it wired and that waypoints were for scared old people. With the music blaring and me steering with my foot, I watched the fathometer drop from 11 feet to almost nothing! I tried to turn Swell away from the shallows, but actually drove her right into the mud! I tried reverse but she didn’t budge. Hot, flustered, and disappointed at my having been so cocky, I swallowed in my stupidity for a few seconds — until a dinghy full of cruisers — including the one who had given me the waypoints — came over to see the dumb blonde girl stuck in the mud.

“Yeah, thanks, I realize that now,” I replied to their comments and pointing toward the channel. I did my very best not to implode from irritation and embarrassment, but I could just picture the headline, “Girl cruiser runs aground”. So I quickly jumped into the dinghy and used it to shove Swell back into the channel. Scott from Ocean Rose graciously returned with his handheld Liz, radiating health, after a surf session in the cooler waters of Baja. That’s her Cal 40 ‘Swell’ in the background.

SPREAD, SHANNON SWITZER; INSET, GEORGE ‘NOT THE MUSICIAN’ BENSON
GPS, waypoints and all. We sailed 30 miles south, but thanks to a southerly ended up having to anchor in a tight cove overshadowed by a monstrosity of a resort rather than in a secluded bay. The resort came with the usual irritating packs of jet-skiers, paddling kids on inflatable bananas, and sunset cruise boats where 30 tourists were jammed up against each other’s absurd orange life jackets. With dinner in mind and a few hours of light left, Shannon and I geared up to free dive. She set off with her shiny new Hawaiian sling looking for lobsters. Before I even made it into the water, she returned like a puppy with its tail between its legs. She’d been swarmed by a zillion little jellyfish and hadn’t been able to see her hand in front of her face. So I opted for the other side of the cove.

I’d been given a banded speargun by a good friend, but hadn’t tried it because I hate watching anything die. As a young girl, I cried watching my dad and brother delight in beating their flopping, gasping catches on the stern of our sailboat. I couldn’t bring myself to shoot the slow moving rockfish or the ones that swam in pairs, as it just seemed too mean. I’m pathetic, I know, but I limited myself to stalking the quicker schooling fish. It was harder, but in the meantime I ran across a lovely turtle, a black-spotted eel, and some beautiful rays. I returned to Swell empty-handed, jellyfish stings on the stern of our sailboat. I’d looked painfully into the wide-eyes of those fish and knew that my compassion was going to be an obstacle to my success as a spearfisherwoman. My father’s words echoed in my head as I pointed the cocked gun around the reef, “We only kill what we eat.” I know that eating what is close to you is the most environmentally-sound way to go, as it doesn’t need to be shipped across country or processed and packaged, I had to get over my sensitivity and learn to shoot to kill.

I finally saw an edible-looking fish and pulled the trigger. I missed and the spear stuck into the sand. But suddenly I felt the challenge, and after that it was ‘game on’. For nearly three hours I maniacally chased fish. I couldn’t bring myself to shoot the slow moving rockfish or the ones that swarm in pairs, as it just seemed too mean. I’m pathetic, I know, but I limited myself to stalking the quicker schooling fish. It was harder, but in the meantime I ran across a lovely turtle, a black-spotted eel, and some beautiful rays. I returned to Swell empty-handed, jellyfish stings on the stern of our sailboat. I’d looked painfully into the wide-eyes of those fish and knew that my compassion was going to be an obstacle to my success as a spearfisherwoman. My father’s words echoed in my head as I pointed the cocked gun around the reef, “We only kill what we eat.” I know that eating what is close to you is the most environmentally-sound way to go, as it doesn’t need to be shipped across country or processed and packaged, I had to get over my sensitivity and learn to shoot to kill.

When Tom Jones did last year’s Ha-Ha with his San Francisco-based Liberty 456 ‘Charissa’, he discovered something interesting about himself — that he doesn’t like sailing overnight. When he got settled in at Marina Vallarta, he learned something equally important — that he loves daysailing on the warm blue waters of Banderas Bay. ‘It’s a lot like sailing on San Francisco Bay, except you’re never cold and there’s lots of sealife. It’s so fun I take ‘the couch’ — the nickname for my comfortable boat — out four to five times a week. After a great day of sailing, I put the boat back in her berth and head over to Route 66 in Vallarta. It’s wonderful. I’ll be doing this until late April. After going north for the summer, I’ll come back down in October and start all over again.”

When we headed back out to sea the following morning, the swell had clearly
Then, after Shannon and I shared la mota, not lobster. Arrival and wondered if we wanted to buy panganero. We got our first clue about this when a guy who asked us all about our land adventures. Nearly every time we go to check out us newcomers. There were two loud Italian brothers and a quieter Mexican guy who asked us all about sailing and marveled at our story.

Then the Mexican Taliban pulled out another strand from his horticultural enterprise, and laid it next to the other. Mexican year. You could feel a bit of a buzz in the air. We came across a group of fishermen and helped them push their panga through a tidal influx toward the sea. To reciprocate, they extended two thick blunts in our direction. We continued on past what looked like a deserted beach, but were then summoned by a man who appeared from the shadows of his palapa. He waves us in like an impatient mother with dinner on the table. We sort of bumbled and mumbled, then found ourselves sitting in the shade of the palapa sipping an apple refresco with a man who called himself the 'Mexican Taliban'. The long, dark ponytail that fell from the back of his well-worn hat gave away his pride in being indigenous.

As we sat, he told us about his town, his paradise. He explained there were no police. This beach was where people came to ‘fuma la mota, hace la coca, y baile’. Fully-stocked for Semana Santa party-goers, he laid a huge green bud on the table between us. He motioned it politely, as though she’d sampled his prize-winning chili. He continued on while a few of his friends filtered in to check out us newcomers. There were two loud Italian brothers and a quieter Mexican guy who asked us all about sailing and marveled at our story.

They graciously offered us a ride. I quickly pointed to Shannon, explaining in Spanish how much she’d been dying to ride the banana — and practically shoved her overboard. As she mounted the banana, she shot me a look that could have killed — but before long was loving the ride she was sharing with a bunch of screaming 14-year-old boys. Our day was complete.

— Liz 04/07/06

Our Tern — Valiant 40
Danielle Winslow, 16
Stolen Dinghy
(Everett, WA)

When we — Vaughn, my dad, Natalie, my mom, Brooke, my 13-year-old sister, and I — cruised to Mexico, the last thing we figured we’d have to do was get our outboard out of ‘motor jail’. But that’s what happened.

It started after our family had enjoyed a wonderful Sunday night of food, friends, and fun in the lively plaza at Melaque, a small town located between Tenacatita Bay and Barra de Navidad, and it was time for the four of us to return to our boat in the somewhat rolly bay. As we stumbled down the unstable sand to our dinghy, we giggled about our festive evening, and our eyes began to adjust to the darkness. Brooke was the first to fall silent and silence my jabbering.

“Where’s our outboard?” she asked in a soft voice.

I drew a sharp gasp, while mom wailed, "Oh no!"

Dad didn’t say anything as mom and I suggested that he go back to the closest restaurant to ask if they’d seen anything. As we watched him slink back toward the restaurant, Brooke, mom, and I sat on the pontoons of our dinghy, stunned. Not having a dinghy outboard is a very scary thought. As we continued on our way, we could feel a bit of a buzz in the air. We came across a group of fishermen and helped them push their panga through a tidal influx toward the sea.

The other interesting aspect of the place is that, because it is located in Michoacan, which is mostly governed by indigenous people, officials are notoriously slack about enforcing drug laws. We got our first clue about this when a panganero greeted us shortly after our arrival and wondered if we wanted to buy la mota, not lobster.

Then, after Shannon and I shared an empty lineup the next morning, we decided to check out the town. Everyone was gearing up for Semana Santa — Holy Week — one of the major holidays of the Mexican year. You could feel a bit of a buzz in the air. We came across a group of fishermen and helped them push their panga through a tidal influx toward the sea. To reciprocate, they extended two thick blunts in our direction. We continued on past what looked like a deserted beach, but were then summoned by a man who appeared from the shadows of his palapa. He waves us in like an impatient mother with dinner on the table. We sort of bumbled and mumbled, then found ourselves sitting in the shade of the palapa sipping an apple refresco with a man who called himself the ‘Mexican Taliban’. The long, dark ponytail that fell from the back of his well-worn hat gave away his pride in being indigenous.

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serious problem when cruising. The folks at the restaurant hadn’t seen anything, so our row back to the boat was quiet. We all went to bed with our thoughts about friendly Melaque, one of our favorite places, somewhat shattered. 

Mom was rejuvenated the next morning, and began to formulate plans for spreading word of the theft. I wrote flyers in Spanish reporting that our 6 h.p., Johnson outboard had been stolen from the transom of our dinghy between 8 and 11 p.m. on the night of February 11. After Dad reported the theft on the local cruiser net, which covers Barra de Navidad, Melaque, and Tenacatita, Mom and I went to shore to pass out the flyers.

I set off into town, passing out notices to town friends, acquaintances, and every other person willing to take one. When our friends at El Jefecito Pescadera heard the news, they were outraged. The father and sons who ran the fish market offered some suggestions and quickly posted our notice. We later learned that one of the sons, who works in the advertising department at Barra’s Channel 10 News, put the word out there, too! Pancho, who runs the internet cafe in the bus station, offered to help with the police report. My friend Erica, who owns a store, let us use her cell phone number as a way for people to contact us with any news. The locals were very sympathetic.

Once Mom and I returned to the boat, Dad left for the Ministerio del Publico office in Chiuatlan to file a public notice. While he was gone, the folks on Maestro del Mar came on the radio to relay a message that our outboard was at the police station! We were so excited, and many friends, including the crew of Rosita, Daydreams, and Dawn Treader, kept our spirits high.

Dad was exhausted when he returned, and we were puzzled because the police officers at Barra, Chiuatlan, and Melaque knew nothing about a returned outboard. Our enthusiasm wavered, but we tried to keep our spirits high. Dad and Mom went to the police station in Melaque, which is next to the town square but isn’t much more than a desk and a place for the police to meet while patrolling the little town. Nobody there knew anything about a returned outboard.

We finally managed to contact the original source — some RV cruisers in the motor home compound — who initiated the news that our outboard had been found. They said a thief had taken the motor from the transom of our dinghy and was carrying it down the beach when he was spotted by a restaurant worker. The worker yelled at the man with the motor because it didn’t seem quite right. The thief must have been spooked, because he dropped the outboard and ran. Everyone assumed that he’d stolen the motor hoping to sell it to get money to buy drugs, and it was later rumored that he was caught and sent to prison.

In any event, Dad made another trip to Chiuatlan the next day, where he saw our outboard — behind bars! Our Johnson was in ‘motor jail’. Nothing in Mexico happens quickly, so even though Dad presented his certificate of ownership with the correct engine serial number, he wasn’t able to get the engine back that day. The problem was that he first had to go to another building and fill out a bunch of paperwork, but by then it was the middle of the afternoon and the lady in charge said he’d have to come back the next afternoon!

Dad returned to Chiuatlan the next day, and received the necessary papers to get the engine released. Nonetheless, before he could return to our boat, he was escorted, carrying the engine, back to the Ministerio del Publico to file another public notice saying our engine was no longer missing.

Amazingly, we got our engine back within a week and without having to pay a ransom. Our faith in Melaque had been restored by all the help and sympathy we received. But we learned the hard way that we couldn’t get too complacent about leaving our dinghy. No matter where you are or how familiar you are with the place, it’s always better to be safe than sorry — and lock your dinghy and outboard. Still, every time I return to the dinghy, motor, and gas tank waiting on the beach, I can’t help but give a sigh of relief.

— danielle 03/15/06

Silent Sun — Crealock 37
Rob Tryon & David Walsman
South From Seattle (Sausalito)

A sailing passage from Seattle to San Francisco can never be taken lightly — not even in late summer, which is statistically the most likely time of year to be blessed by fine weather. The problem with the 850-mile coastal passage, which features the dreaded capes at Blanco and Mendocino, is that the waters are subject to being lashed by unexpected gale-force winds that often develop at a moment’s notice. There are also the matters of fog, crab pots, and unnecessarily cold temperatures. For most sailors, a Seattle to San Francisco trip is not at all about the journey, but rather getting to the destination in one piece.

February is potentially one of the worst months to make this passage south, but that’s when Rob Tryon needed to get to San Francisco Bay with his Crealock 37. The timing of the trip was work-related — his lady needed to start work at Latitude, and the boat is their home. Friends thought Tryon was nuts for not taking the Inland Passage — meaning having the boat trucked south on the I-5. But he’s just not that kind of guy.

Since the passage isn’t one that can be passed off as a pleasure cruise, Tryon assumed that he’d have to do it single-
handed. But when good friend David Walsman offered to help, it became a doublehanded adventure. Having already sailed he and his wife Betty Lou’s Hunter 420 Decade Dance from San Diego to Alaska three times, it would come as no surprise that Walsman didn’t get sick or scared, and that he was able to cook in heavy weather.

The pair left Seattle on February 2 hoping to reach Maple Bay, B.C. as their first leg. They would have made it, too, had they not had to hunker down in Sidney, B.C. because the 75-knot winds of the worst winter storm since ’99 made a mess of Puget Sound. As it turned out, they wouldn’t be leaving Maple Bay until February 7, after which they made the big mistake of anchoring off Port Renfrew. “The leftover swell from the storm rolled right into the bay, violently rocking and rolling Silent Sun the entire night,” remembers Rob. “I’ve anchored in some pretty sketchy places in our travels to Alaska and back, but this was one of the worst. We should have checked back into the States at Friday Harbor and gone to Neah Bay instead.

Weather forecasts between the Strait of San Juan de Fuca and San Francisco often prove to be inaccurate — and this was the case for Silent Sun. Having started down the coast of Washington with a forecast for light northwesterlies, they weren’t halfway down the coast before the wind started coming up out of the east. They beam-reached under a double-reefed main, staysail, and mizzen, until dawn, at which time they further reduced sail and hove-to in order to get some much needed sleep.

“When I awoke we were 40 miles off the mouth of the Columbia River, it was blowing hard, and the beam seas were so big that there was nothing we could do but run with it,” Tyron remembers. The coastal forecast was finally updated to include a surprise easterly gale with accelerated winds off the coastal gaps — the Columbia River being the largest gap of them all.

Tyron isn’t sure how hard the wind was actually blowing, but he figures it was 50 knots based on the noise in the rigging and the fact that the wind generator kept stalling out — which it’s supposed to do at 50 knots. Portland, further to the east, recorded 80 knots of wind, felling trees and causing wide-spread destruction.

Tyron and Walsman battled the gale for 24 hours before the winds finally eased enough to allow them some cast-
Dressed in their best cruising formal wear, about 200 folks showed up for the founding of the Punta Mita Yacht & Surf Club.

