

Latitude 38

MAY 2006

VOLUME 347

Latitude 38

VOLUME 347 May 2006

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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!

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Making History

PHOTO: MARIAH'S EYES PHOTOGRAPHY (510) 864-1144



*Harp**

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

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

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

And *Harp* is this 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!

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BENETEAU 473



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BENETEAU 393



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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

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ON PAGE 229



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*Gold Medal, London 2001
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It's not always easy to find. If your local retailer doesn't have it, he can order it for you. Or write us and we'll do our best to help. Or take a look at HOW TO FIND IT on our web site at www.pusseys.com

Chris Tobin
(Creative Director)

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Cover: April showers bring May Master Mariners Regatta.

Photo: Latitude 38/Richard

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

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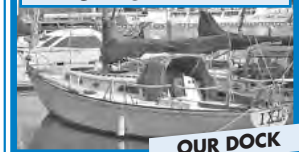
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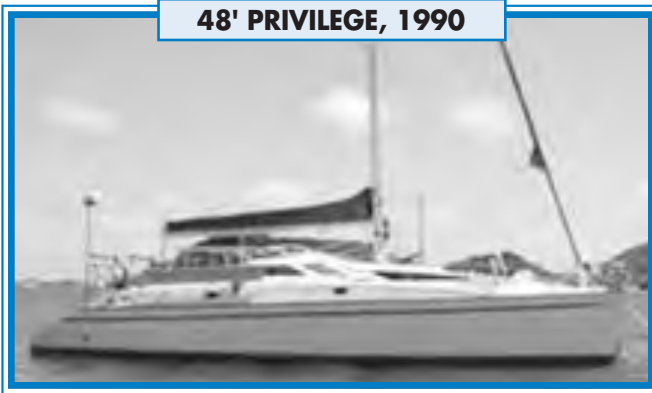
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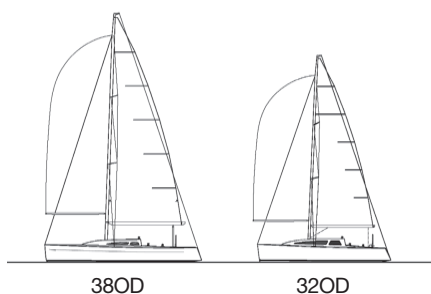
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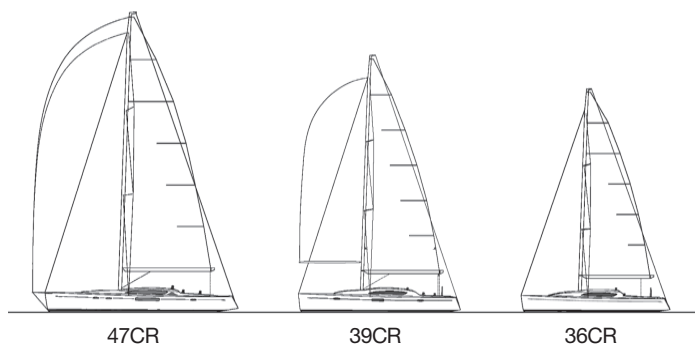


SYDNEY 38 OD

One Design Range



Cruiser Racer Range



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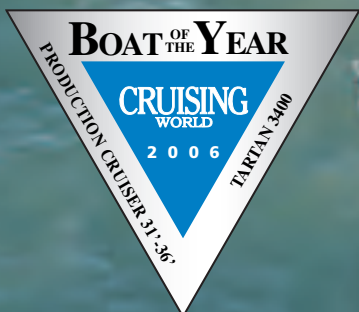
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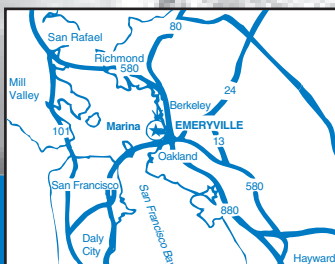
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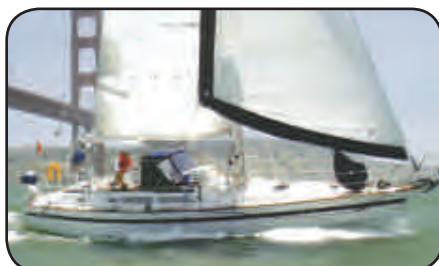
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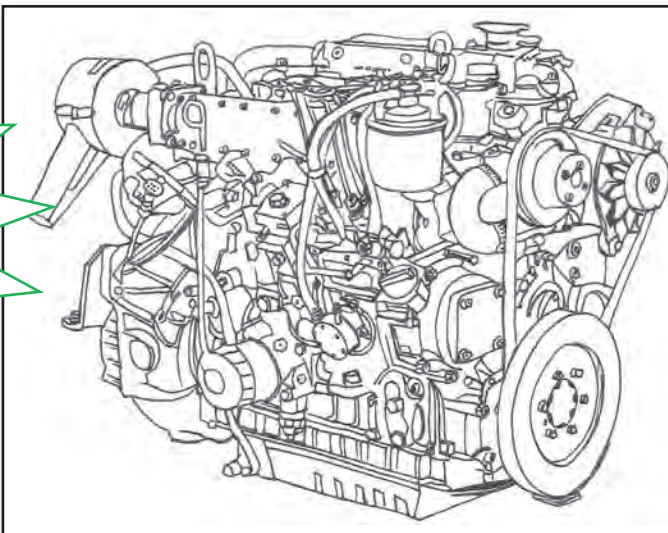
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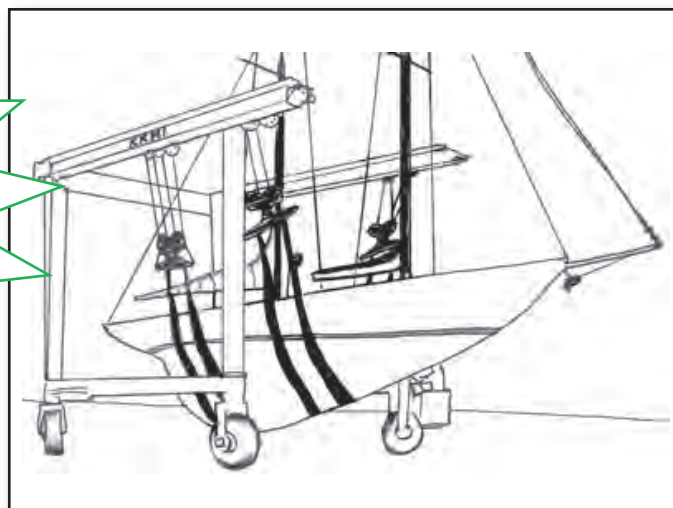
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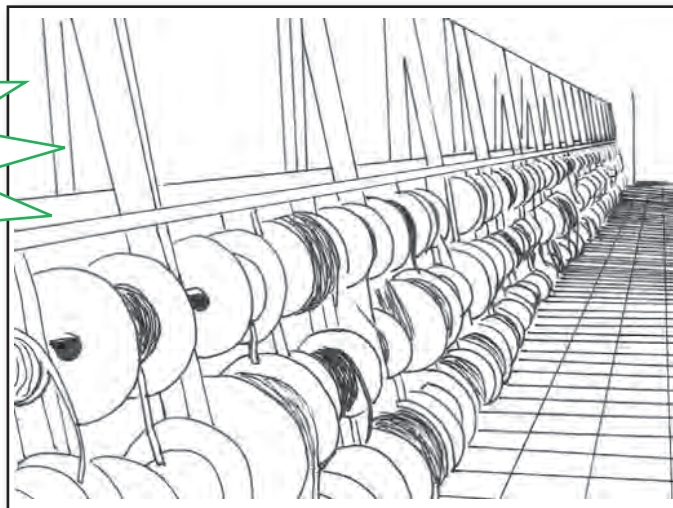
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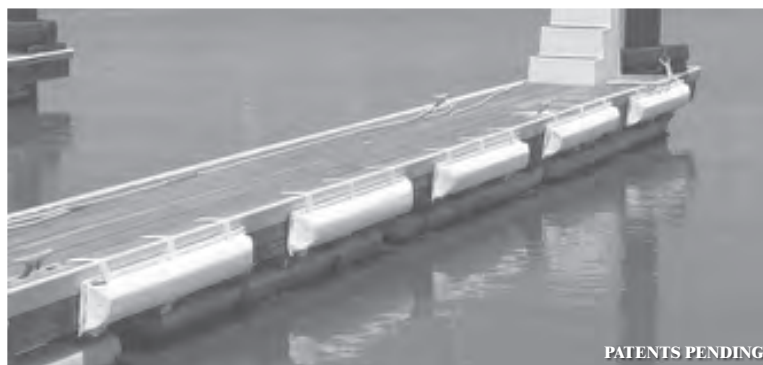
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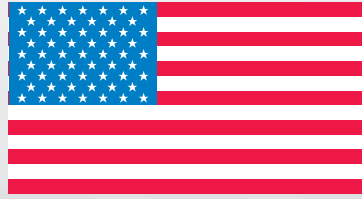
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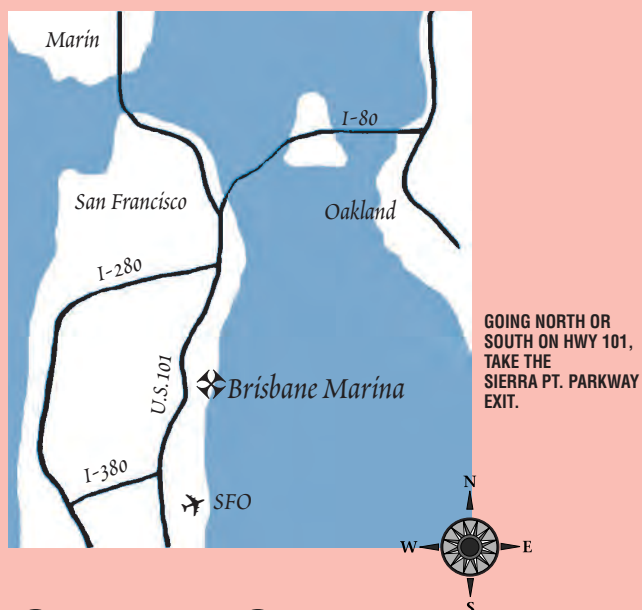
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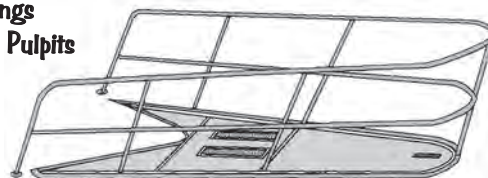
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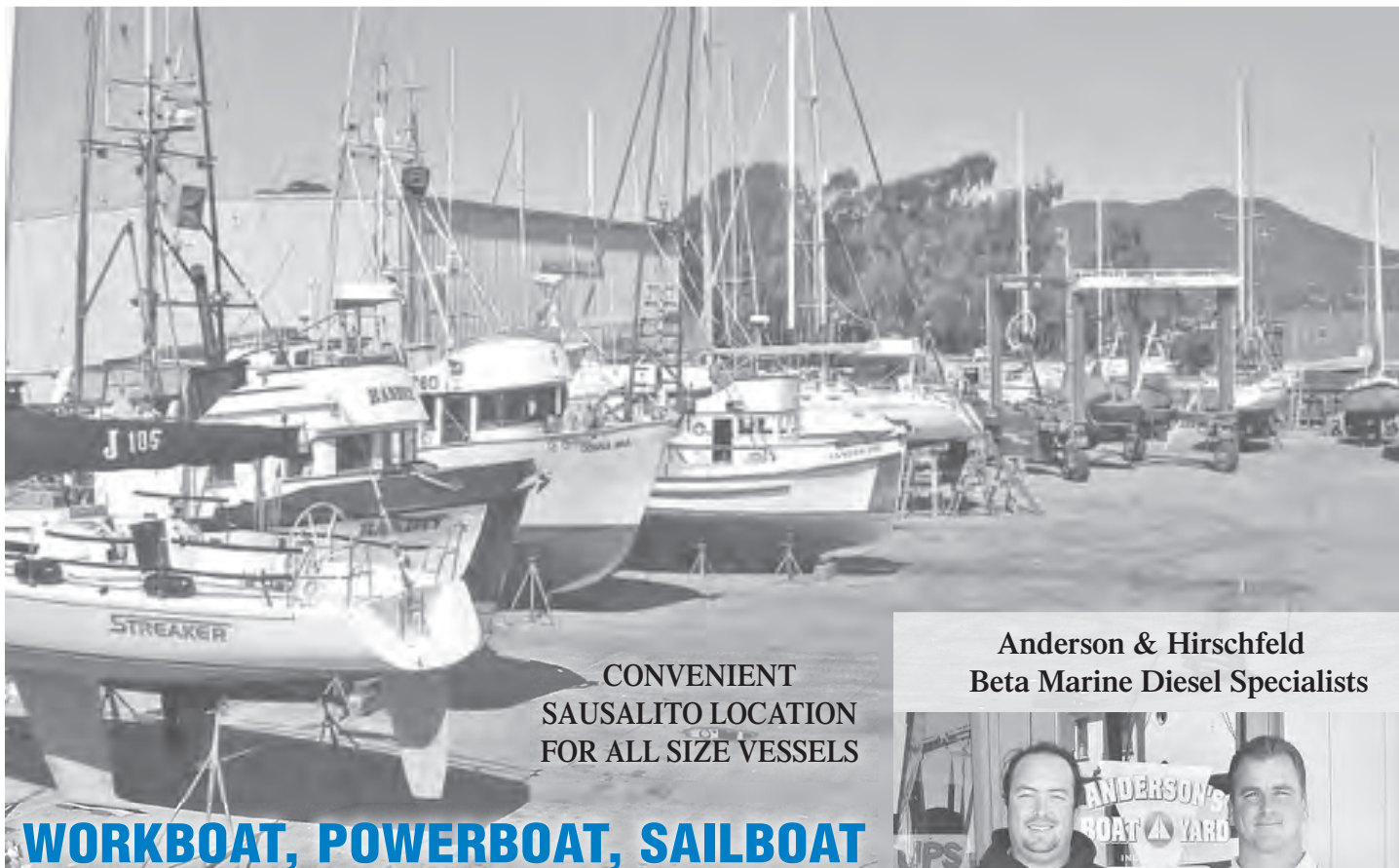
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May 3, 17 — Pt. Fermin Single Sailing YC invites singles to two monthly meetings. 6 p.m. at Cabrillo Beach YC in San Pedro. See www.pfsyc.org for details.