When sailing south from Seattle in February, dressing for success involves putting on a lot of layers of clothing.

Cruise Notes: About 200 people turned out on the evening of March 27 for the founding of the Punta Mita Yacht and Surf Club at — where else? — Punta Mita at the northwest tip of Banderas Bay, Mexico. Most of the time the club masquerades as Hector’s on-the-sand Margarita Restaurant, but on certain days and nights, starting again in the fall, it will magically transform into the PMY&SC. Some of the great features of the club are that there’s always unlimited room to anchor out front, the sailing is terrific, and when there’s a big swell running, the surfing can be great for everyone from novices to experts. In addition, the club will provide wireless high speed internet access to boats in the anchorage.

The primary goals of the club are to promote mini-cruises and fun racing on the waters of Banderas Bay along with the Vallarta YC and other organizations, and for the membership to take life easy. The club can already claim some stellar athletes. Rob Machado of Encinitas, long one of the top-rated and most admired surfers on the planet, is a member, and may even show up next fall with his buddy Kelly Slater, who has been the king of all surfing for many years, for a little sailing and surfing fun. Another member is Greg LeMond, who won the Tour de France numerous times before anybody ever heard of Lance what’s-his-face. As one yacht & surfer joked, “Now all we need are a couple of good sailors.”
IN LATITUDES

The new pier at Two Harbors is just about complete, and the fuel dock should be open before the crowds arrive on Memorial Day.

Yeah, it’s that kind of club.

Membership requirements are stiff. You have to sail to the club from somewhere else, and once you arrive, the initiation fee and lifetime dues are $1. Further, Commodore Linh Goben, easily the most beautiful commodore in the world, and a vet of the ’04 Ha-Ha, has decreed that everybody who enters a boat in the Ha-Ha automatically qualifies for membership. “I’m going to make sure the membership cards go out with all the Ha-Ha entry packets, so everyone will be a yacht club member when they sail down the coast to the San Diego start of the Ha-Ha.”

The club’s first event was the following day — sponsoring the Pirates for Pupils Spinnaker Run for Charity, with the proceeds to benefit deserving kid’s programs around the bay and particularly at Punta Mita, and to help keep the beaches clean. With Ronnie Tea Lady doing most of the heavy lifting, arranging for the boats and for contributors to get rides on boats, the participant contributions came to $1,238. The Yacht & Surf Club donated the $76 it collected in membership fees the night before, the Punta Mita Beach Club and Punta Mita Realty pledged $1,000, El Faro Condos pledged $500, and the ’04 and ’05 Ha-Ha’s donated $500 each — for a total of $3,785. Commodore Linh and Ronnie want to thank everyone for their generosity. Ronnie will be in charge of evaluating requests for materials from the community to make sure the money get spent intelligently. Next year’s Pirates For Pupils will be . . . well, we’re not sure. It will be sometime in March just before the Banderas Bay Regatta, but the dates of that event are now up in the air because host Paradise Marina has just landed the prestigious J/24 Worlds for about the same time period. So stay tuned.

Rush to misjudgement? “As you know, we’ve been receiving a lot of complaints about the port captain at Isla Mujeres on the Caribbean coast of Mexico,” writes Tere Grossman, president of the Mexican Marina Owners Association. “The problem was that he has asked mariners to either go to the Banamex in Cancun — a lot of time and expense — or use an agent to take care of the clearing fees. I forwarded the complaints to Jose Tomas Lozano, El Director de Marina Mercante, in Mexico City for review. I just received a response from him, in which he explained that the problem is that if you are coming into or leaving Mexico, you have to pay a fee at El Terminal de punta de venta (TPV). I’m not exactly sure what this is, but I assume it’s a special desk at the port captain’s office with authority to receive money, or a special desk at Banamex, Mexico’s largest bank. The problem is that Banamex doesn’t have a branch at Isla Mujeres, so the port captain has had no option but to suggest that cruisers either use an agent — who guarantees payment — or send them to the Banamex in Cancun. The eventual solution is to install a TPV at Isla Mujeres, but until then, everything remains the same. It’s very important that cruisers understand two things: 1) That the problem has not been corruption on the part of the port captain, but rather a situation that the authorities in Mexico City did not foresee; and 2) Very soon there will be a TPV at Isla Mujeres so that cruisers will be able to check in without using an agent or having to go to great expense.”

We at Latitude think we owe the port captain at Isla Mujeres an apology, as we suspected there was some nefarious reason for the problems. We’re indeed sorry.

As you can tell from the accompanying photo, the folks at Two Harbors, Catalina aren’t kidding when they say the job of replacing the old pier is almost complete. True, they are still working on the permits for the office on the dock, and probably won’t have fuel until just before the Memorial Day weekend, but it’s come a long way. It’s a good thing, too, because if you check out their web...
'Wanderlust', Harker’s second Hunter, enjoying the blue water and warm breezes off Antigua’s English Harbor.

Although still new to sailing, Harker did 24,000 ocean miles in 22 months with his new Hunter 466, much of it singlehanded.

of Lake Arrowhead did the Ha-Ha with his Hunter 340 Wanderlust in 2000, he really didn’t know how. Nonetheless, he cruised Mexico singlehanded, did the Ha-Ha Bash singlehanded — by which time he was hooked on sailing. He bought a new Hunter 466 from the Miami Boat Show, singlehanded her to and around the Med, then sailed across the Atlantic and Caribbean to the Galapagos and South Pacific, and finally to Hawaii and home. It turns out that Harker, who was the subject of the Latitude Interview in October and November of ’04, has just gotten started on his sailing adventures. He’s been hired by Hunter to be a testing captain, along with sailing legend Steve Pettengill, to evaluate and demo the new Hunter 49, the queen of the Hunter line. As such, starting next month Harker and Pettengill will be taking the Hunter 49 prototype up the East Coast to show her to dealers. Later in the year, they’ll be bringing another new Hunter 49 down the Pacific Coast to show to West Coast dealers.

This fall, Harker will be given the first Hunter Offshore Mariner 49 — a completely offshore outfitted version of the regular 49 — to sail around the world. Check out some of the highlights of the itinerary: St. Barth’s Around The Island Race on New Year’s Eve, Heineken Regatta in St. Martin, BVI Spring Regatta, Antigua Classic Regatta, Antigua Sailing Week, across the Atlantic to the Med, Valencia for the America’s Cup, many of the major ports in the Med, down the Red Sea and across the Indian Ocean to Thailand and Malaysia for the King’s Cup, and many more stops in the region before sailing to China for the Olympics. After that, Harker will sail the boat across the North Pacific to the Pacific Northwest, down the West Coast, do the ’08 Ha-Ha, continue on to the Canal, and finally across the Caribbean to Florida to complete a circumnavigation. Outstanding plan, don’t you think? It’s all the more amazing if you remember that about 20 years ago Harker all but died as a result of a terrible hang-glider accident in Grenada, and was thought to be permanently paralyzed. The story of his miraculous recovery — and continuing complications, such as having no feeling below his knees — can be found in the Latitude interviews.

Harker ‘blames’ his entire sailing career on us. “It started when I picked up a copy of Latitude at the Hunter dealer while innocently riding my bike around Marina del Rey, and really got up a head of steam with the Ha-Ha and later cruising on Banderas Bay,” he says. As such, the professional cinematographer will be providing us with reports and photos during the trip. We might even see if we can stow away for a leg or two.

“As I write this on April 17, my good ‘ol Morgan Out-Island 41 Blessed Be! is actually sailing toward Rangiroa,” reports skipper Jessica Stone of Gig Harbor, Washington. “We’re only doing about 3.5 knots, but even that is pretty amazing considering that her mast is folded in two, and is being held away from the hull by a large chunk of wood. The shrouds and stays are wrapped around the deck, and every line crisscrosses others, forming a giant red, white and blue spiderweb. We’re flying a storm jib from a forestay we made from a dockline, and have managed to hoist about a quarter of the torn main from it. My beautiful boat is literally being held together with duct tape, bungee cords, and string.”

We’ll have a full story and photos on the dismasting of Blessed Be! next month, but owner Stone, who made a lot of cruising friends in Zihua last winter, and crewman Mike Irvine, report they had a “perfect sail” for 2,290 of the 3,000 miles from Mexico to the Marquesas.
In Latitudes

Inexplicably, the shallow waters and sands to the east of Santa Barbara’s Stearn’s Wharf act like a magnet for anchored boats.

With less than 10 miles to landfall at Hiva Oa, they were hit by a squall at 3 a.m., at which point they mistakenly thought they’d lost the rudder. Eventually, they discovered it was actually a temporary problem with the steering system. Unfortunately, they’d started the engine in the interim to keep away from Hiva Oa’s rocky coast, and somehow the jib sheet and then jib managed to get fouled in the turning prop. Working like an out-of-control electric winch, the turning prop pulled the mast down! Thanks to lots of help and moral support at Hiva Oa, both our oars broke while rowing back to our boat one night, leaving us to drift with the outgoing tide. We tried to make a paddle from the floorboard, but it didn’t work so well. We used our flashlight to send an SOS to the crew on an oil rig support boat, and they called the Harbor Patrol. We’d like to thank the Harbor Patrol for all their help.

“Their adventure isn’t going like I’d planned,” she writes, “and I don’t know what direction the wind will blow during the next phase of this journey. Maybe I’ll go on toward New Zealand, perhaps I’ll turn toward Hawaii, and maybe I’ll even head back toward the cool Northwest. But whatever adventures await, I know one thing for certain — at this moment we’re headed in the right direction, the sun is rising in a burst of gold and copper, and Blessed Be! is sailing. Life is good.”

That’s living in the moment. The loss of Blessed Be!’s mast left Stone unable to contact her many friends. She can now be reached at jessica@blessedbe.com — and would love to hear from everyone. Don’t hold back on the encouragement, as it would be tragic if, having come so far, she were to retreat to the cool Northwest. Be steadfast girl!

“We’d like to thank the City of Santa Barbara and Harbor Patrol Officers Troy Kuhlman and Eric Engebretson for saving our boat — with us aboard — on March 28,” write Richard and Sofia Smiley of the Sausalito-based Mariner 31 Azuresence. “We’d been anchored to the east of Stearn’s Wharf when debris cut our two anchor rode, so we grabbed a nearby mooring. Then, while asleep at 6:30 a.m., our boat broke loose from that mooring. We were awakened by the sound of a Harbor Patrolman banging a boat hook while attaching a towline to our boat. We were only in about five feet of water at the time, and just seconds from being in the surf line, so they only had one chance to hook us. Officers Kuhlman and Engebretson had been alerted by Stearn’s Wharf maintenance employee Doug Coston, who’d noticed us drifting toward the beach. Earlier in the year, we’d had another embarrassing incident in Santa Barbara. Both our oars broke while rowing back to our boat one night, leaving us to drift with the outgoing tide. We tried to make a paddle from the floorboard, but it didn’t work so well. We used our flashlight to send an SOS to the crew on an oil rig support boat, and they called the Harbor Patrol. We’d like to thank the Harbor Patrol for all their help.”

With all due respect, Richard and So.

Inexplicably, the shallow waters and sands to the east of Santa Barbara’s Stearn’s Wharf act like a magnet for anchored boats.
we think our readers will have three understandable questions: 1) What kind of “debris” can cut two anchor rodes? 2) How is it the knot you tied to the mooring buoy came loose or failed? And finally, 3) Even if your oars broke, couldn’t you have used the pieces to row? We’re not criticizing, we’re just curious.

“Singular opened up their fuel dock at Puerto Escondido, Baja on March 30,” reports Connie Sunlover, “and the vessel Merry Dolphin was the first to take advantage of the much-needed new service. The fueling docks still aren’t here, but in the interim, Endless Summer’s dock is being used. Diesel is being sold for 10% more than at the Pemex station in Loreto. Boats can be fueled between 8 a.m. and 5 p.m. by advance appointment with Singular until it’s fully manned. Credit cards and checks won’t be accepted until later on. The opening of the fuel dock is perfect timing for all the boats that will be coming for early May’s Loreto Fest.

Speaking of Mexico, some of you know there will be a presidential election in Mexico this June, but few of you are probably aware of how tight the race has become for what will be a single six-year term. Just a month ago, Andres Manuel Lopez Obrador, a leftwing candidate who is the former mayor of Mexico City, and who has expressed admiration for Venezuela’s Hugo ‘Condi Rice Wants to Have Sex With Me’ Chavez, seemed to have an insurmountable lead of eight percentage points in what is a three-man race. The most recent polls, however, show that Felipe Calderon, the center-right candidate, is now just four points behind. The big factor has been a major advertising campaign associating Obrador’s politics with the economic chaos of Chavez’s Venezuela. Under President Fox, the Mexican economy has done quite well, and Calderon would seek to encourage even freer markets.

“Since November ’05, there have been 22 applicants who have taken tests here for the General Class license needed to utilize the Airmail/Winlink system, and 12 of them have passed,” report Bob and Karen O’Hara of the Puerto Vallarta-based Promises. “Radio Rob Ladner conducts code training/practice in the two weeks preceding the monthly exam. The next exam will be in the fall.”

In light of this month’s letter from George Backhus saying that after 12 years of cruising, he didn’t feel he needed a Ham license any more than he needed an ex-wife, we asked O’Hara about the
value of a Ham license. “There are two email systems that I know of,” he replied. “One of them is Winlink, which has 50 stations worldwide and is growing. In fact, the Vallarta YC Radio Club is currently trying to establish a Winlink station in Jarretadarus for cruisers on Banderas Bay. Using Winlink requires a General Class Ham radio license. The other is Sailmail, an SSB system that has 16 stations worldwide and does not require a license — just something like $200/year to subscribe to their system. I’ve used both, found them both to be easy and reliable to use, and therefore wouldn’t want to pick between them. But currently I only use Winlink.”

When you hang around an island that’s a megayacht magnet in the Caribbean such as St. Barth, you can’t help but start to get the impression that money can buy anything. But that’s not true. As pop philosopher Julian ‘Ju-Ju’ Chatneuff — who splits his time between Orinda, St. Barth, and providing the snooker tables for the Rolling Stones while they are on tour — noted after this year’s St. Barth Bucket, “No matter how rich you are, you can’t buy wind.” In what had been shaping up as the greatest Bucket ever, with 29 boats ranging in size from the Frers 84 Metolius to the 178-ft Perini Navi Parsifal, the trades went AWOL, resulting in all three of the races either being shortened or cancelled. “In terms of sailing, it was a bigger bust than Dolly Parton,” said Ju-Ju. You may remember that last month Jim Casey of Tomatillo wrote in from Panama to say that he was going to have to wait 17 days to transit the Panama Canal. There’s a good explanation for such long delays — lack of capacity. An astonishing 5% of the world’s trades passes through the Panama Canal, and if you’ve not been comatose lately, you know world trade has been booming because of the exploding economies in China and India. On April 12, the Panama Canal Authority reported that there were 104 vessels waiting to transit the Canal, which only has a capacity of

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CHANGES

38 to 40 ships a day. And new ships were arriving all the time. "Present congestion is due to abnormally high arrivals," said a spokesman. Right, it’s the same problem that afflicts the Bay Bridge Toll Plaza every weekday morning.