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 6 — SF Maritime National Park tour of nearly 100 local historic boats, discussing elements of their history, design and construction, free. Info, www.maritime.org/cal-boat.htm.

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.



JAY BLAKESBERG / KFOG

Boaters love the KFOG KaBoom spectacular fireworks show.

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.

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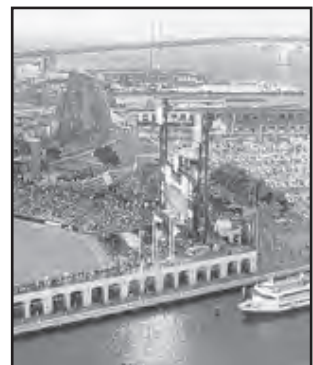
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J/124

Three Sold on the West Coast



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 and chores 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 Spars mast and ACC rudder are carbon fiber. Easiest configuration of all is the optional and removable Hoyt self-tacking jib boom with roller furling jib. If the joy of sailing is a priority...that feel of acceleration and response of a good boat...but you still want to enjoy some overnight comfort on those yacht club cruises, then this is the J for you.

**View the J/124 at the
Newport Boat Show
May 3-7 • Newport Beach**

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CALENDAR

May 14 — Don't forget to call Mom.

May 16 — BAADS General Meeting, Pier 40, free sailing every Sunday. Info, (415) 281-0212 or www.baads.org.

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 — USCG "Boats'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 — Corinthian Yacht Club presents their Women's Basic Sailing Seminar. CYC Members, \$150. Non-members, \$160. See www.cyc.org for more details.

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, Reservations4MemorialDay@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@w-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 Raiser 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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Asking \$120,000

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CALENDAR

Youth and Adaptive Outreach Sailing Programs. Tickets to party \$25. Info, www.tisailing.org or (415) 421-2225.

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

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

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

May 13 — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, morillgreg@aol.com.

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

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

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

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

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

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

May 20-21 — South Bay Small Boat Races. Bay View BC, www.bvbc.org or (415) 564-4779.

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

May 21 — Fremont El Toro Relays on Lake Elizabeth, FSC. Info, Vern Tucker at (408) 730-2548 or vltrvt1@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 — Master Mariners Regatta, ending at Encinal YC. A must for woody-philes. Info, www.mastermariners.org.

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

May 27-29 — 63rd Swiftsure Race, the big one for Northwest sailors. Six different race courses ranging from 78 miles to 140 miles. Info, www.swiftsure.org.

Jun. 3 — In the Bay Race. SSS, www.sfbaysss.org.

Jun. 3 — YRA-HDA #2, IYC, www.yra.org.

Jun. 3-4 — YRA-OYRA Drake's Bay Race, www.yra.org.

Jun. 3-4 — Sydney 38/Express 37 Invitational. SCYC, www.scyc.org.

Jun. 3-4 — J/105 Regatta. SFYC, www.sfyf.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. 4 — YRA-WBRA Races, StFYC, www.yra.org.

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

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

Jun. 10 — YRA-ODCA, GGYC, www.yra.org.

Jun. 11 — Spring Regatta on Lake Elizabeth. Fremont SC, www.fremontsailingclub.org.

Jun. 15-18 — San Francisco Speed Invitational. GGYC, www.ggyc.org.



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.



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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. 16-18 — Woodies Invite. StFYC, www.stfyc.org.

Jun. 17 — YRA-HDA Circle #3. SBYC, www.yra.org.

Jun. 17-18 — J/120 Regatta. SFYC, www.sfyc.org.

Jun. 18-24 — El Toro Nationals on Clear Lake, CA. Info, www.eltoroyra.org.

Jun. 19-22 — Catalina 22 National Championship Regatta at Scotts Flat Lake, Nevada City, CA. Info, 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.

Jun. 23-25 — South Tower Race, Stockton to YRA #16 and return. SSC, www.stocktonsc.org.

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

Jun. 24 — YRA-HDA #4, BVBC. Info, www.yra.org.

Jun. 24 — YRA-ODCA, EYC. Info, www.yra.org.

Jun. 24-25 — Easom Founders Trophy Regatta (Etechells fleet). SFYC, www.sfyc.org.

Jun. 24-25 — PHRF Championship. Info, www.scyc.org.

Jun. 25 — YRA-WBRA Races, BVBC. Info, www.yra.org.

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

Summer Beer Can Regattas

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

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

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

BERKELEY YC — Every Friday night through 9/29. Paul Kamen, (510) 540-7968.

CAL SC — Year-round Sunday morning Lido 14 races, intralub only. Ed Corbett, 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. Charles Hodgkins, (510) 504-4076.

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

FREMONT SC — Sundays at 11:00: 5/7, 6/11, 6/25, 7/16, 8/6, 8/13, 8/27, 9/17. Jim, (650) 856-1122.

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

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

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

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

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

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

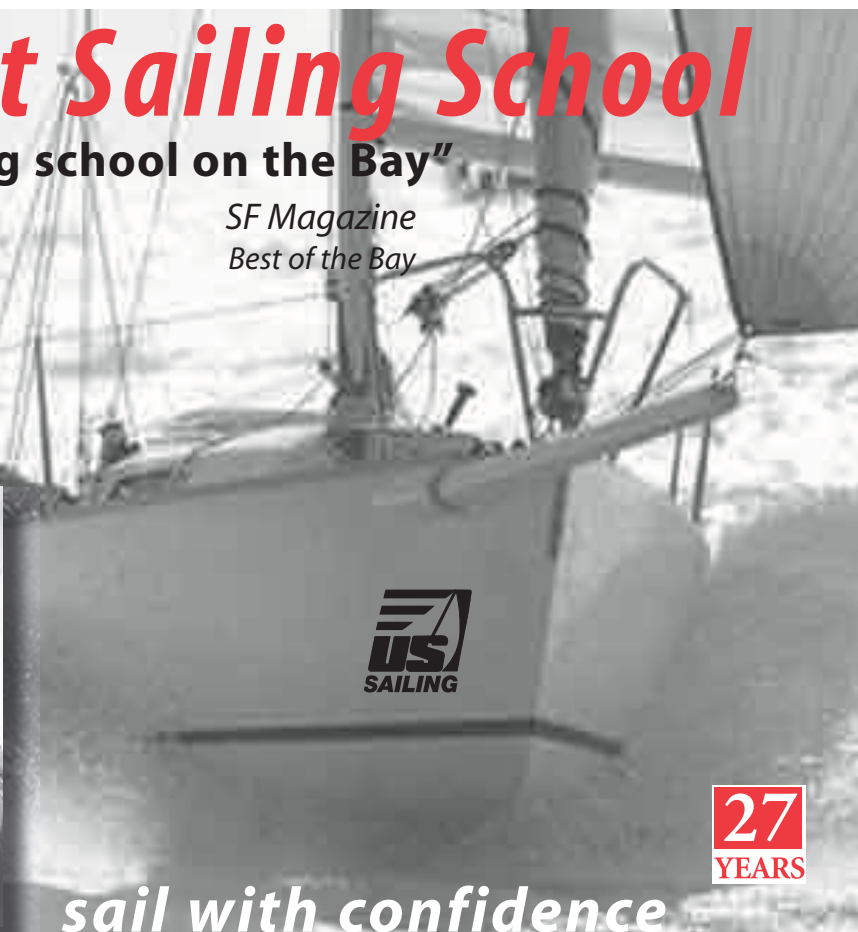
OAKLAND YC — Sweet 16 Midweek Series, Wednesday nights: 5/10 to 6/28 and 7/26 to 9/13. Ted or Diane Keech, (510) 769-1414.

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

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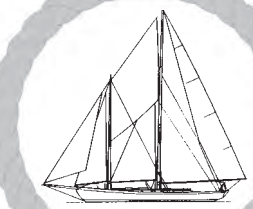
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It's A Mariner's Fact:

'Bamboozle' is a nautical term from the 17th
Century describing the Spanish custom of hoisting
false flags to deceive (bamboozle) enemies.

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CALENDAR

6/21, 7/5, 7/19, 8/2, 8/16, 9/6, 9/20. Eric Arens, (510) 841-6022.

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

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

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

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.

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

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

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

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

VALLEJO YC — Every Wednesday night 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.

May Weekend Currents

date/day	slack	max	slack	max
5/06Sat	0904 2226	0059/1.6E 1214/2.8E	0400 1612	0641/1.5F 1930/2.7F
5/07Sun	1011 2300	0137/2.1E 1313/2.7E	0451 1657	0741/1.9F 2007/2.8F
5/13Sat	0122 1508	0447/4.9E 1719/2.3E	0838 2016	1139/3.7F 2314/2.5F
5/14Sun	0152 1555	0526/5.0E 1801/2.1E	0916 2048	1220/3.6F 2351/2.3F
5/20Sat	0214 1439	0446/1.7F 1750/3.2F	0723 2112	1045/3.7E 2344/2.5E
5/21Sun	0329 1536	0605/2.0F 1844/3.3F	0850 2155	1151/3.4E
5/27Sat	0112 1506	0437/5.6E 1717/2.3E	0834 2019	1142/4.4F 2309/2.8F
5/28Sun	0152 1555	0520/5.5E 1801/2.0E	0920 2103	1227/4.2F 2352/2.5F
5/29Mon	0234 1644	0604/5.2E 1846/1.8E	1006 2148	1314/3.8F

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LETTERS

↑↓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



LATITUDE / RICHARD

GPS could be your best insurance.

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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LETTERS

↑↓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



LINH GOBEN

For Linh, this is the season of giving.

to get the ball rolling — no pun intended — with a photo of my husband Teal from my collection. Enjoy!

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

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

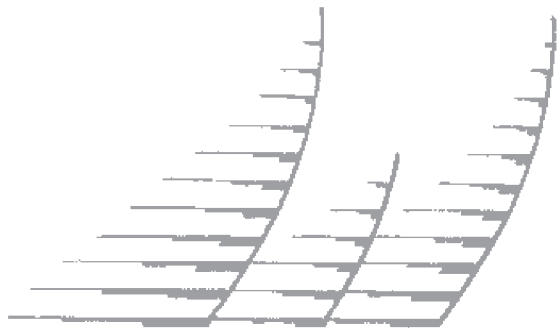
Readers — We have absolutely no idea why anyone would have any interest in a photo of a guy's bare butt — but we're open-minded to a limited extent, so we asked LaDonna, 'the new guy' on our editorial team, what she thought. After looking at the photo and dabbing up a few spots of drool with a towel, 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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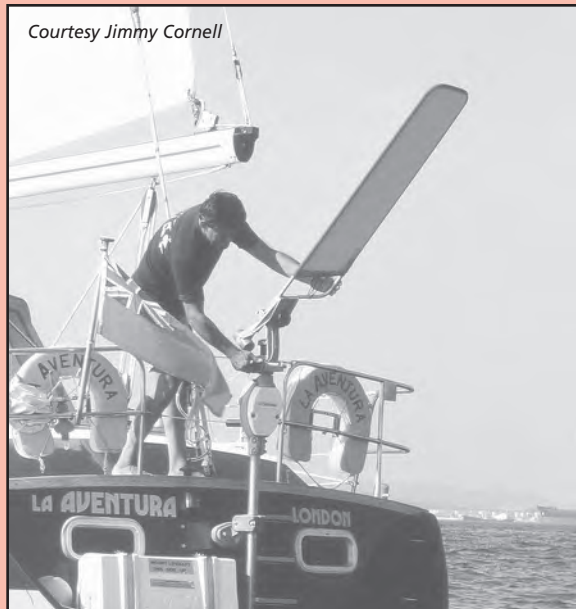
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LETTERS

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



LATITUDE / RICHARD

**Less than \$10 for all this on the beach
— food's still cheap at Punta Mita.**

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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LETTERS

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

Wendy Cummings is a real life saver.

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

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Leg 3	Tahiti - Rarotonga - Suvarrow - Nuie - Pago Pago	2000 miles	Aug 20 - Sept 10, 2007	21 days
Leg 4	Pago Pago - Tonga - Fiji	900 miles	Sept 13 - Oct 2, 2007	18 days
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LETTERS

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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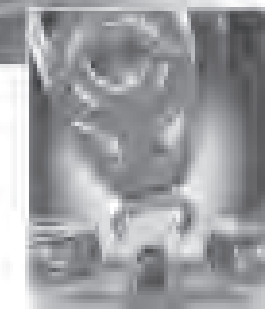
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LETTERS

getting an Amateur Radio license, he read that it was going to be eliminated — and then read it wasn't going to be eliminated after all.

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 that we 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.

My wife and I 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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LETTERS

tank. 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

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.

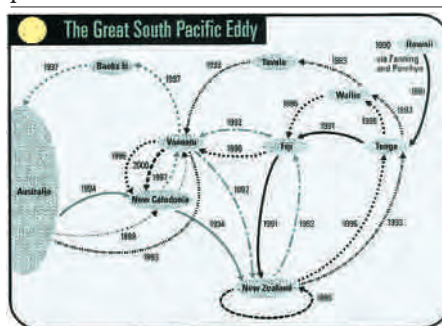
STILL IN FRANCE AFTER YEARS IN THE PACIFIC

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).



A chart of Sally and Foster's 'Pacific Eddy'.

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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LETTERS

to be "senseless". In fact, they only stopped after Foster became



SALLY ANDREW

'Vagabond' on the canals in France.