At least Panama is doing something about it. On April 5, the Panama Canal Authority announced that they had approved plans for $7.5 billion in improvements to the 100-year-old facilities. The most important improvement will be the addition of new three-chamber locks at each end of the Canal, locks that will be 160-feet wide in order to accommodate the new generation of Post-Panamax ships. Those monsters will be capable of carrying twice the cargo of current Panamax ships. In addition, there will be a ‘third lane’ added to the Canal — although it’s not clear what this means. There are places in the Canal — such as the Galliard Cut — where we can’t imagine it would be economically feasible to dredge it wide enough for three ships at once. Who knows, maybe they’ll have special passing zones. The project is expected to take seven years to complete. If the Canal Authority is smart, they’ll of using overcrowded huge locks to lift recreational boats 84 feet at one end of the Canal and lower them 84 feet at the other just doesn’t make any sense. A new, better, and less expensive system could be up and running in a couple of months.

"Thanks in part to our education from Latitude, we have quit/retired, sold the house, and are headed to Mexico via California," writes Simon Foster of the British Colombia-based 50-year-old Garden-designed Seascape. "Although we’ve owned our boat for 15 years, covered 27,000 miles, and spent 600 nights aboard, it’s all been in B.C. waters. So we don’t know about cruising in Mexico. Perhaps you can answer a question that I haven’t seen covered in any letter or cruising guide. Can I bring crew/guests into Mexico if they are going to leave the boat in Mexico and fly home? If so, how do I fill out the crew lists, and how do I amend them to account for our eventually leaving Mexico without those crewmembers? I have seen references to the possibility of huge fines if you leave crew in Mexico and, for that matter, the..."
United States."

You’ve got nothing to worry about, Simon. Owners of boats aren’t responsible for their crew in Mexico the way they are in a few other places. When you check into Mexico, you fill out a crew list, and each member of the crew purchases a tourist visa for about $20. Everybody needs to keep possession of their visa, because if they lose it, they’re going to have to buy a replacement and perhaps pay a small fine. If the boat is moving on to the next port and some or all of the crew are flying home, you just leave them off the new crew list, and they’re on their own. You can add or subtract crew as much as you want. The clearing process in Mexico is far easier and less expensive than it was just a year ago.

Things have been different in places like French Polynesia, where the government has always been worried about crews jumping ship or getting kicked off boats, then never leaving or having the funds to repatriate themselves. That’s what cumbersome and expensive bond requirements for each member of the crew is all about. In the old days, it was incumbent upon skippers to hold the passports of all their crew to prevent themselves from getting into hot water if a member of the crew fell in love with a native girl and split to a thatched love shack without telling them. To be honest, we’re not sure if it’s still important for captains to hold onto all the passports or if procedures have eliminated the need. By and large, most countries are more like Mexico than French Polynesia when it comes to who is responsible for crew.

"The Marina Mazatlan Chili Cook-off and Bloody Mary Contest raised $5,000 pesos — about $450 — for the local orphanage on March 11," reports Liana Buchanan of Total Yacht Services. Of the 10 entries, the following were the top three: Joann of Orient Express, Tom and Kathy of Ahawahnee, and Mike and Mizuzu of Tortue. "Despite not having quite the obvious charm of some other Mexican ports, Mazatlan remains tremendously popular with many cruisers.

Anybody interested in free internet access in the Marina Vallarta area? If so, Lupe Dipp, who owns the Catana 47
Moon & Stars with her husband J.R., has an offer you can’t beat. She reports they just moved into a house that’s next to the Flamingos Hotel, and have gotten wireless internet. “I'm letting anybody who wants access to use it for free,” she says. “There is no password.” Lupe, you’ve always been a sweetheart.

With so many more people and businesses offering free wireless internet access, even out in many of the anchorages, we’re curious if there is ultimately going to be less traffic on both Winlink and Sailmail. It seems logical, but so did the concept of computers creating the ‘paperless — ha-ha — office’.

Yesterday our dear friend Yani died of a heart attack while doing something she loved — heading out to the race course on a friend’s boat — in a place she loved — Banderas Bay, Mexico,” reports Steve Gnehm. Yani will be deeply missed by all who knew her, as she had a way of making people near her smile. She brought a tremendous amount of happiness into all our lives.”

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whole package, including a lot of spare parts, I can be reached at sailgemini@aol.com. If it doesn’t sell, I’ll be parting the engine out."

The Ha-Ha has the first confirmed entry — for ‘07! Normally, reservations aren’t accepted, but this was a little bit different. The Grand Poobah was enjoying a sushi dinner at the Kama Kazi restaurant counter in San Rafael one night, when the couple that sat next to him made a positive identification. The couple turned out to be Steve and Lori Dana of the Friday Harbor-based Sceptre 43 Pacific Wind. The next day, Steve sent the following email:

“We can imagine how tough your job is, given the continual deadlines and Latitude’s consistent quality, as for the last 10 years we have slaved to start, manage, and grow a 24-hour, 60-person emergency and specialty veterinary facility in Marin. It’s probably decreased my lifespan a few years, and added 65 pounds to my frame. After years of wondrous bareboating in the Caribbean, New Zealand, Southern California, and the Bay Area, and having researched and purchased our ideal ‘life raft’ last summer in Seattle and sailing her around the Pacific Northwest, we are dedicated to making the ’07 Ha-Ha. If it’s possible, we’d like to be the first to sign up for that event as part of our planning and dedication to the process. We also plan to crew this year for some lucky captain, and are therefore looking forward to the Crew List Party in April.”

How could the Grand Poobah turn down a request like that? So he contacted Lauren Spindler, the Ha-Ha Honcho who makes all the major decisions, and she said she would be happy to accept the Danas as the first entry for ’07.

“We’re writing this aboard Lawur, our

Lori Dani on the bow of her and husband Steve’s Sceptre 43 ‘Pacific Wind’. They are determined to take her to the ’07 Ha-Ha.

Santa Cruz-based Holland 43, on the last day of our Puddle Jump from Mexico to the Marquesas,” report Robert, Niki, Sebastian, 9, and Benjamin, 7, Schmid. “We’ll be making landfall at Fatu Hiva after a little bit over 20 days. That’s fast, but not quite as fast as our friends the

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Martins — Bruce and Lisa, with sons Tristan and Matthew — aboard the Port Orchard-based Catalina 42 Ohana Kai. They did it in something like 19 days. Anyway, the reason we’re writing is to let everyone know that we’ve been using a feature of Google Earth that allows our family and friends to follow our track — a feature similar to what was used in last year’s Sydney to Hobart Race. We know that you’ve already written about Google Earth in *Latitude*, but this is something that is available to all cruisers for free. More designed for family and friends than YOTREPS and other similar yacht tracking services, no call sign is required. Many of our friends have used it to follow the progress of our cruise — especially during our Pacific crossing. We tend to send email location updates at least twice a day, with detailed info such as our speed and course. People can check it out at www.lawur.com/tracker.

For those who are curious, lawur means ‘little bathtub’ in Viennese, as in the boys’ grandfather saying, “You’re taking my boys on the big ocean in a lawur?”

“Thanks for the April issue article on the Pacific Puddle Jump,” writes Dave Kusmik of San Jose, “as it’s very inspirational for all of us potential cruisers to see ordinary folks like us out there doing extraordinary things. Speaking of extraordinary things, I’d like to alert your readers to Cruising Tracker, a very cool tool that some of the Puddle Jumpers have been using to allow friends and family to track their progress across the Pacific. Cruising Tracker is the creation of ex-technology consultant Robert Schmid of Lawur, and uses Google Earth technology (free download) to allow anyone with internet access to view the track history and current location, course, and speed of any boat that wishes to participate. Updates are sent from the boats via a simple email sent over SSB. To view that status of a participating boat, just install Google Earth on your computer, then follow the instructions that Schmid has provided by going to www.lawur.com/tracker. Initial setup takes about five minutes. I’ve really enjoyed the ability to track my friends — and I’m guessing that a lot of future cruisers would get a kick out of it as well.”

Cruising Tracker is indeed cool — and perfect for all the boats during the West Marine Pacific Cup or Singlehanded TransPac this summer, and the boats doing the Ha-Ha this fall.

John Haste of the San Diego-based Perry 52 cat Little Wing used to do a lot of sailing in Mexico — Ha-Ha’s, Banderas Bay Regattas, and the like. Then we had a gallon of rum bet with him that the other wouldn’t show up in St. Barth with their cat the following New Year’s Day. Well, we both did. Having sort of dropped out of sight for awhile, Haste emails from Panama: “How about a new bet. This time for showing up with our boats in Thailand for the King’s Cup. The wager, two gallons — because of the longer distance — of whatever the local hooch is?”

Tempting. Very tempting.
Teal — Coronado 25 Modified
George Benson
Singlehanded The West Coast
(San Leandro & Alameda)

We love guys like 70-year old George Benson, who was born and raised in San Jose, and who for the last dozen years or so has quietly been involved in some interesting sailing projects and adventures. It started out when the former midget race car manufacturer and champion bought a humble Coronado 25 as a lark. "I wanted to do some overnights on the boat, and she had the biggest cruising accommodations for the buck."

Teal was to be the starter boat while Benson spent the next bunch of years sailing other boats offshore in order to discover what he wanted for his ultimate cruising boat. But a funny thing happened. The more he sailed bigger boats in heavy weather and gales, the less he liked them. And the more he sailed his humble Coronado, the more he liked her. He finally came to the conclusion that he already owned his ultimate cruising boat.

Naturally he, in consultation with sailmaker Jim Leech and others, decided to make a few modifications. There was the three-foot scoop added to the transom, moving the rudder post back three feet, and finally putting an Olson 29 rudder into the rudder post. "The original Coronado 25 rudder is useless in big waves. In any event, by the time the modifications were over, friends were calling Teal a Benson 27," he laughs.

After keeping Teal in San Leandro and later Alameda, Benson decided that over time he would singlehand the West Coast of the United States. He started in '02 by sailing south to the Channel Islands and San Diego — and shocked himself at how fast he got the little boat to sail past Pt. Sur. "I wouldn't believe it if anybody tried to tell me this, but while sailing wing-on-wing in about 30 knots, Teal took off surfing at 14 knots. It was like she had been shot out of a gun. But I have to tell you, even on the Bay when the conditions are just right, you can get her in a quasi planing mode."

Benson has a quiet way of telling that story that makes us not doubt him.

The next year, '03, Benson's goal was to singlehand Teal from San Francisco to Port Angeles, Washington — a notoriously difficult and dangerous stretch of coast.

"As I did the pre-voyage research, I was blown away at how many coves, anchorages, and harbors there are on the way north. I discovered that the short-handed cruiser need not have any legs longer than 70 miles — and the majority could be just 20 to 40 miles."

Benson is the kind of guy who likes to stop at every single place possible. In fact, during his 48-day trip north, he made 21 stops for one or more nights, and 16 exploratory visits to coves, landings, anchorages, and harbors. All these visits, and the lack of a detailed guide to the coast, motivated him to write Cruising the Northwest Coast. Benson describes it as "a comprehensive cruising guide, including images as well as detailed local information on each harbor, to aid fellow sailors aspiring to make the once thought impossible near shore passage to Port Angeles in small yachts."

"The book can be ordered from his website at www.georgebenson.us.

The following season, Benson was joined by his wife JoAnne, who had just retired, for a cruise of all of Puget Sound. "We stopped at every possible place — meaning every little cove — including all the Sunshine Coast and on up to Desolation Sound. Then last summer we did the Inside Passage to Queen Charlotte Sound. Next season we'll do Northern British Columbia, with no particular destination in mind. Like Latitude, we'll go where the wind blows — although we'll be sure it blows us into every nook and cranny. At the end of the year we'll sail down the exposed west side of Vancouver Island on our way home."

George and JoAnne's ultimate goal is to reach Ketchikan and Juneau in the next few years. "There is so much cruising up there, we'll probably leave Teal there for the rest of our lives."

Cruising San Diego to Alaska in a Coronado 25 — if that doesn't take the cake! The thing we love about it is that it once again proves that it's desire, not money, that is the primary impediment to going cruising.

— latitude 38 04/17/06

Swell — Cal 40
Liz Clark
Surfing Safari Under Sail
(Santa Barbara)

After some great times with a lot of people ashore and on the water in Punta Mita, plus surfing a reef we'd discovered
with Kemi, a very interesting woman who runs a surfing school at Punta Mita, my crew Shannon and I made our way south along Mexico’s Gold Coast to Melaque. In the last nine weeks, Shannon has proven to be an amazing crewmate and friend. She’s been considerate, conscientious, and hardworking. And no matter whether she’s scrubbing the bottom or dropping into a set wave after only two years of surfing, she does it with pure determination. Despite being confined to Swell’s tight quarters and limited in her daily choices due to our unusual way of travel, Shannon has made the best of our situation. She’ll find a way to occupy herself, whether it be free-diving and petting the eels — yeah, she’s like a female version of the Crocodile Hunter — or swimming half a mile to land to explore a new beach.

Shannon and I share everything from meals and shampoo, to thoughts about life and the universe. She gives me my space, but she’s there in a pinch when I need her. But I know not to ask her to get up early, and wait until she puts her contacts in to start issuing orders. She could sleep through a nuclear explosion, and enjoys cereal, chocolate, and long walks on the beach. The best part is that we were both Environmental Studies majors at UC Santa Barbara and are nerds at heart. Our latest academic endeavor was a simultaneous reading of Rachel Carson’s The Sea Around Us, two copies of which just happened to be on the boat. Anyway, it’s fun to be able to indulge in my nerdiness with another undercover geek.

We spent almost a week in Barra Nавиudad, touching base with home, provisioning, and making a few repairs. It was perfect timing for a pause, as a norther blew like hell for four days. The lagoon at Barra offered us more protection, so we sailed down from Melaque and up into the lagoon. While there, we spent our days enjoying all-out body-surfing sessions or making the long dinghy ride back to the reef for surfing. There’s a plush marina resort next to the lagoon, so we quickly made ourselves right at home. Our hot showers were followed by sipping sparkling water while sprawled on the couches and pillows of the hotel lobby, hanging away at our laptops. We got a few glares — but only from American tourists. The folks who run the resort were great.