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'

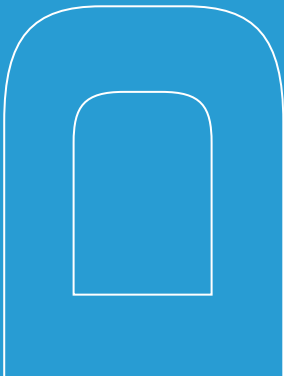
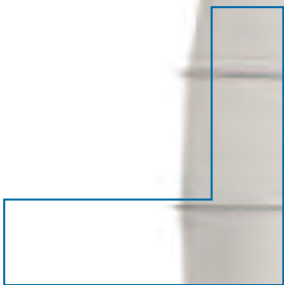
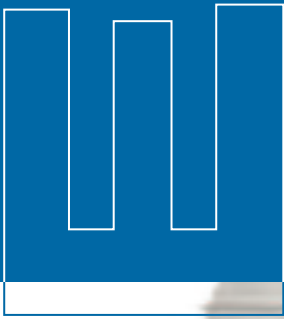


FUJIFILM

The Fuji E550 is a great little camera.

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,



Maltese Falcon, Styling by Ken Freivokh Design

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LETTERS

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.

↑↓ 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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LETTERS

↑↓ 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. Mugu to Pt. Dume.

Marina del Rey is a good place to reprovision, travel inland, and/or have friends fly in to LAX for trips to Catalina.



Sailors enjoy a campfire at Two Harbors.

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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LETTERS

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.

↑↓ 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.

Captain 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

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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



JAY ALLWORTH

Three boats having fun together during the Banderas Bay Regatta.

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.

PHOTOS SCOTT MEYER



Krissy, Ericson 35-3, Allen Cooper



Solar Wind, Martin 32, Max Crittenden



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Sail a Vie, Ericson 35 MkII, Phil McFarlane

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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

Wetsu, Express 27, Phil Krasner



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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 more 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. Banderas Bay racing is limited to three days.

The third race did indeed feature one of the all-time great fliers in yacht racing. With Humu Humu slowly but surely pulling away from Profligate sailing upwind to the weather mark, we did what desperate people do — something desperate. We set the screecher, jibed, and headed back in the general direction of a point halfway between the starting line and the leeward mark. For some of the time our VMG to the weather mark was as 'high' as a negative 7 knots. But having sailed on the bay several of the previous days, we'd noticed a southerly along the shore. Son of a gun if we didn't hit that southerly and sail so deep into it that we were able to tack around, reset the screecher, and lay the first weather mark — beating every other boat in the fleet, all of whom had floundered in a fading westerly. This is the one time in a thousand that our strategy would have worked. Our crew and the spectators think we're a genius, and there's no need to shatter their illusion.

The only disappointing aspect of the event was that there weren't more boats and sailors to take advantage of all the



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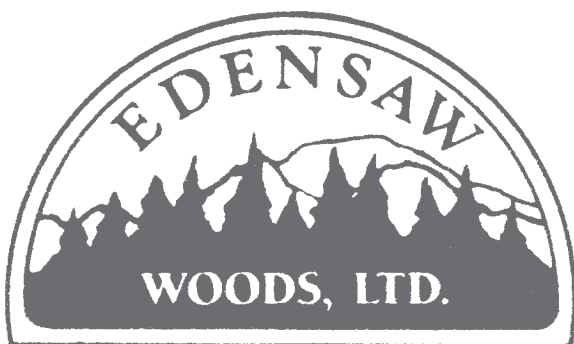
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LETTERS

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 BESIDES 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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LETTERS

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



LATITUDE / LADONNA

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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LETTERS

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 snootatoriums 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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LETTERS

↑↓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 *Titantic*, 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 *Titantic* 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 our 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.

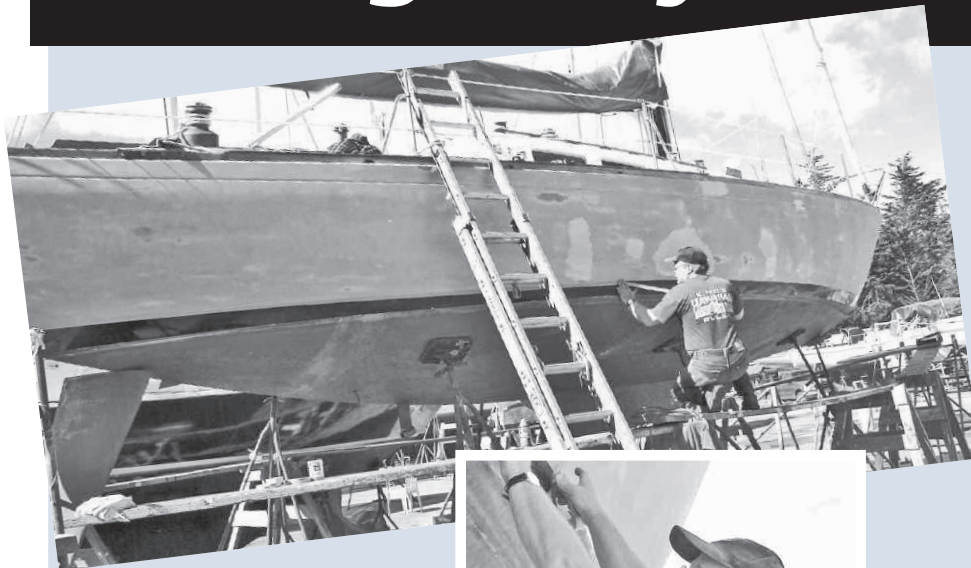
To quote the experts, "The displacement weight and ship weight are equal when the ship is at rest in still water. In real life, the displacement weight of a vessel is always changing as it takes on fuel, food, cargo, and people."

↑↓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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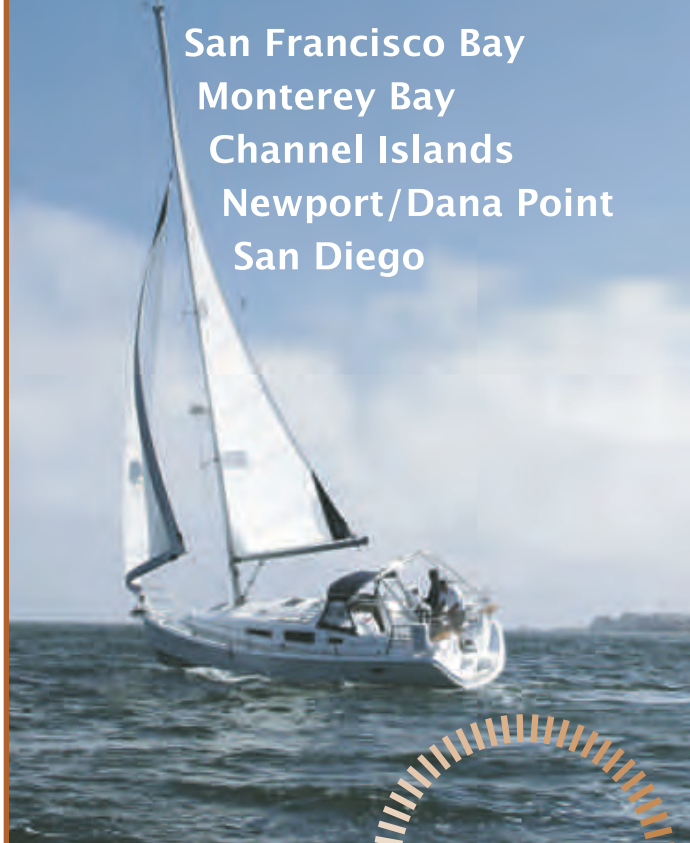
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LETTERS

of E. 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 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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LETTERS

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



'La Marina' at La Salina.

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 (CAMSPAC) 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?

↑↓THE OTHER WAY TO FLY TO LA PAZ

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LETTERS

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 Profligate from Puerto Vallarta to La Paz.



LATITUDE / RICHARD

Photographic proof you wouldn't be nuts to cruise the islands off 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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LETTERS

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



The 228-ft 'Floridian' and her chopper. Wayne Huizinga bought her from golfer Greg Norman.

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 aging 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



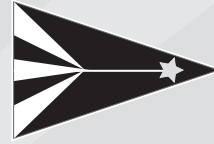
'Uncle Harry' is still sailing at 90.

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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LETTERS

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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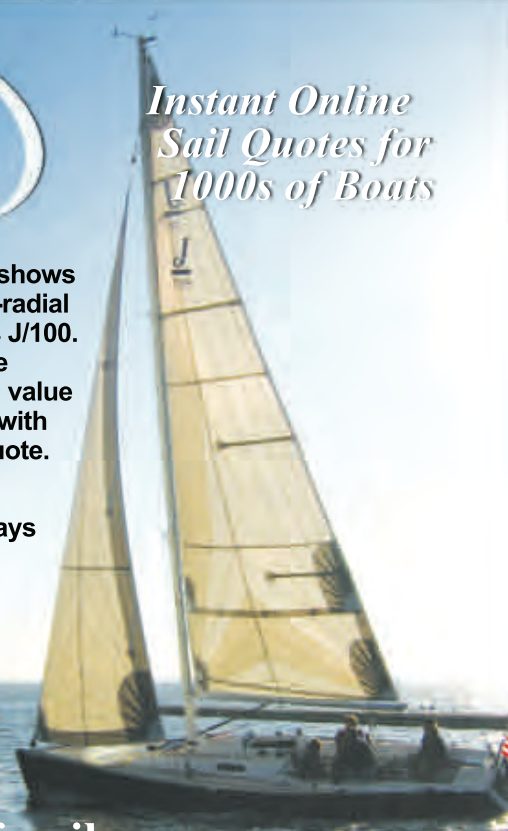


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LETTERS

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



LATITUDE / ANDY

The official Ha-Ha Preview is August 12.

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.



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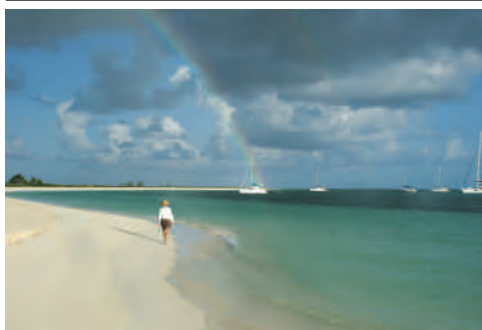
LETTERS

↑↓ 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 Tehautepec. 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 Tehautepec 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 Jetty 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.

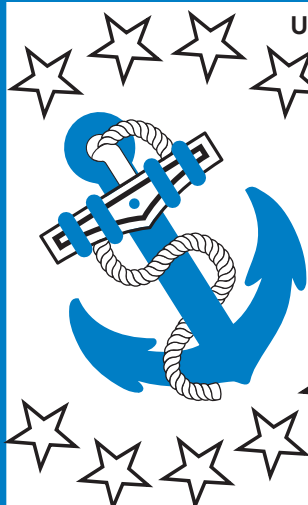
THE SAN FRANCISCO BAY PELICAN WEBSITE

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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a while back and spun around. I can't remember if Martin was aboard at the time. Martin built his Pelican over 20 years ago with the aid of Isleton boatbuilder Chris Bell.

I have some black and white photos of an encounter between the Pelican Transbay Race and the Big Boat Series fleet in 1972. *Ondine* and *High Roller* are looking good in the pictures. But it was frustrating for those of us in Pelicans 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

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 aournd. Leaving them was mistake number two.

That night during a meal at a better-than-average restaurant, the subject of scorpions came up. One of the resident workers had caught one and used nail polish remover in a jar to subdue the critter long enough for mounting on a display. I know that scorpions are tough critters, so if nail polish remover can take one out, wouldn't it do the same for the bees at the top of our mast? I didn't have any finger nail polish remover, but I did have acetone, which is basically the same thing. A plan started forming in my mind.

The following is not recommended, but it's a true story. Freddy and I were convinced that we could dispatch the stow-aways using my newly-hatched acetone plan. I warned everyone in the area, and words like "Africanized" and "Killer" kept entering the conversations.

Our Catana 47 cat *Moon & Stars* has internal halyards, so we chose the spinnaker halyard for our little experiment. We started by tying a small rope to a snap shackle and pulling the halyard down. This upset our buzzing friends, who seemed to be building a new home on the halyard, which was abundantly clear from the all the bees and bee's was covering the line.

Spectators began to flee the area, but Freddy and I stood our ground. We waited for a bit, then soaked the halyard in

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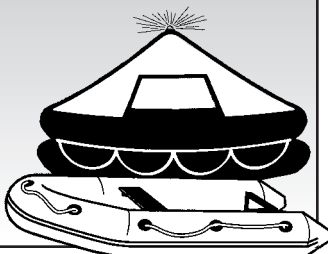
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LETTERS

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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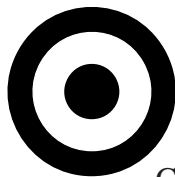
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LOOSE LIPS

Flare recall.

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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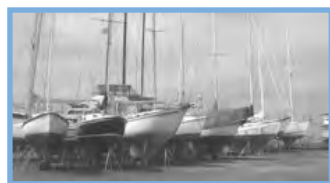
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Eight bells.

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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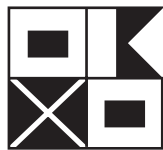
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SIGHTINGS

skip's tips

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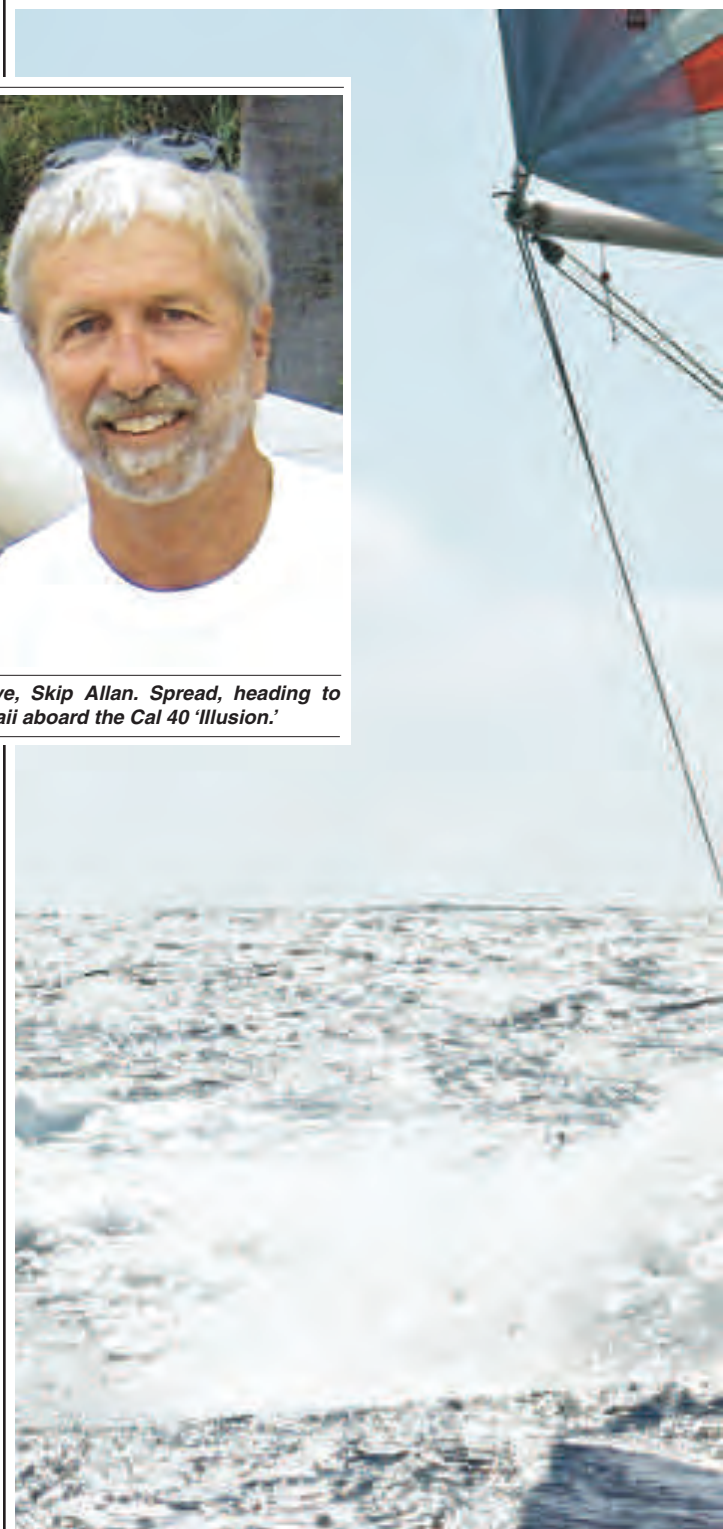
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SIGHTINGS

1919-2006

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baja ha-ha 13

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PHOTOS COURTESY TOM PERKINS



lapworth — cont'd

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ha-ha 13 — cont'd

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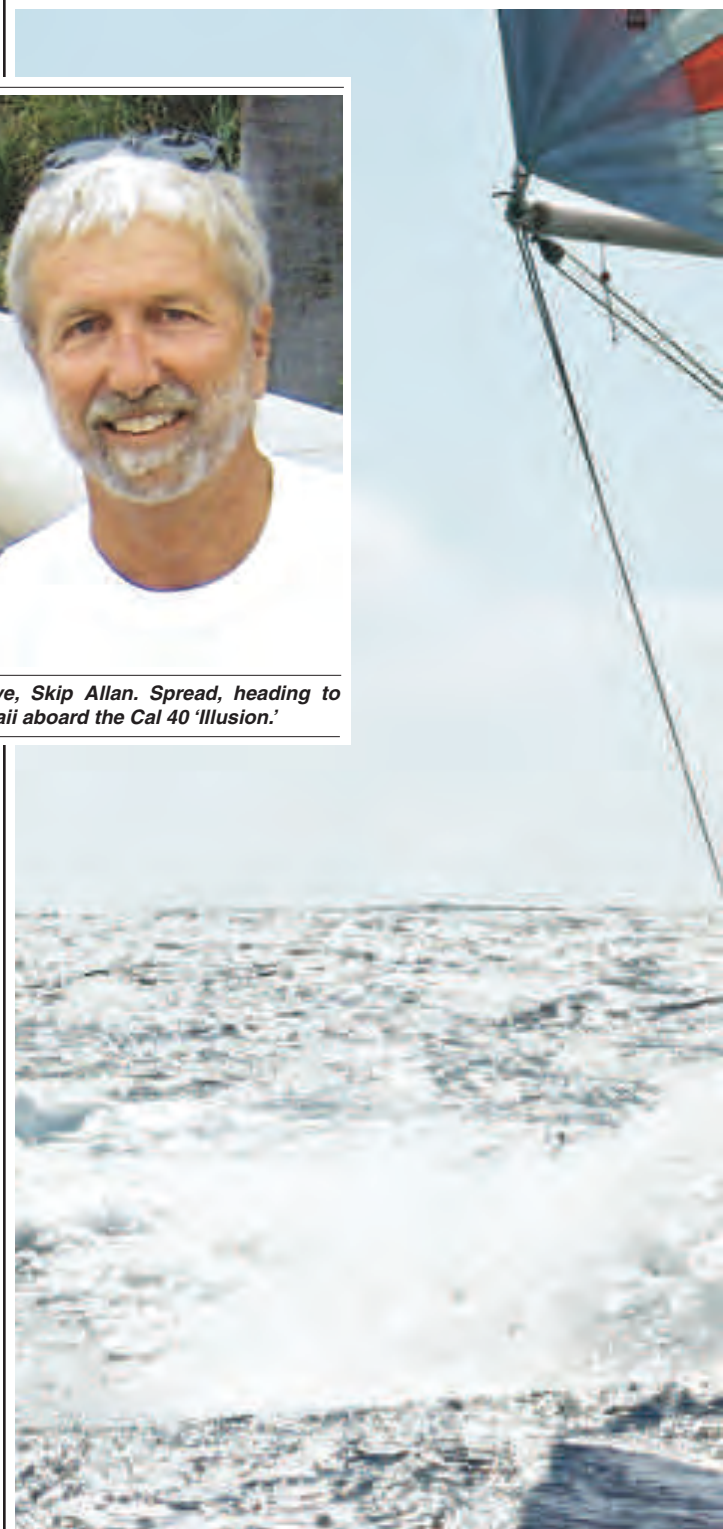
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SIGHTINGS