Before departing Barra, we needed to stop at the fuel dock. I’d been lazy and neglected to program the waypoints for the narrow channel in and out of the lagoon. One of the other cruisers had given me the waypoints and warned that just about everyone runs aground. Having made it in just fine, I thought I had it wired and that waypoints were for scared old people. With the music blaring and me steering with my foot, I watched the fathometer drop from 11 feet to almost nothing! I tried to turn Swell away from the shallows, but actually drove her right into the mud! I tried reverse but she didn’t budge. Hot, flustered, and disappointed at my having been so cocky, I swallowed in my stupidity for a few seconds — until a dinghy full of cruisers — including the one who had given me the waypoints — came over to see the dumb blonde girl stuck in the mud.

“Yeah, thanks, I realize that now,” I replied to their comments and pointing toward the channel. I did my very best not to implode from irritation and embarrassment, but I could just picture the headline, “Girl cruiser runs aground”. So I quickly jumped into the dinghy and used it to shove Swell back into the channel. Scott from Ocean Rose graciously returned with his handheld Lamb, radiating health, after a surf session in the cooler waters of Baja. That’s her Cal 40 ‘Swell’ in the background.

In the last nine weeks, Shannon has proven to be an amazing crewmate and friend. She’s been considerate, conscientious, and hardworking. And no matter whether she’s scrubbing the bottom or dropping into a set wave after only two years of surfing, she does it with pure determination. Despite being confined to Swell’s tight quarters and limited in her daily choices due to our unusual way of travel, Shannon has made the best of our situation. She’ll find a way to occupy herself, whether it be free-diving and petting the eels — yeah, she’s like a female version of the Crocodile Hunter — or swimming half a mile to land to explore a new beach.
GPS, waypoints and all.

We sailed 30 miles south, but thanks to a southerly ended up having to anchor in a tight cove overshadowed by a monstrosity of a resort rather than in a secluded bay. The resort came with the usual irritating packs of jet-skiers, pangas hauling kids on inflatable bananas, and sunset cruise boats where 30 tourists were jammed up against each other’s absurd orange life jackets. With dinner in mind and a few hours of light left, Shannon and I geared up to free dive. She set off with her shiny new Hawaiian sling looking for lobsters. Before I even made it into the water, she returned like a puppy with its tail between its legs. She’d been swarmed by a zillion little jellyfish and hadn’t been able to see her hand in front of her face. So I opted for the other side of the cove.

I’d been given a banded speargun by a good friend, but hadn’t tried it because I hate watching anything die. As a young girl, I cried watching my dad and brother delight in beating their flopping, gasping catches on the stern of our sailboat. I couldn’t bring myself to shoot the slow moving rockfish or the ones that swam in pairs, as it just seemed too mean. I’m pathetic, I know, but I limited myself to stalking the quicker schooling fish. It was harder, but in the meantime I ran across a lovely turtle, a black-spotted eel, and some beautiful rays. I returned to Swell empty-handed, jellyfish stings on the stern of our sailboat. I looked painfully into the wide-eyes of those fish and knew that my compassion was going to be an obstacle to my success as a spearfisherwoman. My father’s words echoed in my head as I pointed the cocked gun around the reef, “We only kill what we eat.” I know that eating what is close to you is the most environmentally-sound way to go, as it doesn’t need to be shipped across country or processed and packaged. I had to get over my sensitivity and learn to shoot to kill.

I finally saw an edible-looking fish and pulled the trigger. I missed and the spear stuck into the sand. But suddenly I felt the challenge, and after that it was ‘game on’. For nearly three hours I maniacally chased fish. I couldn’t bring myself to shoot the slow moving rockfish or the ones that swarm in pairs, as it just seemed too mean. I’m pathetic, I know, but I limited myself to stalking the quicker schooling fish. It was harder, but in the meantime I ran across a lovely turtle, a black-spotted eel, and some beautiful rays. I returned to Swell empty-handed, jellyfish stings on the stern of our sailboat. I looked painfully into the wide-eyes of those fish and knew that my compassion was going to be an obstacle to my success as a spearfisherwoman. My father’s words echoed in my head as I pointed the cocked gun around the reef, “We only kill what we eat.” I know that eating what is close to you is the most environmentally-sound way to go, as it doesn’t need to be shipped across country or processed and packaged. I had to get over my sensitivity and learn to shoot to kill.

The following evening I got another chance 50 miles down the coast at a secluded point that had a rocky, fish-laden outcropping. As we donned our gear again, Shannon looked over the side and let out a pained moan. I’ve learned to deal with the jellyfish stings in Mexico, figuring they are kind of like a wasabi-burn — uncomfortable for about 30 seconds, then forgotten as you continue on with your activity, be it eating sushi, surfing, or diving. But this was different, as we watched in horror as extra large jellyfish indifferently drifted by, nonchalantly moving with the afternoon current. We had no choice but to go to the extra effort of launching the dinghy and rowing over to the rocks in the hopes of finding a less infested place to dive.

I ‘Jacques Cousteau-ed’ out of the dinghy, speargun in hand. I’d looked at the field guide the night before and had a better idea of what I wanted to eat. Not three minutes had passed when a speedy school of paloma pampano, a tasty type of jack, flashed their silver bellies across my path. I pulled the trigger and — bam! — nailed one on my first try! I could hardly believe it as it wriggled on my line. I hauled my catch back to the boat, screaming and gurgling through my snorkel with glee. I killed it swiftly and looked gratefully into those familiar wide-eyes. It was only about 10 inches long, barely enough meat for fish tacos, but it was a start. As I savored each morsel, I said a quiet blessing to thank the little beauty for giving up its life.

When we headed back out to sea the following morning, the swell had clearly
an empty lineup the next morning, we decided to check out the town. Everyone was gearing up for Semana Santa — Holy Week — one of the major holidays of the Mexican year. You could feel a bit of a buzz in the air. We came across a group of fishermen and helped them push their panga through a tidal influx toward the sea. To reciprocate, they extended two thick blunts in our direction. We continued on past what looked like a deserted beach, but were then summoned by a man who appeared from the shadows of his palapa. He waves us in like an impatient mother with dinner on the table. We sort of bumbled and mumbled, then found ourselves sitting in the shade of the palapa sipping an apple refresco with a man who called himself the ‘Mexican Taliban’. The long, dark ponytail that fell from the back of his well-worn hat gave away his pride in being indigenous.

As we sat, he told us about his town, his paradise. He explained there were no police. This beach was where people came to ‘fuma la mota, hace la coca, y baile’. Fully-stocked for Semana Santa party-goers, he laid a huge green bud on the table between us. He motioned it politely, as though she’d sampled his prize-winning chili. He continued on while a few of his friends filtered in to check out us newcomers. There were two loud Italian brothers and a quieter Mexican guy who asked us all about sailing and marveled at our story.

Then the Mexican Taliban pulled out another strand from his horticultural enterprise, and laid it next to the other. It was my turn to critique, so I smelled ‘em’ ed it politely, as though she’d sampled it, raising an eyebrow, and nodded in agreement that I could surely smell the difference in quality. By this time we’d finished our sodas and were itching to continue our exploration. So when the Mexican Taliban pulled out a thick brick of hash and broke off a piece to sell to the red-haired Italian brother, I pulled on my ear, signalling Shannon that it was time for us to leave. The Mexican Taliban immediately insisted upon giving us a tour of his beach, so we ended up visiting what indeed was a spectacular lookout over the two bays.

Shannon and I later laughed at our land adventures. Nearly every time we go ashore we seem to acquire an overeager, unrequested tour guide.

Once back aboard Swell, the fishermen we’d helped earlier in the day appeared towing one of the inflatable ‘bananas’ they use to tow tourists around.
Having travelled as far as the Galapagos with the Winslows, Mr. Johnson Six was happy to return to his home on their Valiant 40.

serious problem when cruising. The folks at the restaurant hadn't seen anything, so our row back to the boat was quiet. We all went to bed with our thoughts about friendly Melaque, one of our favorite places, somewhat shattered.

Mom was rejuvenated the next morning, and began to formulate plans for spreading word of the theft. I wrote flyers in Spanish reporting that our 6 h.p., Johnson outboard had been stolen from the transom of our dinghy between 8 and 11 p.m. on the night of February 11. After Dad reported the theft on the local cruiser net, which covers Barra de Navidad, Melaque, and Tenacatita, Mom and I went to shore to pass out the flyers.

I set off into town, passing out notices to town friends, acquaintances, and every other person willing to take one. When our friends at El Jefecito Pescaderia heard the news, they were outraged. The father and sons who ran the fish market offered some suggestions and quickly posted our notice. We later learned that one of the sons, who works in the advertising department at Barra's Channel 10 News, put the word out there, too! Pancho, who runs the internet cafe in the bus station, offered to help with the police report. My friend Erica, who owns a store, let us use her cell phone number as a way for people to contact us with any news. The locals were very sympathetic.

Once Mom and I returned to the boat, Dad left for the Ministerio del Publico office in Chiuatlan to file a public notice. While he was gone, the folks on Maestro del Mar came on the radio to relay a message that our outboard was at the police station! We were so excited, and many friends, including the crew of Rosita, Daydreams, and Dawn Treader, kept our spirits high.

Dad was exhausted when he returned, and we were puzzled because the police officers at Barra, Chiuatlan, and Melaque knew nothing about a returned outboard. Our enthusiasm wavered, but we tried to keep our spirits high. Dad and Mom went to the police station in Melaque, which is next to the town square but isn't much more than a desk and a place for the police to meet while patrolling the little town. Nobody there knew anything about a returned outboard.

We finally managed to contact the original source — some RV cruisers in the motor home compound — who initiated the news that our outboard had been found. They said a thief had taken the motor from the transom of our dinghy and was carrying it down the beach when he was spotted by a restaurant worker. The worker yelled at the man with the motor because it didn't seem quite right. The thief must have been spooked, because he dropped the outboard and ran. Everyone assumed that he'd stolen the motor hoping to sell it to get money to buy drugs, and it was later rumored that he was caught and sent to prison.

In any event, Dad made another trip to Chiuatlan the next day, where he saw our outboard — behind bars! Our Johnson was in 'motor jail'. Nothing in Mexico happens quickly, so even though Dad presented his certificate of ownership with the correct engine serial number, he wasn't able to get the engine back that day. The problem was that he first had to go to another building and fill out a bunch of paperwork, but by then it was the middle of the afternoon and the lady in charge said he'd have to come back the next afternoon!

Dad returned to Chiuatlan the next day, and received the necessary papers to get the engine released. Nonetheless, before he could return to our boat, he was escorted, carrying the engine, back to the Ministerio del Publico to file another public notice saying our engine was no longer missing.

Amazingly, we got our engine back within a week and without having to pay a ransom. Our faith in Melaque had been restored by all the help and sympathy we received. But we learned the hard way that we couldn't get too complacent about leaving our dinghy. No matter where you are or how familiar you are with the place, it's always better to be safe than sorry — and lock your dinghy and outboard. Still, every time I return to the dinghy, motor, and gas tank waiting on the beach, I can't help but give a sigh of relief.

— danielle 03/15/06

Silent Sun — Crealock 37

Rob Tryon & David Walsman

South From Seattle (Sausalito)

A sailing passage from Seattle to San Francisco can never be taken lightly — not even in late summer, which is statistically the most likely time of year to be blessed by fine weather. The problem with the 850-mile coastal passage, which features the dreaded capes at Blanco and Mendocino, is that the waters are subject to being lashed by unexpected gale-force winds that often develop at a moment’s notice. There are also the matters of fog, crab pots, and unnecessarily cold temperatures. For most sailors, a Seattle to San Francisco trip is not at all about the journey, but rather getting to the destination in one piece.

February is potentially one of the worst months to make this passage south, but that’s when Rob Tryon needed to get to San Francisco Bay with his Crealock 37. The timing of the trip was work-related — his lady needed to start work at Latitude, and the boat is their home. Friends thought Tryon was nuts for not taking the Inland Passage — meaning having the boat trucked south on the I-5. But he’s just not that kind of guy.

Since the passage isn’t one that can be passed off as a pleasure cruise, Tryon assumed that he’d have to do it single-
handed. But when good friend David Walsman offered to help, it became a doublehanded adventure. Having already sailed he and his wife Betty Lou’s Hunter 420 Decade Dance from San Diego to Alaska three times, it would come as no surprise that Walsman didn’t get sick or scared, and that he was able to cook in heavy weather.

The pair left Seattle on February 2 hoping to reach Maple Bay, B.C. as their first leg. They would have made it, too, had they not had to hunker down in Sidney, B.C. because the 75-knot winds of the worst winter storm since ’99 made a mess of Puget Sound. As it turned out, they wouldn’t be leaving Maple Bay until February 7, after which they made the big mistake of anchoring off Port Renfrew. “The leftover swell from the storm rolled right into the bay, violently rocking and rolling Silent Sun the entire night,” remembers Rob. “I’ve anchored in some pretty sketchy places in our travels to Alaska and back, but this was one of the worst. We should have checked back into the States at Friday Harbor and gone to Neah Bay instead.

Weather forecasts between the Strait of San Juan de Fuca and San Francisco often prove to be inaccurate — and this was the case for Silent Sun. Having started down the coast of Washington with a forecast for light northwesterlies, they weren’t halfway down the coast before the wind started coming up out of the east. They beam-reached under a double-reefed main, staysail, and mizzen, until dawn, at which time they further reduced sail and hove-to in order to get some much needed sleep.

“When I awoke we were 40 miles off the mouth of the Columbia River, it was blowing hard, and the beam seas were so big that there was nothing we could do but run with it,” Tyron remembers.

The coastal forecast was finally updated to include a surprise easterly gale with accelerated winds off the coastal gaps — the Columbia River being the largest gap of them all.

Tyron isn’t sure how hard the wind was actually blowing, but he figures it was 50 knots based on the noise in the rigging and the fact that the wind generator kept stalling out — which it’s supposed to do at 50 knots. Portland, further to the east, recorded 80 knots of wind, felling trees and causing widespread destruction.

Tyron and Walsman battled the gale for 24 hours before the winds finally eased enough to allow them some cast-
ing by beam reaching in 12-foot seas — a very wet point of sail. Both men had water up to their knees in the cockpit more than once while on their watches. “It was the roughest weather I’ve ever seen,” says Walsman. The two finally limped into Newport a full 24 hours after their expected arrival time, which had left family and friends concerned if not worried.

After a few days in Newport resting, cleaning up, and waiting for yet another storm system to pass through, they made a pleasant 40-mile hop to Eureka, fueled up, and continued south. The forecast called for light northwesterlies all the way down the coast but they got another unwelcome surprise when they reached Pt. Arena — getting slammed by 25-30 knot southeasterlies that hadn’t been forecast. “We beat into those winds for 12 hours under double-reefed main, staysail, and mizzen, but still only managed to make 20 miles toward our destination,” reports Tryon. “What’s interesting is the forecast kept calling for light northwesterlies even as the buoy reports were telling a nearly opposite story.”