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

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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.



SIGHTINGS

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 weather for past Ha-Has has usually been excellent. 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,

continued on outside column of next sightings page



LATITUDE/JR

SIGHTINGS

ha-ha 13 — cont'd

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

inflated

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-



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.



New faces at Latitude — Above, Shawn Grassman with daughter Olivia. Spread, Herb McCormick (foreground) with some Ha-Ha mountain folk.



ha ha 13 — cont'd

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 photoboot. The photoboot 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.

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 *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 *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."

In addition, we're delighted to announce the appointment of Shawn Grassman as our second account executive. Shawn, a J/24 racer and Snipe owner who lives in Alameda, is excited about leaving the world of finance to become part of an industry and lifestyle that he can be passionate about.

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

SIGHTINGS

coast 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

concerns

In other words, if you're planning to charter a boat in the Bahamas this year, don't take it for granted that you'll be able to bring your favorite PFD. If it's that

rocky times

Cleaning up wrecks in San Francisco, such as the once-lovely little ketch currently on the rocks in Clipper Cove, is not as easy as the public might think. Unless



— cont'd

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,
continued in middle column of next sightings page

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.

STEPHEN OROSZ

SIGHTINGS

pirates — cont'd

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 comfy 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

continued on outside column of next sightings page

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



ALL PHOTOS LATITUDE/ANDY

SIGHTINGS

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



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.



ERIK SIMONSON

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 *Diabliesse*. "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 Dillardards 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?"

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.

SIGHTINGS

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

continued on outside column of next sightings page

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.

SIGHTINGS

turns tragic

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 continued in middle column of next sightings page

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 reinvolvement 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

continued on outside column of next sightings page



ALL PHOTOS LATITUDE/LADONNA

SIGHTINGS

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?

— cont'd

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.



US GEOLOGICAL SURVEY

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 Quagliano, 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

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SIGHTINGS

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



ALL PHOTOS LATITUDE/LADONNA EXCEPT AS NOTED

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.



LATITUDE/JR

SIGHTINGS

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

continued on outside column of next sightings page

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.



SIGHTINGS

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 weather for past Ha-Has has usually been excellent. 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,

continued on outside column of next sightings page



LATITUDE/JR

SIGHTINGS

ha-ha 13 — cont'd

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

inflated

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-



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.



New faces at Latitude — Above, Shawn Grassman with daughter Olivia. Spread, Herb McCormick (foreground) with some Ha-Ha mountain folk.



ha ha 13 — cont'd

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 photoboot. The photoboot 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.

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 *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 *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."

In addition, we're delighted to announce the appointment of Shawn Grassman as our second account executive. Shawn, a J/24 racer and Snipe owner who lives in Alameda, is excited about leaving the world of finance to become part of an industry and lifestyle that he can be passionate about.

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

SIGHTINGS

coast 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

concerns

In other words, if you're planning to charter a boat in the Bahamas this year, don't take it for granted that you'll be able to bring your favorite PFD. If it's that

rocky times

Cleaning up wrecks in San Francisco, such as the once-lovely little ketch currently on the rocks in Clipper Cove, is not as easy as the public might think. Unless



— cont'd

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,
continued in middle column of next sightings page

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.

STEPHEN OROSZ

SIGHTINGS

pirates — cont'd

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 comfy 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

continued on outside column of next sightings page

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 mostcruisers would kill for. On deck, 10 electric Harken winches run things, while 16 solar panels help keep the batteries topped up.

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ALL PHOTOS LATITUDE/ANDY

SIGHTINGS

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



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.



ERIK SIMONSON

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 *Diabliesse*. "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 Dillardards 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?"

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.

SIGHTINGS

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

continued on outside column of next sightings page

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.

SIGHTINGS

turns tragic

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 continued in middle column of next sightings page

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 reinvolvement 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

continued on outside column of next sightings page



ALL PHOTOS LATITUDE/LADONNA

SIGHTINGS

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

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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?

— cont'd

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.



US GEOLOGICAL SURVEY

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 Quagliano, 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

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SIGHTINGS

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



ALL PHOTOS LATITUDE/LADONNA EXCEPT AS NOTED

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.



LATITUDE/JR



GUIDE TO

San Francisco Bay is one of the most beautiful and exciting sailing arenas in the world. It is also one of the most challenging. To say it another way, just because you know how to sail doesn't mean you know how to sail here. Strong winds, strong currents, big ships, thick fog — all the elements that make the Bay the Bay — take years for any sailor to process. And there are no pride issues to admit as much. Even the most seasoned sailors will tell you they learn something new every time they go out. And out-of-towners who bring their crews or their boats here to race learned long ago that one of the most valuable guys on the boat is the 'local knowledge'

guy who can tell them where to go to get more breeze, avoid wind holes, get tide relief and so on.

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BAY SAILING

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THE PERFECT DAYSAIL

Sausalito

Golden Gate

Hurricane Gulch

Belvedere Point

Raccoon

Strait

San Francisco

Alcatraz

Angel Island

THE SLOT

Bay Bridge

Clipper Cove

Treasure Island

Yerba Buena

Oakland Estuary

Chill Pill

One thing sailing on San Francisco Bay is not in the summer is warm. We don't care if it's 100 degrees in San Rafael, it will always be cold on the Bay. So you need to dress for the occasion, but leave the Levis at home. The correct method is 'layering' with modern synthetics, which not only insulate better, they wick moisture away from the skin. So go for undergarments of polypropylene, then polyester, and a top layer of quality foul weather gear (those made with Gore-Tex are best if you can afford them). Too warm? Remove a layer. Not warm enough? Add a layer — this isn't rocket science. As with most things, the more you spend on quality gear, the more comfortable and dry you will remain. We also strongly urge all boaters to wear flotation. If you fall in our cold local waters without a lifejacket, all the layering in the world won't keep you from going hypothermic quickly. And it's all downhill from there.

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Bay**

Tiburon

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The Delta

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Rock**

**Richmond
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BAY SAILING GUIDE

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.

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GUIDE TO

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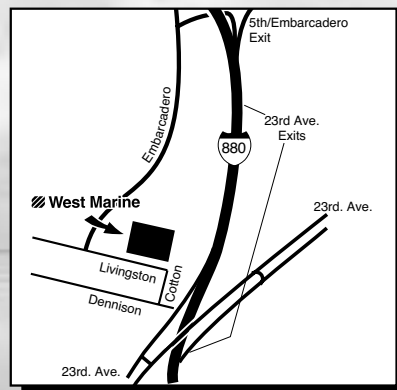
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GERONIMO

She came, she saw, she conquered — and she left. That pretty much sums up last month's blink-and-you'll-miss-it visit to the Bay by the largest and perhaps best known trimaran in

showers like a sea monster poking its head up for a look around. And when we say 'big,' it's hard to put in words

shoulders and shades eyes the color of a South Pacific lagoon. When they come to rest on you, the fleeting first percep-



the world, the 110-ft *Geronimo*.

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-

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

tion is of a not-particularly-friendly blue-eyed lion. ODK is certainly the lion king aboard *Geronimo*. When he talks, people stop and listen.