Then somebody flicked a switch at sunset, and the wind died completely — which meant that the duo had to motor the rest of the way to San Francisco.

When Tryon came on watch at midnight of the first night of calm, he found Walsman had been tracking a large blob on radar that appeared to be on a northerly collision course. This provided the perfect opportunity for him to play with one of his newest nautical purchases, the Automatic Identification System (AIS) receiver, which appears on the Nobeltec charts on his computer screen. The AIS presented all the information about the approaching ship on the Nobeltec screen — her name, type of ship, speed, bearing, and estimated passing distance — the latter being just 100 yards! Tryon immediately hailed the ship on VHF and worked out coordinated course alterations with the captain. “The most sobering part of this incident is that even though we have a new mobri-style radar reflector, this guy couldn’t see us at all,” says Tryon. “As far as I’m concerned, the AIS receiver paid for itself that night.”

According to Walsman, “the ocean was like a lake” for the rest of the passage.

— latitude/LB
02/15/06

Cruise Notes:
About 200 people turned out on the evening of March 27 for the founding of the Punta Mita Yacht and Surf Club at — where else? — Punta Mita at the northwest tip of Banderas Bay, Mexico. Most of the time the club masquerades as Hector’s on-the-sand Margarita Restaurant, but on certain days and nights, starting again in the fall, it will magically transform into the PMY&SC. Some of the great features of the club are that there’s always unlimited room to anchor out front, the sailing is terrific, and when there’s a big swell running, the surfing can be great for everyone from novices to experts. In addition, the club will provide wireless high speed internet access to boats in the anchorage.

The primary goals of the club are to promote mini-cruises and fun racing on the waters of Banderas Bay along with the Vallarta YC and other organizations, and for the membership to take life easy. The club can already claim some stellar athletes. Rob Machado of Encinitas, long one of the top-rated and most admired surfers on the planet, is a member, and may even show up next fall with his buddy Kelly Slater, who has been the king of all surfing for many years, for a little sailing and surfing fun. Another member is Greg LeMond, who won the Tour de France numerous times before anybody ever heard of Lance what’s-his-face. As one yacht & surfer joked, “Now all we need are a couple of good sailors.”

Dressed in their best cruising formal wear, about 200 folks showed up for the founding of the Punta Mita Yacht & Surf Club.
The new pier at Two Harbors is just about complete, and the fuel dock should be open before the crowds arrive on Memorial Day.


Yeah, it’s that kind of club.

Membership requirements are stiff. You have to sail to the club from somewhere else, and once you arrive, the initiation fee and lifetime dues are $1. Further, Commodore Linh and Ronnie want to thank everyone for their generosity. Ronnie will be in charge of evaluating requests for materials from the community to make sure the money get spent intelligently. Next year’s Pirates For Pupils will be . . . well, we’re not sure. It will be sometime in March just before the Banderas Bay Regatta, but the dates of that event are now up in the air because host Paradise Marina has just landed the prestigious J/24 Worlds for about the same time period. So stay tuned.

Rush to misjudgement? "As you know, we've been receiving a lot of complaints about the port captain at Isla Mujeres on the Caribbean coast of Mexico," writes Tere Grossman, president of the Mexican Marina Owners Association. "The problem was that he has asked mariners to either go to the Banamex in Cancun — a lot of time and expense — or use an agent to take care of the clearing fees. I forwarded the complaints to Jose Tomas Lozano, El Director de Marina Mercante, in Mexico City for review. I just received a response from him, in which he explained that the problem is that if you are coming into or leaving Mexico, you have to pay a fee at El Terminal de punta de venta (TPV). I'm not exactly sure what this is, but I assume it's a special desk at the port captain's office with authority to receive money, or a special desk at Banamex, Mexico's largest bank. The problem is that Banamex doesn't have a branch at Isla Mujeres, so the port captain has had no option but to suggest that cruisers either use an agent — who guarantees payment — or send them to the Banamex in Cancun. The eventual solution is to install a TPV at Isla Mujeres, but until then, everything remains the same. It's very important that cruisers understand two things: 1) That the problem has not been corruption on the part of the port captain, but rather a situation that the authorities in Mexico City did not foresee; and 2) Very soon there will be a TPV at Isla Mujeres so that cruisers will be able to check in without using an agent or having to go to great expense." We at Latitude think we owe the port captain at Isla Mujeres an apology, as we suspected there was some nefarious reason for the problems. We’re indeed sorry.
Harker's second Hunter, enjoying the blue water and warm breezes off Antigua's English Harbor.

Although still new to sailing, Harker did 24,000 ocean miles in 22 months with his new Hunter 466, much of it singlehanded.

Wanderlust, Harker's second Hunter, enjoying the blue water and warm breezes off Antigua's English Harbor.

He's been hired by Hunter to be a testing captain, along with sailing legend Steve Pettengill, to evaluate and demo the new Hunter 49, the queen of the Hunter line. As such, starting next month Harker and Pettengill will be taking the Hunter 49 prototype up the East Coast to show her to dealers. Later in the year, they'll be bringing another new Hunter 49 down the Pacific Coast to show to West Coast dealers.

This fall, Harker will be given the first Hunter Offshore Mariner 49 — a completely offshore outfitted version of the regular 49 — to sail around the world. Check out some of the highlights of the itinerary: St. Barth's Around The Island Race on New Year's Eve, Heineken Regatta in St. Martin, BVI Spring Regatta, Antigua Classic Regatta, Antigua Sailing Week, across the Atlantic to the Med, Valencia for the America's Cup, many of the major ports in the Med, down the Red Sea and across the Indian Ocean to Thailand and Malaysia for the King's Cup, and many more stops in the region before sailing to China for the Olympics.

After that, Harker will sail the boat across the North Pacific to the Pacific Northwest, down the West Coast, do the '08 Ha-Ha, continue on to the Canal, and finally across the Caribbean to Florida to complete a circumnavigation. Outstanding plan, don't you think? It's all the more amazing if you remember that about 20 years ago Harker all but died as a result of a terrible hang-glider accident in Grenada, and was thought to be permanently paralyzed. The story of his miraculous recovery — and continuing complications, such as having no feeling below his knees — can be found in the Latitude interviews.

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Site, you can see they’ve got a long list of events planned right through the end of the year — not the least of which is the notoriously fun Buccaneer Day on October 7.

My, hasn’t he done well! Some of you will remember that when Mike Harker of Lake Arrowhead did the Ha-Ha with his Hunter 340 Wanderlust in 2000, he really didn’t know how. Nonetheless, he cruised Mexico singlehanded, did the Ha-Ha Bash singlehanded — by which time he was hooked on sailing. He bought a new Hunter 466 from the Miami Boat Show, singlehanded her to and around the Med, then sailed across the Atlantic and Caribbean to the Galapagos and South Pacific, and finally to Hawaii and home. It turns out that Harker, who was

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IN LATITUDES

Inexplicably, the shallow waters and sands to the east of Santa Barbara’s Stearn’s Wharf act like a magnet for anchored boats.

With less than 10 miles to landfall at Hiva Oa, they were hit by a squall at 3 a.m., at which point they mistakenly thought they’d lost the rudder. Eventually, they discovered it was actually a temporary problem with the steering system. Unfortunately, they’d started the engine in the interim to keep away from Hiva Oa’s rocky coast, and somehow the jib sheet and then jib managed to get fouled in the turning prop. Working like an out-of-control electric winch, the turning prop pulled the mast down! Thanks to lots of help and moral support at Hiva Oa, both our oars broke while rowing back to our boat one night, leaving us to drift with the outgoing tide. We tried to make a paddle from the floorboard, but it didn’t work so well. We used our flashlight to send an SOS to the crew on an oil rig support boat, and they called the Harbor Patrol. We'd like to thank the Harbor Patrol for all their help.

With all due respect, Richard and So.
fia, we think our readers will have three understandable questions: 1) What kind of “debris” can cut two anchor rodes? 2) How is it the knot you tied to the mooring buoy came loose or failed? And finally, 3) Even if your oars broke, couldn’t you have used the pieces to row? We’re not criticizing, we’re just curious.

“Singular opened up their fuel dock at Puerto Escondido, Baja on March 30,” reports Connie Sunlover, “and the vessel Merry Dolphin was the first to take advantage of the much-needed new service. The fueling docks still aren’t here, but in the interim, Endless Summer’s dock is being used. Diesel is being sold for 10% more than at the Pemex station in Loreto. Boats can be fueled between 8 a.m. and 5 p.m. by advance appointment with Singular until it’s fully manned. Credit cards and checks won’t be accepted until later on. The opening of the fuel dock is perfect timing for all the boats that will be coming for early May’s Loreto Fest.

Speaking of Mexico, some of you know there will be a presidential election in Mexico this June, but few of you are probably aware of how tight the race has become for what will be a single six-year term. Just a month ago, Andres Manuel Lopez Obrador, a leftwing candidate who is the former mayor of Mexico City, and who has expressed admiration for Venezuela’s Hugo ‘Condi Rice Wants to Have Sex With Me’ Chavez, seemed to have an insurmountable lead of eight percentage points in what is a three-man race. The most recent polls, however, show that Felipe Calderon, the center-right candidate, is now just four points behind. The big factor has been a major advertising campaign associating Obrador’s politics with the economic chaos of Chavez’s Venezuela. Under President Fox, the Mexican economy has done quite well, and Calderon would seek to encourage even freer markets.

“Since November ‘05, there have been 22 applicants who have taken tests here for the General Class license needed to utilize the Airmail/Winlink system, and 12 of them have passed,” report Bob and Karen O’Hara of the Puerto Vallarta-based Promises. “Radio Rob Ladner conducts code training/practice in the two weeks preceding the monthly exam. The next exam will be in the fall.”

In light of this month’s letter from George Backhus saying that after 12 years of cruising, he didn’t feel he needed a Ham license any more than he needed an ex-wife, we asked O’Hara about the
value of a Ham license.

"There are two email systems that I know of," he replied, "One of them is Winlink, which has 50 stations worldwide and is growing. In fact, the Vallarta YC Radio Club is currently trying to establish a Winlink station in Jarretadarus for cruisers on Banderas Bay. Using Winlink requires a General Class Ham radio license. The other is Sailmail, an SSB system that has 16 stations worldwide and does not require a license — just something like $200/year to subscribe to their system. I've used both, found them both to be easy and reliable to use, and therefore wouldn't want to pick between them. But currently I only use Winlink."

When you hang around an island that's a megayacht magnet in the Caribbean such as St. Barth, you can't help but start to get the impression that money can buy anything. But that's not true. As pop philosopher Julian 'Ju-Ju' Chatneuff — who splits his time between Orinda, St. Barth, and providing the snooker tables for the Rolling Stones while they are on tour — noted after this year's St. Barth Bucket, "No matter how rich you are, you can’t buy wind." In what had been shaping up as the greatest Bucket ever, with 29 boats ranging in size from the Frers 84 Meteorius to the 178-ft Perini Navi Parsifal, the trades went AWOL, resulting in all three of the races either being shortened or cancelled. "In terms of sailing, it was a bigger bust than Dolly Parton," said Ju-Ju.

You may remember that last month Jim Casey of Tomatillo wrote in from Panama to say that he was going to have to wait 17 days to transit the Panama Canal, There's a good explanation for such long delays — lack of capacity. An astonishing 5% of the world's trades passes through the Panama Canal, and if you've not been comatose lately, you know world trade has been booming because of the exploding economies in China and India. On April 12, the Panama Canal Authority reported that there were 104 vessels waiting to transit the Canal, which only has a capacity of...
38 to 40 ships a day. And new ships were arriving all the time. “Present congestion is due to abnormally high arrivals,” said a spokesman. Right, it’s the same problem that afflicts the Bay Bridge Toll Plaza every weekday morning.

At least Panama is doing something about it. On April 5, the Panama Canal Authority announced that they had approved plans for $7.5 billion in improvements to the 100-year-old facilities. The most important improvement will be the addition of new three-chamber locks at each end of the Canal, locks that will be 160-feet wide in order to accommodate the new generation of Post-Panamax ships. Those monsters will be capable of carrying twice the cargo of current Panamax ships. In addition, there will be a ‘third lane’ added to the Canal — although it’s not clear what this means. There are places in the Canal — such as the Galtiard Cut — where we can’t imagine it would be economically feasible to dredge it wide enough for three ships at once. Who knows, maybe they’ll have special passing zones. The project is expected to take seven years to complete. If the Canal Authority is smart, they’ll of using overcrowded huge locks to lift recreational boats 84 feet at one end of the Canal and lower them 84 feet at the other just doesn’t make any sense. A new, better, and less expensive system could be up and running in a couple of months.

“Thanks in part to our education from Latitude, we have quit/retired, sold the house, and are headed to Mexico via California,” writes Simon Foster of the British Colombia-based 50-year-old Garden-designed Seascape. “Although we’ve owned our boat for 15 years, covered 27,000 miles, and spent 600 nights aboard, it’s all been in B.C. waters. So we don’t know about cruising in Mexico. Perhaps you can answer a question that I haven’t seen covered in any letter or cruising guide. Can I bring crew/guests into Mexico if they are going to leave the boat in Mexico and fly home? If so, how do I fill out the crew lists, and how do I amend them to account for our eventually leaving Mexico without those crewmembers? I have seen references to the possibility of huge fines if you leave crew in Mexico and, for that matter, the
IN LATITUDES

United States."

You've got nothing to worry about, Simon. Owners of boats aren't responsible for their crew in Mexico the way they are in a few other places. When you check into Mexico, you fill out a crew list, and each member of the crew purchases a tourist visa for about $20. Everybody needs to keep possession of their visa, because if they lose it, they're going to have to buy a replacement and perhaps pay a small fine. If the boat is moving on to the next port and some or all of the crew are flying home, you just leave them off the new crew list, and they're on their own. You can add or subtract crew as much as you want. The clearing process in Mexico is far easier and less expensive than it was just a year ago.

Things have been different in places like French Polynesia, where the government has always been worried about crews jumping ship or getting kicked off boats, then never leaving or having the funds to repatriate themselves. That's what cumbersome and expensive bond requirements for each member of the crew is all about. In the old days, it was incumbent upon skippers to hold the passports of all their crew to prevent themselves from getting into hot water if a member of the crew fell in love with a native girl and split to a thatched love shack without telling them. To be honest, we're not sure if it's still important for captains to hold onto all the passports or if procedures have eliminated the need. By and large, most countries are more like Mexico than French Polynesia when it comes to who is responsible for crew.