It had been a long, largely windless 49-hour slog up from San Diego (although they didn't hit rain until they got up here). So de Kersauson wasn't in a very talkative mood when the boat was finally tied up at the Hyde Street fishing pier. But as we asked the standard questions — how was the trip, how long are you staying, and so on — he dropped his guard a bit. He looked out over the rain-shrouded City and remembered back to the last time he was here — 37 years ago as part of Eric Tabarly's *Pen Duick IV* team. Like *Geronimo*, that radical 70-ft trimaran came west to set records, too — in this case the 'unof-

— RECORDS IN THE RAIN

official' fastest TransPac time. In 1971, *Pen Duick* shadowed the TransPac fleet, beating eventual winner, the great 72-

aces), and in 1988 sailed the boat around the world by himself in 125 days.

with the same boat — once again modified and renamed *Sport Elec* — and



SPREAD, GERRI CONSER; INSET, LATITUDE/JR

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

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GERONIMO

She came, she saw, she conquered — and she left. That pretty much sums up last month's blink-and-you'll-miss-it visit to the Bay by the largest and perhaps best known trimaran in

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

shoulders and shades eyes the color of a South Pacific lagoon. When they come to rest on you, the fleeting first percep-



the world, the 110-ft *Geronimo*.

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-

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

tion is of a not-particularly-friendly blue-eyed lion. ODK is certainly the lion king aboard *Geronimo*. When he talks, people stop and listen.

It had been a long, largely windless 49-hour slog up from San Diego (although they didn't hit rain until they got up here). So de Kersauson wasn't in a very talkative mood when the boat was finally tied up at the Hyde Street fishing pier. But as we asked the standard questions — how was the trip, how long are you staying, and so on — he dropped his guard a bit. He looked out over the rain-shrouded City and remembered back to the last time he was here — 37 years ago as part of Eric Tabarly's *Pen Duick IV* team. Like *Geronimo*, that radical 70-ft trimaran came west to set records, too — in this case the 'unof-

— RECORDS IN THE RAIN

official' fastest TransPac time. In 1971, *Pen Duick* shadowed the TransPac fleet, beating eventual winner, the great 72-

aces), and in 1988 sailed the boat around the world by himself in 125 days.

with the same boat — once again modified and renamed *Sport Elec* — and



SPREAD, GERRI CONSER; INSET, LATITUDE/JR

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BOATYARD TOUR

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 DIYer that would spare a few minutes to chat.

As usual, we found a diverse bunch of sailors. A circumnavigator, a couple of woodie afficianados, some singlehandlers, 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* /lrh



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!"



— BOATYARD FEVER



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 yawls, 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



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.

Next month, he'll take on his longest solo passage: the Singlehanded TransPac. "The farthest I've gone was 200 miles out and back to qualify for the race, so crossing to Hawaii will be interesting," Chris noted wryly.

With a laundry list of TransPac-prep projects for his haul-out at Berkeley Marine Center, Chris' one-week stay will be a busy one. "I'm installing an SSB, repairing some blisters and fairing the hull. I need all the help I can get since I have the slowest boat in the race," he matter-of-factly pointed out.

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.

Razzberries, Olson 34 — Bruce Nesbit is a familiar face in Bay Area racing circles. Since buying *Razzberries* in 1993, Bruce has raced her extensively, from beer cans to the 1998 Singlehanded Transpac, in which he placed second in his division and fourth overall.

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.

Nesbit was hauled out at Bay Ship and Yacht in Richmond for a routine bottom job and a few other cosmetic repairs. "I maintain the boat a lot because I sail it a lot," he claimed. He's had few failures over the years, and most of the large jobs he's performed — like replacing the rudder — were purely preventative. "Another Olson 34 lost their rudder in the Pacific Cup," Bruce noted. "Mine had been leaking for years, so I figured replacing it now was smarter than waiting for it to fall off."

Racing isn't Nesbit's only interest, though. He and his lovely wife Lina have always loved cruising. "We always keep cruising stuff on the boat — even during the racing season — so we can take off at the drop of a hat," Bruce said. "We cruise down to Southern California for several months every summer and spend the winters racing," Bruce explained. "We cruised the Bay and Delta for years on our Cal 2-27; now we like to cruise warmer places."



— BOATYARD FEVER



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BOATYARD TOUR

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BOATYARD TOUR

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 DIYer that would spare a few minutes to chat.

As usual, we found a diverse bunch of sailors. A circumnavigator, a couple of woodie afficianados, some singlehandlers, 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* /lrh



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!"



— BOATYARD FEVER



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 yawls, 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



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.

Next month, he'll take on his longest solo passage: the Singlehanded TransPac. "The farthest I've gone was 200 miles out and back to qualify for the race, so crossing to Hawaii will be interesting," Chris noted wryly.

With a laundry list of TransPac-prep projects for his haul-out at Berkeley Marine Center, Chris' one-week stay will be a busy one. "I'm installing an SSB, repairing some blisters and fairing the hull. I need all the help I can get since I have the slowest boat in the race," he matter-of-factly pointed out.

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.

Razzberries, Olson 34 — Bruce Nesbit is a familiar face in Bay Area racing circles. Since buying *Razzberries* in 1993, Bruce has raced her extensively, from beer cans to the 1998 Singlehanded Transpac, in which he placed second in his division and fourth overall.

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.

Nesbit was hauled out at Bay Ship and Yacht in Richmond for a routine bottom job and a few other cosmetic repairs. "I maintain the boat a lot because I sail it a lot," he claimed. He's had few failures over the years, and most of the large jobs he's performed — like replacing the rudder — were purely preventative. "Another Olson 34 lost their rudder in the Pacific Cup," Bruce noted. "Mine had been leaking for years, so I figured replacing it now was smarter than waiting for it to fall off."

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SINGLEHANDED FARALLONES



— SAILING THE WINE-DARK SEA

"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.

SOLO

SCOTT MEYER



SCOTT MEYER



ROB MACFARLANE



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



LATITUDE/LADONNA



SCOTT MEYER



LATITUDE/LADONNA

'Rock' stars (clockwise from above) — Rob Macfarlane's 'Tiger Beetle' gets buzzed by a boardhead on the way in to the finish; 'True North' heads due west with owner Jeff Dunnavant in full battle gear (note helmet); 'Svenska' passes by a frothy Point Bonita on the way to a first in division; 'Katie Kat's Joe Siudzinski photographs the photographer; 'Tupelo Honey' looked like a ghost town as the autopilot steered her toward the bridge — owner Gerard Sheridan popped out from below a minute later; Bruce Nesbit hanging out on 'Razzberries'.

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 breached 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

SINGLEHANDED FARALLONES

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 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, 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 Dunnavant; 3) **Krissy**, Ericson 35-3, Allen Cooper. (5 boats)

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

Complete results: www.sfbaysss.org.

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SINGLEHANDED FARALLONES



— SAILING THE WINE-DARK SEA

"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.

SOLO

SCOTT MEYER



SCOTT MEYER



ROB MACFARLANE



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



LATITUDE/LADONNA



SCOTT MEYER



LATITUDE/LADONNA

FARALLONES

'Rock' stars (clockwise from above) — Rob Macfarlane's 'Tiger Beetle' gets buzzed by a boardhead on the way in to the finish; 'True North' heads due west with owner Jeff Dunnavant in full battle gear (note helmet); 'Svenska' passes by a frothy Point Bonita on the way to a first in division; 'Katie Kat's Joe Siudzinski photographs the photographer; 'Tupelo Honey' looked like a ghost town as the autopilot steered her toward the bridge — owner Gerard Sheridan popped out from below a minute later; Bruce Nesbit hanging out on 'Razzberries'.

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 breached 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

SINGLEHANDED FARALLONES

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 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, 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 Dunnavant; 3) **Krissy**, Ericson 35-3, Allen Cooper. (5 boats)

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

Complete results: www.sfbaysss.org.

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Catalina 30 135% Furling Genoa	\$1,185
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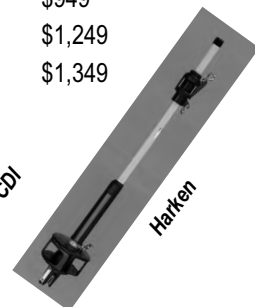


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PACIFIC PUDDLE JUMP '06

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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.



— CHASING DOWN THE SUN

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 transatlantics 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
Meet Cap'n Hook, Tinkerbell and Peter Pan, aka the McWilliam family. (From the '03 Ha-Ha.)



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 Kim Sherback & Linda Tait 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

PACIFIC PUDDLE JUMP '06

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

As a kid, he spent four years living aboard a 50-ft, home-built steel ketch in the Caribbean.

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.



With Elvis' blessing, Tom and Amy's honeymoon will continue aboard 'Sandpiper'.

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."