"The Marina Mazatlan Chili Cook-off and Bloody Mary Contest raised $5,000 pesos — about $450 — for the local orphanage on March 11," reports Liana Buchanan of Total Yacht Services. Of the 10 entries, the following were the top three: Joann of Orient Express, Tom and Kathy of Ahawahnee, and Mike and Mizuzu of Tortue." Despite not having quite the obvious charm of some other Mexican ports, Mazatlan remains tremendously popular with many cruisers.

Anybody interested in free internet access in the Marina Vallarta area? If so, Lupe Dipp, who owns the Catana 47

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Moon & Stars with her husband J.R., has an offer you can’t beat. She reports they just moved into a house that’s next to the Flamingos Hotel, and have gotten wireless internet. "I’m letting anybody who wants access to use it for free," she says. "There is no password." Lupe, you've always been a sweetheart.

With so many more people and businesses offering free wireless internet access, even out in many of the anchorages, we're curious if there is ultimately going to be less traffic on both Winlink and Sailmail. It seems logical, but so did the concept of computers creating the 'paperless — ha-ha — office'.

"Yesterday our dear friend Yani died of a heart attack while doing something she loved — heading out to the race course on a friend's boat — in a place she loved — Banderas Bay, Mexico," reports Steve Gnehm. Yani will be deeply missed by all who knew her, as she had a way of making people near her smile. She brought a tremendous amount of happiness into all our lives."

Bob Botik of Austin, who works the Amateur radio nets to help cruisers, called us up one afternoon to report that advised them to go into Puerto Madero, and not worry about checking in until the following Monday. Here’s how things turned out, as reported by Botik:

"The Goodmans told me over Ham radio that the port captain and Mexican navy at Puerto Madero couldn’t have been more courteous. Even though it was Saturday of Easter Weekend, their clearing was efficient and flawless."

After having their Pathfinder engine rebuilt in Panama with less than complete success, Les Sutton and Diane Grant of the Sausalito-based Albin-Nimbus 42 Gemini had their boat Dockwised from Costa Rica to Ensenada, where they will be installing a new 54-hp Yanmar diesel. "When it’s all over, we’ll let you know how things went getting the old engine out of Mexico and bringing the new one in without — hopefully — having to pay any duty," says Les. "By the way, our old engine, complete with a Borg Warner 71C transmission and Walter V-drive, is for sale in San Francisco. The engine was running just before we took it out of Gemini, but it was burning a quart of oil an hour. If anybody is interested in the

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whole package, including a lot of spare parts, I can be reached at sailgemini@aol.com. If it doesn’t sell, I’ll be parting the engine out.”

The Ha-Ha has the first confirmed entry — for ’07! Normally, reservations aren’t accepted, but this was a little bit different. The Grand Poobah was enjoying a sushi dinner at the Kama Kazi restaurant counter in San Rafael one night, when the couple that sat next to him made a positive identification. The couple turned out to be Steve and Lori Dana of the Friday Harbor-based Sceptre 43 Pacific Wind. The next day, Steve sent the following email:

“We can imagine how tough your job is, given the continual deadlines and Latitude’s consistent quality, as for the last 10 years we have slaved to start, manage, and grow a 24-hour, 60-person emergency and specialty veterinary facility in Marin. It’s probably decreased my lifespan a few years, and added 65 pounds to my frame. After years of wondrous bareboating in the Caribbean, New Zealand, Southern California, and the Bay Area, and having researched and purchased our ideal ‘life raft’ last summer in Seattle and sailing her around the Pacific Northwest, we are dedicated to making the ’07 Ha-Ha. If it’s possible, we’d like to be the first to sign up for that event as part of our planning and dedication to the process. We also plan to crew this year for some lucky captain, and are therefore looking forward to the Crew List Party in April.”

How could the Grand Poobah turn down a request like that? So he contacted Lauren Spindler, the Ha-Ha Honcho who makes all the major decisions, and she said she would be happy to accept the Danas as the first entry for ’07.

“We’re writing this aboard Lawur, our

Lori Dani on the bow of her and husband Steve’s Sceptre 43 'Pacific Wind'. They are determined to take her to the '07 Ha-Ha.

Santa Cruz-based Holland 43, on the last day of our Puddle Jump from Mexico to the Marquesas,” report Robert, Niki, Sebastian, 9, and Benjamin, 7, Schmid. “We’ll be making landfall at Fatu Hiva after a little bit over 20 days. That’s fast, but not quite as fast as our friends the

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Martins — Bruce and Lisa, with sons Tristan and Matthew — aboard the Port Orchard-based Catalina 42 Ohana Kai. They did it in something like 19 days. Anyway, the reason we’re writing is to let everyone know that we’ve been using a feature of Google Earth that allows our family and friends to follow our track — a feature similar to what was used in last year’s Sydney to Hobart Race. We know that you’ve already written about Google Earth in Latitude, but this is something that is available to all cruisers for free. More designed for family and friends than YOTREPS and other similar yacht tracking services, no call sign is required. Many of our friends have used it to follow the progress of our cruise — especially during our Pacific crossing. We tend to send email location updates at least twice a day, with detailed info such as our speed and course. People can check it out at www.lawur.com/tracker."

For those who are curious, lawur means ‘little bathtub’ in Viennese, as in the boys’ grandfather saying, ‘You’re taking my boys on the big ocean in a lawur?’"

"Thanks for the April issue article on the Pacific Puddle Jump," writes Dave Kusnik of San Jose, "as it’s very inspirational for all of us potential cruisers to see ordinary folks like us out there doing extraordinary things. Speaking of extraordinary things, I’d like to alert your readers to Cruising Tracker, a very cool tool that some of the Puddle Jumpers have been using to allow friends and family to track their progress across the Pacific. Cruising Tracker is the creation of ex-technology consultant Robert Schmid of Lawur, and uses Google Earth technology (free download) to allow anyone with internet access to view the track history and current location, course, and speed of any boat that wishes to participate. Updates are sent from the boats via a simple email sent over SSB. To view that status of a participating boat, just install Google Earth on your computer, then follow the instructions that Schmid has provided by going to www.lawur.com/tracker. Initial setup takes about five minutes. I’ve really enjoyed the ability to track my friends — and I’m guessing that a lot of future cruisers would get a kick out of it as well."

Cruising Tracker is indeed cool — and perfect for all the boats during the West Marine Pacific Cup or Singlehanded TransPac this summer, and the boats doing the Ha-Ha this fall.

John Haste of the San Diego-based Perry 52 cat Little Wing used to do a lot of sailing in Mexico — Ha-Ha’s, Banderas Bay Regattas, and the like. Then we had a gallon of rum bet with him that the other wouldn’t show up in St. Barth with their cat the following New Year’s Day. Well, we both did. Having sort of dropped out of sight for awhile, Haste emails from Panama: ‘How about a new bet. This time for showing up with our boats in Thailand for the King’s Cup. The wager, two gallons — because of the longer distance — of whatever the local hooch is?’

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**KAMAKAI 20, 1999.** Topsail gaff cutter pocket cruiser. See: <www.members.cox.net/dwellers/kamakai/kamakai.htm> for pictures and details. Call (619) 980-8704 or email: dwellers@cox.net.

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**DEL REY 24, 1968.** Islander Bahama knock-off. Club jib, 110, 2 mainsails, 1-cylinder Petter diesel. Lifesizing, new VHF, Porta-Potti. Work done in 2004 by Mariner Boat Yard. Two coats on bottom, rewired and runs well. Boat at Gas House, with new panel and bank of batteries, new cylinder Petter diesel. Lifesling, new VHF, recently upgraded with new standing rigging, as keel boats, epoxied keel, bottom paint. 2 mains, 4 jibs, 1 spinnaker. Custom stainless mast step and pushpit. 5 hp Nissan, 3 anchors, bow roller, depth/knot meters, VHF and more, $4,000/obo. (530) 662-9062 or (530) 908-1788.

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**24 FEET & UNDER**


**CAL 2-24, 1967.** Recently upgraded with new standing rigging, as keel boats, epoxied keel, bottom paint. 2 mains, 4 jibs, 1 spinnaker. Custom stainless mast step and pushpit. 5 hp Nissan, 3 anchors, bow roller, depth/knot meters, VHF and more, $4,000/obo. (530) 662-9062 or (530) 908-1788.

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**WILDERNESS 21, 1982.** Chuck Bumess design, Harken equipment, Coastal Cup ready. Lots of extras, upgrades. $3,200/obo. Call Dave (510) 581-5536.

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CAL 39, 1971. Great liveaboard racer, Rebuilt Perkins 4-108, 0 hours. Max-Prop, radar, electronics, hard dodger, refer, hot water, new main, 5 bags of sails. Transferrable main channel slip, Marina del Rey, $55,000 or $58,000. Sale by Cal (310) 788-3446.


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VENACO 10.6M, 1986. 37-ft pilothouse cutter. West System epoxy composite construction, raised salon, 7 sails, oversized rig, rebuilt Volvo MD11C, depth/speed, radar, GPS, autopilot, new batteries, bottom 11/05, hard chine, solar, dodger, dinghy, $45,000, prohbns69@lanset.com or (916) 729-2329. No brokers.

CAPE GEORGE 36, Commissioned 2004. Bronze windlass, 4 anchors, autopilot, radar, depthsounder, VHF, 18 hp Sabb with pitchprop. 6’4” headroom, offshore capable but unfinished. Located in Baja. Family of 5 needs bigger boat. Delivery possible. $37,500. Email: sunbreak@sunbreakea.org.


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WEST WIGHT POTTER 14. Glass, origi- nal lines, early Gunter rig, batten main with reef, jib, anchor/rode, 5 new cushions. Seagull. $2,800/obo. Also, Buccaneer 24, led aft, electronics, s/c, sleeps 7, spa- cious liveaboard, dual trailer. $4,800/obo. (530) 673-0394 or (916) 248-6413 or hallevi@aol.com.

1992 PACIFIC SEACRAFT DANA. Roller furling genoa, main with two reef points. Yanmar with 250 original hours, full galley, hot/cold water, enclosed head, bimini, dodger, depth, speed, GPS, VHF, Autohelm, CQR, new batteries. Federal documentation, $63,000. Seattle. (206) 321-2032.

BRISTOL 24, 1966 with trailer. Beautiful everything. New deck, epoxy bottom, two-door furling headsails, rebuilt in- terior. Excellent tandem-axle 10,000-lb trailer. $6,000/obo for both or will split. More info or interested, please call (805) 434-2135.

MONTGOMERY 17, 1977 with trailer and 6 hp Johnson with alternator. Good shape, ready to sail. Main, jib, genoa. All safety equipment and Porta-Potti. $4,000. Can deliver to SF from Austin for $1,000 extra. Call (512) 916-4854 or email: woninasustin@yahoo.com.

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**FLICKA 20, 1979.** This boat is hull #100, black fiberglass, teak deck. Many new items including post holes, deck lights, and tan sails. Epoxy barrier coat, Yanmar diesel. $25,000/obo. (805) 704-1946.

**VANGUARD 15, YELLOW HULL #899.** Stored for the past 2 years, light use before that. New lines and bungees. Boat is in great shape and ready to sail. Comes with EZ Loader trailer. $4,000/obo. Call Ross (831) 915-2629.

**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.

**COLUMBIA 26 Mk II, 1972.** Roller furling Hool jib, Hood main, spinnings, all good shape. Great standing rigging, adjustable backstay. New/well-maintained Yamaha 9.9 outboard with under 35 hours. Needs interior work. Prime transferable slip in Sausalito. $4,000. (415) 250-5073 or steven@stevenyounger.com.

**PROFESSIONALLY BUILT 26-FT 6-ton fiberglass double end cutter.** Teak cockpit, Yanmar diesel, new rigging, 7 excellent sails, windlass, vane, liferaft, radar, dinghy, etc. Loaded. Most gear new. Ready. Great Monterey mooring. $23,000. Call (831) 682-6331 or email: santadennenis@yahoo.com.

**LANCER 28, 1982.** Great condition. Good sails, A/C, fridge. Dry-stored at mountain home for over 2 years. Can be moved on my trailer to your location, no trailer with boat. Selling all my personal toys. $4,500/obo. Scott (760) 223-0628.


**CATALINA 27, 1978.** Atomic 4, dinette model, clean and ready to sail. Located in Martinez, fun boat on the Bay. $4,000/obo. Must sell. (925) 934-1072.


**MacGREGOR 25, 1977.** Two sets sails, easy mast lift, full boat cover, upgraded interior, all in good condition. Mainly freshwater sailing. 6 hp Evinrude, trailer. $4,000. Honda EPA 2006 4-stroke 9.9 hp outboard for Tahoe, $1,800. Chuck (650) 493-6588 or cethomas@earthlink.net.

**PEABODY TRIDENT, HULL #329.** 23.5’ heavy-built West Coast model, pure fiberglass. Regularly maintained and upgraded. Atomic 4 rebuilt, 2006, new pulpit, pushrball; new paint and cushions in forward cabin. 2 mainsails (reconditioned 2005), 2 genoa (120 and 130), 2 jibs (100 and 60), new storm jib. Parker and info at <http://tinyurl.com/rtkg> $9.500. (561) 911-1213 or triton329@yahoo.com.

**CAPRI 25, 1977.** Good condition. 6’ foot headroom. 2 jibs, 2 mains and genaker, all good condition. Atomic 4 professionally maintained, new prop. Recent bottom job. Dry, clean comfortable liveaboat. $5,500. Trish (707) 344-1178.


**CAPE DORY 28.** Offshore ready. Volvo diesal, autopilot, New sail, all while looking good. Steal it for $2,600. (510) 710-1360.


**HUNTER 25 SLOOP, 1974.** Hull type was quarter-ton SOCRC winner. Fast and trendy, roller jib, 6hp ob. She is white with blue trim. 3-boat owner, at a steal at $1,000. Lying Alameda. (510) 467-8732 (cell).

**NEWPORT 28, 1982.** Great Bay boat. Diesel, new canvas covers. Engine needs work. $9,500/obo. Call Butch (415) 690-9923.

**CATALINA 27, 1972.** Good condition, good outboard. 2 mains and 3 jibs. Located in Río Vista. A bargain at $4,000. (415) 733-2221 or (415) 715-0563 or email: Liberty-Maritime@msn.com.


**CAPRI 25. Lake Tahoe boat, no sail. Good outboard. 2 mains and 3 jibs. Located in Berkeley Marina. Diesel, new jibs, recent built main, spinnaker, VHF, depth and knot meters. Price $12,000. Call Rob (916) 813-3938 (cell) or (916) 442-5169 (fm).

**PACIFIC SEA Craft ORION 27, 1979.** Cutter, SSB, solar, solar, refrigeration, stove, new sails, spinnaker, flexing jib, new standing rigging, CPR, 150 chain, dodger, Yanmar, tiller or wheel. Solid bluewater pocket cruiser. Baja vet. $32,000/obo. Email: johnny@wunderbat.com.

**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 needs bigger boat. Make offer. Call Sully (925) 777-1802 or email: sullyman@pacbell.net.


Miller 28, 1974. Canadian-built, full keel, bluewater fiberglass sailboat. Keel-stepped mast, oversized standing rig, 12 hp Yanmar, standing headroom, all lines aft, roller furling headsail, wheel or tiller, new bottom paint, no blisters. $6,000/obo. (707) 823-0390.


Catalina 30, 1978. Wheel, A4, fresh bottom, on-demand hot water, pressure water, shower, autopilot, furler, spinaker, spin poles, battery charger, safety gear and more. $16,500. (530) 541-3525.

CUTTER, 1980. Yanmar diesel, new interior cushions, autopilot, knotmeter, depthsounder, self-tailing winches and self-tending jib. Good sail, almost new main, two self-tending jibs, #3, #1, 155 jibs, two spinnakers, one old and one new. $10,500. Call Emie (209) 931-5457 or busterboat@comcast.net.

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ISLANDER 30 Mk II, 1973. Seawind. Alcohol stove/oven, refrigeration, dinette with widened bed, BBQs, sleeps 6. Extra navigation lights, 3 anchors, 8 Bartian winches, autopilot, two batteries, 30 hp gas inboard, lots of extras. Stockton Sailing Club. $14,000. (209) 561-4118 or (209) 518-7480 (cell).


LEIGH 30, 1984. Chuck Paine design, Morris Yachts. Hasse/Port Townsend sails, Artihod dagger, Bronis Toss rigging, Spectra watermaker, Monitor, Furuno, etc. Turkey, ocean voyager. For details and photos call (360) 421-6909 or email: svtrinket@yahoo.com.

ERICSON 30, 1978. Yanmar diesel, wheel, Pineapple sails, Harken roller furling, gennaker, four bags of sails. $19,500. Call (650) 994-7250 or email: gizmogirl@earthlink.net.


LEIGH 30, 1984. Chuck Paine design, Morris Yachts. Hasse/Port Townsend sails, Artihod dagger, Bronis Toss rigging, Spectra watermaker, Monitor, Furuno, etc. Turkey, ocean voyager. For details and photos call (360) 421-6909 or email: svtrinket@yahoo.com.

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CONTessa 35, 1976 for sale by owner.
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C&C 35 Mk II, 1975. One of the models that made the original C&C their reputation. Rod rigging, roller furling, records for the past fourteen years, custom double spreader spar, Autohelm 4000, renewed electronics. Everything works, buy and sail not buy and fix. Constantly maintained and upgraded by current owners. Sail alone, with friends, race, cruise. Three spinnakers, two poles, Atlantic 4, simple spreader system, solid (not cored) hull. Best value on this model in US, Canada. $33,550. Call (415) 516-1299.


Catalina 320, 1993. Pristine condition. Very little wear on new engine and rig. Motivated seller. $66,000/obo. Call or email for pics and details: (510) 548-9986 or 320@deasoups.net.

FantaSia 35 Mk II, #47. Well equipped, cruise ready. Center cockpit, workshop. Attractive interior, bronze ports, Furuno radar, CARD, Sailcom and CPT autopilots, GPS plotter. ICOM 700Pro, RAM VHF, PU3 35 watermaker, stereo, freezer/ fridge, cockpit cushions. Profurl, many sails, spares. Yanmar diesel, solar panels, HD davits, Phoenix Avon 4-person liferaft, Muir windlass, three anchors, new sail cover, dodger, more. Alameda berth. Comfortable cruiser/liveaboard. $69,000. Email: Seadon@sales.northsails.com.

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ISLANDER 32, #1, 1963. Good fixer-upper. Full keel, classic black hull, 6’4” headroom, sleeps 6. Atomic 4, 4 headsails, needs main, Autohelm, stainless tanks. Many extras. $6,500/o/b. (415) 645-5393 or email: melbojan@comcast.net.


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CATA LINA 36, 1983. Cruise ready, nice condition. 10-ft dingy with 8 hp engine, ss davits, Raytheon radar, Siemens solar panels, Heart inverter, Garmin GPS, autopilot, large refrigerater, roller furling jib, much more. In LA Harbor. $54,500 or? Call (310) 488-8340 or email: kal@lpp.com.


ISLANDER FREEPORT 36 PLAN A. Dream of cruising Mexico like we did? Enjoy it now without selling the farm. This comfortable, fully-equipped, lovingly maintained Mexico vet has everything. Located San Carlos. $63,500. For details/equip- ment: Freeportmexico@netscape.net.


OHLSON 38, 1984. Classic sloop, perfect for daysailing and passagemaking. Complete refit since 2000 with new engine, sails, rigging and paint. Cruised extensively by Puget Sound to Southeast Alaska. Description and photos: <http://www.users.qwest.net/~tpctjohn/> Email: johnp@qwest.net or call (206) 320-0947.

DOWNEAST 38, A 41’-foot houseboat with large bowspit, three-sail cutter rigged sloop. Just rebuilt original huge Lehman diesel, one-year-old completely new standing rigging, everything in excellent condition, loaded for family and fun. Doctor’s orders mean you steal this boat, which has been made virtually new. Two steering stations, two staterooms, davits, jiffy reef and lazyjacks, great gear reduc- tion on doubled main, power winch, all lines back, totally new electrical with 8 battery bank, new electronics, radar, GPS, VHF, Autohelm, roller furling, wind generator and solar panels. Features a new Yanmar 40 hp diesel engine with only 240 hours. Also includes new color radar/GPS/chartplotter. Recently outfitted with new dual-speed winches (6x) and standing rigging. This professionally maintained yacht is in beautiful condition. Located in Moss Landing, CA. Asking $95,000. For a viewing or additional information please call Galen (650) 403-7112. The ocean calls and Brightstar answers.

TAYANA 37 CUTTER, 1977. $65,000. Current owner has put over $20,000 into this boat. New: Yanmar, shaft, prop, rudder, new batteries and two chargers, electric windlatch, teak helm, 12” color radar/GPS/chartplotter, CD player, autopilot, inflatable dinghy, outboard, and much more. For details and specifications. New 3-blade prop and bottom. Stackpack main provides more sail area and full battens. (925) 284-9080.


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ERICSON 361, 2001. Like new condi- tion, roller furling main and jib, Westerbeke diesel, 247 hours. Custom dodger with covers, electric windlass, Garmin GPS, Raytheon ST60+ and speed, depth. Absolutely beautiful cherry interior. Many upgrades. Awarded ‘Boat of the Year’ for style, comfort and performance. Located Marina Bay, Richmond. This is a must-see boat. Moving, very much priced to sell at $177,900. New replacement value $180k. Private sale, no commissions. Beautiful liveaboard slip available. (925) 969-6847 (cell) or email: GeoTurner1@aol.com.


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MAY 2006 • LATITUDE 38 • PAGE 213

CAL 39 Mk II, 1978. Classic performance cruiser. Well-maintained boat in very good condition. Great for Bay and bluewater sailing. Perkins 4-108. Large sail selection (6-9), all in excellent to good condition, roller furling, windlass, radar, depth, speed, hydraulic backstay, pressure h/vt water, 100 gal fresh water. 60 gal diesel. Quickvag, GPS, EPIRB, dodger, 3 anchors, propane, VHF, radio/CD, $69,000. (209) 465-9761 or dfries@pacific.edu.

VENACO 10.6M, 1986. 37-ft pilothouse cutter. West System epoxy composite construction, raised salon, 7 sails, oversized rig, rebuilt Volvo MD11C, depth/speed, radar, GPS, autopilot, new batteries, bottom 11/05, hard chine, solar, dodger, dinghy, $45,000, prohbins69@lanset.com or (916) 729-2329. No brokers.

CAPE GEORGE 36, Commissioned 2004. Bronze windlass, 4 anchors, autopilot, radar, depthsounder, VHF, 18 hp Sabb with pilchprop. 6’4” headroom, offshore capable but unfinished. Located in Baja. Family of 5 needs bigger boat. Delivery possible. $37,500. Email: sunbreak@sunbreakea.org.


HUGHES 36-FT SLOOP. Built 1970 in Canada. 60 hours on new engine. Pictures available. Asking $36,000. Possible Monterey slip. Call (831) 915-4984 or regarde@nuevaschool.org.

ISLANDER 36 FREEPORT, 1981, B PLAN. Pathfinder diesel, electric windlass. Excellent condition. Recent bottom paint. Great for cruising or liveaboard. $61,000. (925) 825-2026 or jacksandy@astound.net.


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**TASWELL 43, 1993.** CCC. One-owner boat fully equipped in excellent condition. New dodger/biminis, Autohelm 7000. Furuno 24-mile radar, Bimini Top. Yamaha 225 HP. Walking stand-on. Boat is in good shape and well kept. Email: proboats@comcast.net.


**ISLANDER FREEPORT 41, 1977.** All roller furling sails to center cockpit, 105 hp Chrysler/Nissan, 3kw Onan generator. Cruise-proven, ready to go again, docked in Mazatlan, Mexico. Reduced to $64,900. Won’t last long at this price. Information/details/pictures: <http://www.sfdolphin.com/listing/boat_details.jsp?entityid=101670571> (408) 507-7508 or email: bob@sailboatcruiser.com.

**41-FT DURBECK DESIGN.** Nina del Luz (Child of Light). One of the world’s finest sailing vessels, perfectly maintained and ready for round the world cruising or Caribbean exploration from Rio Dulce, Guatemala. $140,000. Email: sisingsguat@hotmail.com or call 011 (502) 297-3209.

**FORMOSA 41 CENTER COCKPIT, 1973.** Almost totally refitted 2004. New: Electric panel, varnish, cushion fabric, anchor/chain, electric winch, inverter, batteries, paint, transmission, Fore n’ aft cabins, 2 heads. Oceanside slip. $65,000/firm, $49k without slip. Email: g.oddou@gmail.com.

**CUSTOM BREWER 46 KETCH, 1972.** Teak hull, center cockpit. Major upgrades in last five years including new 76 hp diesel. Large equipment inventory. $114,000. Located in San Diego. See details at: <www.custombrowerketch.us>

**CSY 44 CRUISING CUTTER.** Mexico this fall? Long-distance passagemaker. Great cruising equipment. 62 hp Perkins, 8’ ailing dinghy, hard dodger, windvane, 12 volt refer, watermaker, solar panels, 3-cabin layout. 8/05 survey/haul. St.Cal. Reduced to $72,000. (360) 966-7374 or nashira_sail@hotmail.com.

**PETRSON 46 RACER/CRUISER.** Fast and strong, built 1979 by Pi-Square of Pasadena. Keval hull, beautiful interior refit 1995, 12 winches, 4 hydraulics, teak sails, sleeps 7, mast prop, rod rigging, Perkins diesel. $125,000. Blaine, WA. (360) 920-3888.

**41-FT BOUNTY II, ROD LEE.** Just back from Mexico, great condition. 1-year-old main, all new standing rigging, dodger; two 80 AGM marine batteries, 360 ft/high test chain, 60-lb QOR, electric Lofran windlass, 406 EPIRB, two autopilots, plus Capehorn windvane, 24-mile radar, 2010C Garmin chartplotter. Engine: 3GM30 Yanmar V-drive in perfect shape. Everything on boat in new/very good condition. Latitude 38: $39,000. Email: sailinman@earthlink.net.

**41-FT BOUNTY II, ROD LEE.** Just back from Mexico, great condition. 1-year-old main, all new standing rigging, dodger; two 80 AGM marine batteries, 360 ft/high test chain, 60-lb QOR, electric Lofran windlass, 406 EPIRB, two autopilots, plus Capehorn windvane, 24-mile radar, 2010C Garmin chartplotter. Engine: 3GM30 Yanmar V-drive in perfect shape. Everything on boat in new/very good condition. Latitude 38: $39,000. Email: sailinman@earthlink.net.


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**PETRSON 46 RACER/CRUISER.** Fast and strong, built 1979 by Pi-Square of Pasadena. Keval hull, beautiful interior refit 1995, 12 winches, 4 hydraulics, teak sails, sleeps 7, mast prop, rod rigging, Perkins diesel. $125,000. Blaine, WA. (360) 920-3888.

**PETERSON 46 RACER/CRUISER.** Fast and strong, built 1979 by Pi-Square of Pasadena. Keval hull, beautiful interior refit 1995, 12 winches, 4 hydraulics, teak sails, sleeps 7, mast prop, rod rigging, Perkins diesel. $125,000. Blaine, WA. (360) 920-3888.

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HALLBERG-RASSY 39, 2000. Atlantic vet. set up for bluewater, lying Alameda. $265,000. Email: donflaggs@lmco.com.


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THE CLASSIC KETCH KANWARA is on the market. 42 feet on deck, classic designed Maurice Griffith ketch, launched in 1946, built at Johnson and Jago, Leigh on Sea. Solid mahogany on oak, built for ocean sailing, a great liveaboard. Top-of-the-line autopilot, 2 steering stations, great diesel engine, diesel heater, lots of tankage, refastened, very well kept, needs vanishing. A great sailing vessel and easy singlehander. Must sell, $24,000. Call (650) 794-9519.


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**BOAT SAFE TODAY**. USCG Auxiliary, Folly T14, begins Basic Skills and Seamanship class, Tuesday, May 16, 7:30-9:30 p.m. at Loch Lomond Yacht Club, 95 Loch Lomond Drive, San Rafael. Call Lex Byers (415) 543-6891 or Herb Golenpaul (707) 996-5964 for class details.

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<table>
<thead>
<tr>
<th>Slips</th>
<th>Estimated Wait</th>
</tr>
</thead>
<tbody>
<tr>
<td>North harbor 20'</td>
<td>6 months</td>
</tr>
<tr>
<td>North harbor 25'</td>
<td>1-2 years</td>
</tr>
<tr>
<td>North harbor wide 45'</td>
<td>1-2 years</td>
</tr>
<tr>
<td>South harbor 24'</td>
<td>5 years</td>
</tr>
</tbody>
</table>

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**ADVERTISERS’ INDEX – cont’d**

<table>
<thead>
<tr>
<th>Advertiser</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schoonmaker Pt. Marina</td>
<td>134</td>
</tr>
<tr>
<td>Scullion, Jack D. Yacht Svc</td>
<td>103</td>
</tr>
<tr>
<td>Sea Frost</td>
<td>106</td>
</tr>
<tr>
<td>Sea Time, Inc.</td>
<td>10</td>
</tr>
<tr>
<td>SeaPower Marine</td>
<td>74</td>
</tr>
<tr>
<td>Seashine</td>
<td>66</td>
</tr>
<tr>
<td>SeaTech</td>
<td>224</td>
</tr>
<tr>
<td>Selden Mast, Inc. USA</td>
<td>40</td>
</tr>
<tr>
<td>Signet</td>
<td>139</td>
</tr>
<tr>
<td>Skymate</td>
<td>205</td>
</tr>
<tr>
<td>Society of Accredited Marine</td>
<td>107</td>
</tr>
<tr>
<td>Surveyors/SAMS</td>
<td></td>
</tr>
<tr>
<td>South Beach Harbor</td>
<td>41</td>
</tr>
<tr>
<td>South Beach Riggers</td>
<td>53</td>
</tr>
<tr>
<td>South Beach Sailing Center</td>
<td>53</td>
</tr>
<tr>
<td>Spectra Watermakers</td>
<td>203</td>
</tr>
<tr>
<td>Spin Tec</td>
<td>38</td>
</tr>
<tr>
<td>Spinnaker Cup</td>
<td>28</td>
</tr>
<tr>
<td>Spinnaker Sailing of S.F.</td>
<td>189</td>
</tr>
<tr>
<td>Spinnaker Shop, The</td>
<td>78</td>
</tr>
<tr>
<td>Starbuck Canvas</td>
<td>96</td>
</tr>
<tr>
<td>Swedish Canvas</td>
<td>216</td>
</tr>
<tr>
<td>Swedish Marine</td>
<td>135</td>
</tr>
<tr>
<td>Tahiti Yacht Charters</td>
<td>184</td>
</tr>
<tr>
<td>Tartan/C&amp;C Yachts</td>
<td>15</td>
</tr>
<tr>
<td>The Mexican Inn</td>
<td>223</td>
</tr>
<tr>
<td>Tim’s Zodiac Marine</td>
<td>224</td>
</tr>
<tr>
<td>TMM/Tortola Marine Mgmt</td>
<td>188</td>
</tr>
<tr>
<td>Tradewinds Sailing</td>
<td>97</td>
</tr>
<tr>
<td>Travellers Mailbag</td>
<td>102</td>
</tr>
<tr>
<td>Treasure Island Sailing Ctr.</td>
<td>91</td>
</tr>
<tr>
<td>Trident Funding</td>
<td>14</td>
</tr>
<tr>
<td>UK Sails</td>
<td>73</td>
</tr>
<tr>
<td>Vallejo Marina</td>
<td>173</td>
</tr>
<tr>
<td>Ventura Harbor Bodyyard</td>
<td>223</td>
</tr>
<tr>
<td>Voyager Marine</td>
<td>80</td>
</tr>
<tr>
<td>Watermaker Store, The</td>
<td>204</td>
</tr>
<tr>
<td>Watski</td>
<td>212</td>
</tr>
<tr>
<td>WeatherGuy.com</td>
<td>218</td>
</tr>
<tr>
<td>Wedlock, Stone, Ramsay, &amp; Whiting Marine Surveyors</td>
<td>231</td>
</tr>
<tr>
<td>Wichard, Inc.</td>
<td>86</td>
</tr>
<tr>
<td>Winch Buddy</td>
<td>145</td>
</tr>
<tr>
<td>Windpath Sailing, Inc.</td>
<td>87</td>
</tr>
<tr>
<td>Windtoys</td>
<td>104</td>
</tr>
<tr>
<td>Wizard Yachts, Ltd.</td>
<td>232</td>
</tr>
<tr>
<td>Wright Way Designs</td>
<td>230</td>
</tr>
<tr>
<td>Westwind Precision Details</td>
<td>53</td>
</tr>
<tr>
<td>Yachtfinders/Windseekers</td>
<td>24</td>
</tr>
</tbody>
</table>
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<table>
<thead>
<tr>
<th>Yacht Name</th>
<th>Year</th>
<th>Model</th>
<th>Comments</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1984 Fully Custom Islander 40</td>
<td></td>
<td></td>
<td>Singlehanded TransPac vet.</td>
<td>$85,000</td>
</tr>
<tr>
<td>1968 Morgan 54</td>
<td></td>
<td></td>
<td>A very cool looking boat.</td>
<td>$99,000</td>
</tr>
<tr>
<td>1990 Cheoy Lee 47</td>
<td></td>
<td></td>
<td>Pedrick design, good looking, great sailor.</td>
<td>$210,000</td>
</tr>
<tr>
<td>1977 Morgan 45 Starret</td>
<td></td>
<td></td>
<td>Project boat with huge potential.</td>
<td>$25,000</td>
</tr>
<tr>
<td>Tartan 38 Tall Rig</td>
<td></td>
<td></td>
<td>Fully cruise ready.</td>
<td>$99,900</td>
</tr>
<tr>
<td>1985 Young Sun Cutter</td>
<td></td>
<td></td>
<td>Fully equipped, cruise ready.</td>
<td>$159,000</td>
</tr>
</tbody>
</table>

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- **BENETEAU 350** 1988 – $56,500
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- **ISLAND PACKET 35, 1990** $135,000
- **BENETEAU 331, 2001** $79,900
- **X-YACHT 412, 2001** $267,000
- **BENETEAU 350** 1988 – $56,500
- **PASSPORT 40, 1985** $149,000
- **ISLAND PACKET 35, 1990** $135,000
- **BENETEAU 331, 2001** $79,900
- **X-YACHT 412, 2001** $267,000

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38’ 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. $59,000

See at: www.marottayachts.com

33’ 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. $25,000

See at: www.marottayachts.com

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

See at: www.marottayachts.com

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. Now $135,000

See at: www.marottayachts.com

35’ CAL, 1985 This modern classic is well equipped, VERY lightly used (only 89 hours on the engine) and very clean (just detailed, she shows practically new). She’s also the deep keel version and is turn key for Bay sailing or coastal cruising. $79,500

See at: www.marottayachts.com

32’ HUNTER 320, 2000 Very clean inside & out w/low time on Yanmar 4B (barely 200 hrs), she’s also the deep draft version (preferable on Bay). Motivated owners, offers encouraged; note she’s THE most competitively priced 320 on the market at present (and this reflects the owner’s motivation, not vessel’s condition!) $64,500

See at: www.marottayachts.com

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. $59,000

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32’ 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

See at: www.marottayachts.com

32’ ERICSON, 1986 Classic Bruce King design, originally launched in 67, sporting an integral lead keel, spade rubber, deck-mounted mast and a double-purposer 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

See at: www.marottayachts.com

35’ ENDavour, 1981 These US-built high-end cruising sailboats are hard to find on the west coast and this particular center cockpit vessel is well found and shows nicely. Very spacious below, finely finished in teak (6’4” hdm), and offers all amenities necessary for comfortably cruising or living aboard. Transferable Sausalito YH slip. $99,000

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See at: www.marottayachts.com

40’ SPARKMAN & STEPHENS XVU. 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

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See at: www.marottayachts.com

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<table>
<thead>
<tr>
<th>Yachts</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>TARTAN 3700, 2000</td>
<td>Yanmar with 453 hours, radar with repeater at helm, FB main, 110% &amp; 135% cruising spinnaker, new dodger and covers. $220,000</td>
</tr>
<tr>
<td>HUNTER 40s, 1995</td>
<td>$122,000</td>
</tr>
<tr>
<td>LATITUDE 38, 1986</td>
<td>$114,000</td>
</tr>
<tr>
<td>J/105, 1992</td>
<td>$69,900</td>
</tr>
<tr>
<td>MORGAN 416, 1982</td>
<td>Full keel, spacious and seaworthy. Genset, air/heat. $125,000</td>
</tr>
<tr>
<td>47' HYLAS, 1986 (pictured)</td>
<td>Newer engine, brand new dafre, 3 outboard, $250,000</td>
</tr>
<tr>
<td>TA CHIAO 54 PILOTHOUSE, 1980</td>
<td>4-cam, watermaker, bow thruster, inside helm, blue-water cruiser, live aboard slip 5F bay. $217,000</td>
</tr>
<tr>
<td>C&amp;C 38, 1986 (pictured)</td>
<td>Newer rod rigging, newer sails, newer LP $58,000</td>
</tr>
<tr>
<td>41' J/105, NICE</td>
<td>$115,000</td>
</tr>
<tr>
<td>41' DEFEVER TRAWLER, 1981</td>
<td>$115,000</td>
</tr>
<tr>
<td>50' SEA RAY SUNDANCE, 1993</td>
<td>$290,000</td>
</tr>
<tr>
<td>32' REGAL, 1999</td>
<td>$69,000</td>
</tr>
</tbody>
</table>

**SLIPS AVAILABLE IN SAN RAFAEL @ $500 PER MONTH**

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**SHIPS AVAILABLE IN SAN RAFAEL**

- **JEANNEAU 41, 1986.** One on San Francisco Bay (pictured), a beauty, prep for Pacific Cup. One in Mexico. From $99,000
- **38' HANS CHRISTIAN CUTTER, 1979** Never Yammor 56 hp at 90 hrs. 9 sails, new Raymarine radio/dept/hour. $114,000
- **TA CHIAO 54 PILOTHOUSE, 1980** 4-cam, watermaker, bow thruster, inside helm, blue-water cruiser, live aboard slip 5F bay. $217,000
- **C&C 38.** Pictured. 1986 MkIII, newer rod rigging, newer sails, newer LP $58,000
- **41' J/105, 1992** Hull #41. Priced to sell. $73,500
- **40' MORGAN 416, 1982** Tall rig, center cockpit, low hours on Perkins with genset and new interior. $79,950
- **SAIL**
  - CT: 180,217
  - 53: Amel ketch: 98,440,000
  - 32: Hartog schooner: 99,195,000
  - 50: Gulfstar, Mix: 77,899,000
  - 49: Cold Molded Custom: 91,189,000
  - 48: Mariner CC: 79,139,000
  - 48: Hughes yawl: 72,605,000
  - 47: Hylas: 86,200,000
  - 47: Vagabond: 80,130,000
  - 44: Hylas: 86,850,000
  - 43: Morgan: 95,125,000
  - 43: Sail: 86,215,000
  - 42: Custom schooner: 72,390,000
  - 42: Bavaria: 95,235,000
  - 41: Jeanneau (2): 86 from 99,000
  - 41: Down East PH: 81,55,000
  - 41: Morgan Oil 416: 82,79,950
  - 40: Hunter (2): 95 from 122,000
  - 40: Brewer PH: 88,115,000
  - 39: Cheoy Lee M: 75,79,000
  - 39: S&S, Nice: 53,110,000
  - 38: C&C MKIII: 86,84,000
  - 38: C&C: 76,35,000
  - 38: Catalina (2): 83 & 83 from 110,000
  - J/105: 74,90,000
  - 37: Tartan 3700: 00,220,000
  - 37: Endeavour: 79,59,500
  - 37: Irwin C: 80,40,000
  - 36: Beneteau 364: 96,112,000
  - 36: Pearson cutter: 77,57,500
  - 36: Hartog, steel: 92,24,500
  - 36: Islander: 92,49,500
  - 35: J/105, NICE: 92,73,500
  - 34: Islander: 75,88,31,500
  - 34: Cal: 69,25,000
  - 33: Britton Chance: 75,29,500
  - 33: Newport: 84,36,500
  - 32: Aloha: 83,39,500

**POWER**

- 62: Elco Classic MY: 26,450,000
- 61: Stephens: 56,250,000
- 57: Chris Craft: 3 from 119,000
- 52: Bluewater: 82,99,500
- 47: Stephens (2): 85 & 70 from 129,000
- 47: Sea Ray Sundance: 93,290,000
- 43: Kha Shing: 84,179,000
- 43: Wellcraft Portofino: 88,99,500
- 42: Post SF: 81,97,000
- 41: Chris Craft 410 MY: 80,85,000
- 41: Defever: 81,119,000
- 33: Sea Ray 330 SD: 97,75,000
- 32: Bayliner, diesel: 89,79,900
- 28: Maxim: 99,49,000
- 26: Osprey: 92,98,000
- 26: Calkins: 83,15,900
- 24: Bayliner: 98,15,900
- 24: Regal 242: 98,37,000
- 22: Grady White 222: 92,59,000

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F/G, dsl, wheel, full keel w/cutaway forefoot, furling, teak & 40' NORTHSTAR Ctr cockpit ketch by Sparkman & Stephens. Nice, clean, comfortable.

37' CARVER 350 MARINER, '99. Would make GREAT MEDITERRANEAN CHARTER VESSEL.

38' KETTENBURG etc. A classic cruiser in fine condition. Reparted in 2000 & well kept since. Dodger, spinn, Pull-ap, radar, davits, 2 heads, shower and more! A great toryacht. Twin diesels, diesel genset, bronze fastened, teak & holly sole, full cover, lifelines, USCG boat. Wheel, diesel, shower, spinnaker, inflatable, lifeline, deck house, more! A lot of boat for the money. BARGAIN. Asking $217,000.


32' COLUMBIA. 6.6' ketch. Diesel, very clean, many upgrades, new steering, traveler, pulpit and lifelines, hydraulic backstay, lives off for short handed sailing and more. Asking $21,900.

32' WAUQUIZ CENTURY. High quality European sloop. Diesel, new steering, roller furling, glasses, shyl, table, bench, head, cushions, cyndrom, galley, more! Asking $25,000.

35' CHB TRAWLER. A classic trawler, long nose, twins, clean, many upgrades. Full galley, shower & more. A VERY GOOD BUY! Asking $87,000.

54' CT-54 CENTER COCKPIT PILOTHOUSE. A 41' KETTER Del, full-cabin, 7 Barlow's, bowthruster, watermaker, generator, inverter, dual heads, full galley, all amenities & more! Excellent boat well set up to cruise. Asking $217,000.

56' STEPHENS alum sloop. The famous Bob Perry double-ended ketch, long nose, twins, great cruising, very nice! ...Ask 18,000.

58' ALDEN MALABAR. Reduced! 13,000.


30' ANGELMAN Sea Spirit ketch. Diesel, wheel, furling, teak & holly sole, full cover, showers, teak & holly, sole, clean, comfortable. Asking $49,950.


32' WAUQUIZ CENTER. High quality European sloop. Diesel, new steering, roller furling, glasses, shyl, table, benches, cushion, cyndrom, galley, more! Asking $25,000.

34' ANGELMAN Sea Spirit ketch. Diesel, wheel, furling, teak & holly sole, full cover, showers, teak & holly, sole, clean, comfortable. Asking $49,950.


42' DUTCH STEEL MOTORSAILER. caterer. 110hp diesel, centerboard, winches, 15 bags sails, radar, wheel, recent changing, full galley, shower, new radio, dinghy w/radar & more. $39,950/offers.

43' MORGAN 416. center cockpit aft cabins. Diesel, dodger, 2x lifelines & pulpit, furling, wheel, rig inventory, diesel generator, 2x mounted marine heads, radar and more! Crazy & far less aboard. Now! $79,950 Ask.
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