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

Aquarelle — Mao Ta 42

Ken & Diane Kay, Long Beach

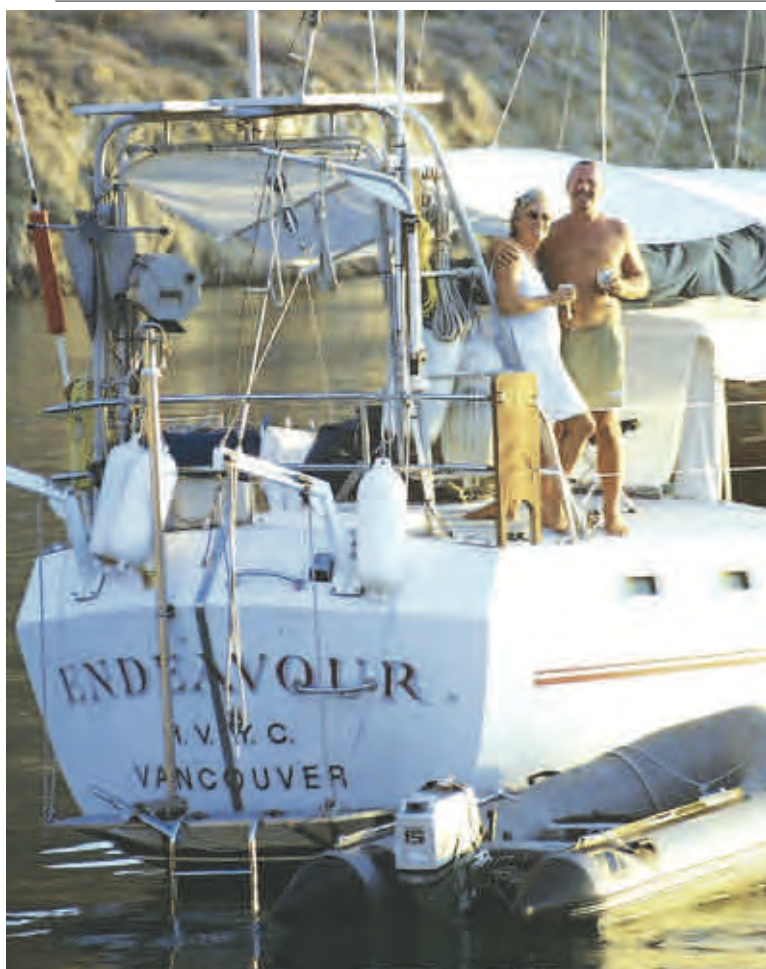
We haven't seen Ken and Diane since the end of the last fall's Ha-Ha rally, but we know they were eager to get to the



If you hear a tuba solo out on the ocean, that's Ken. Apparently Diane doesn't mind a bit.

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



— CHASING DOWN THE SUN



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

John and Audrey of 'Oz' have fattened their cruising kitty by doing deliveries.



spouse was so accommodating, there'd be a lot fewer singlehandlers 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

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PACIFIC PUDDLE JUMP '06

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. *Ca-paz* 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



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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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 transatlantics 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
Meet Cap'n Hook, Tinkerbell and Peter Pan, aka the McWilliam family. (From the '03 Ha-Ha.)



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 Kim Sherback & Linda Tait 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

PACIFIC PUDDLE JUMP '06

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

As a kid, he spent four years living aboard a 50-ft, home-built steel ketch in the Caribbean.

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.



With Elvis' blessing, Tom and Amy's honeymoon will continue aboard 'Sandpiper'.

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."

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

Aquarelle — Mao Ta 42

Ken & Diane Kay, Long Beach

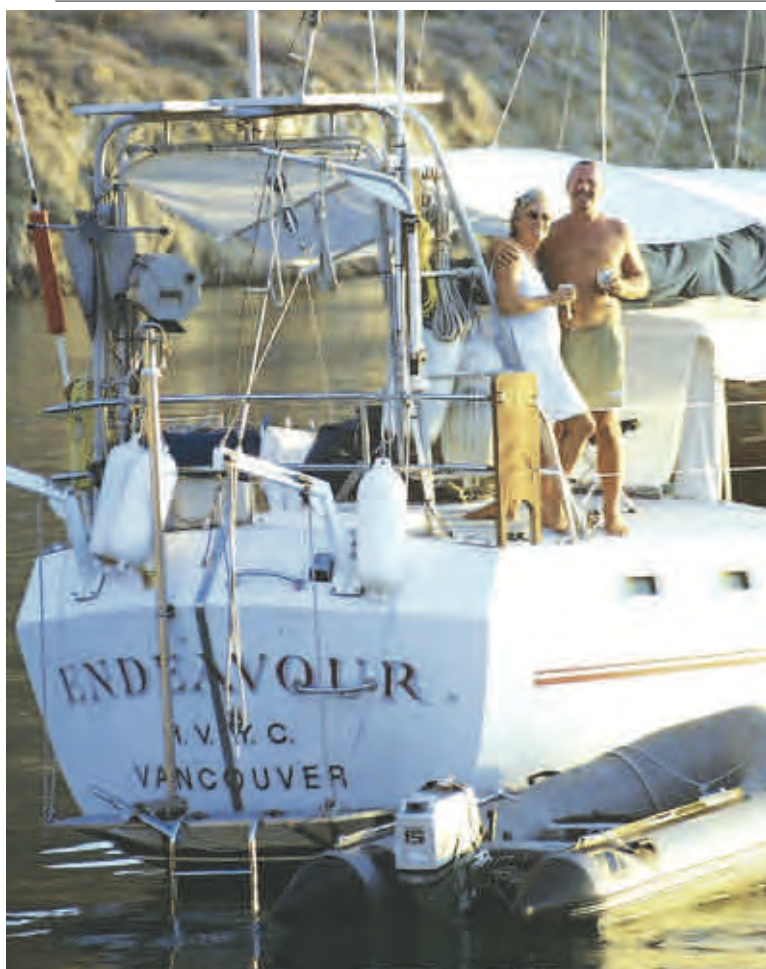
We haven't seen Ken and Diane since the end of the last fall's Ha-Ha rally, but we know they were eager to get to the



If you hear a tuba solo out on the ocean, that's Ken. Apparently Diane doesn't mind a bit.

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



— CHASING DOWN THE SUN



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

John and Audrey of 'Oz' have fattened their cruising kitty by doing deliveries.



spouse was so accommodating, there'd be a lot fewer singlehandlers 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

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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. *Ca-paz* 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



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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MARCH MARITIME MADNESS

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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

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IN MEXICO

Insets below, left to right: The class-winning Mexican women on 'Dreadnought' lead 'Bright Star'. It's nip and tuck on a reaching leg. Clockwise from below: The Catalina/Morgan 440 'Dirigo' gives chase in a fine breeze. Overall winner Jack Muir stumbles out the dragon's mouth and into the pool. Robert Grimes' J/41 'Air Power'. Despite this roundup, 'La Ballona' won class honors. Three boats enjoy a nice breeze and flat water. 'Tambourine', the overall winner. The Montana crew riding the boom. Dueling under chutes. 'Air Powers' Robert Grimes wears a smile of satisfaction. Center: The women of the Mexican team looked great out on the course — and just as good decked out for the awards ceremony.

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TAHITI PEARL REGATTA —



ALL PHOTOS LATITUDE / ANDY



SOUTH PACIFIC RENDEZVOUS

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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.

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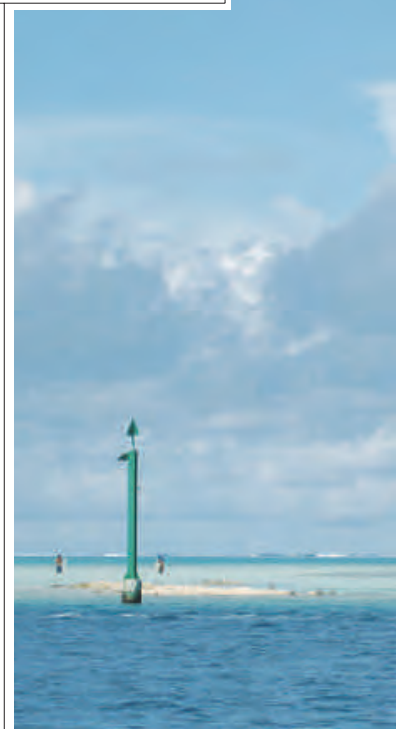
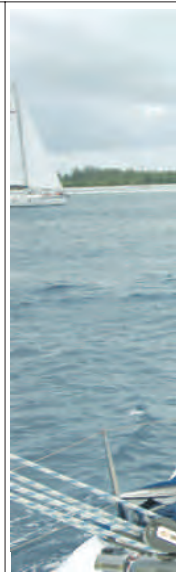
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the peak summer sailing season, which results in plenty of bareboats being available, and very few other boats occupying the anchorages. The downside, if you can call it that, is that weather conditions

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

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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.

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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



A crewman chills out after the long beat to Huahine with a cool Hinano beer — the beverage of choice among local sailors.

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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.

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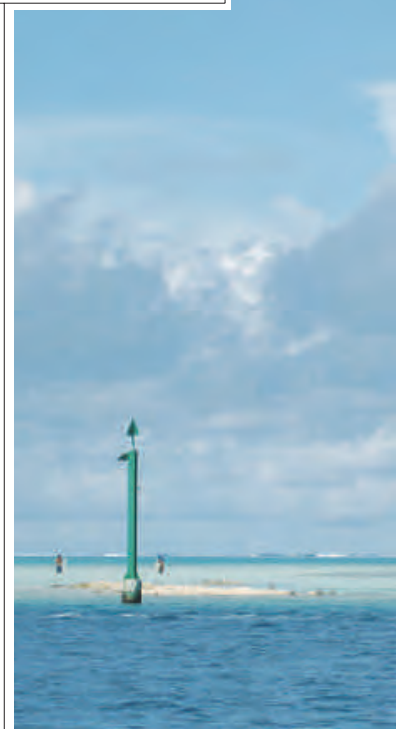
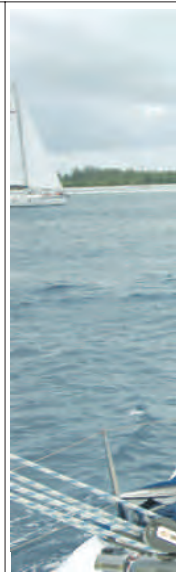
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MAX EBB

"Noway!" 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 just a little. "It has a very easy motion in waves." I was not ready to give up on someone I knew to be superb race crew inside the Bay. "And we'll let you drive if you need to keep your mind off your inner ears."

"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 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."

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.

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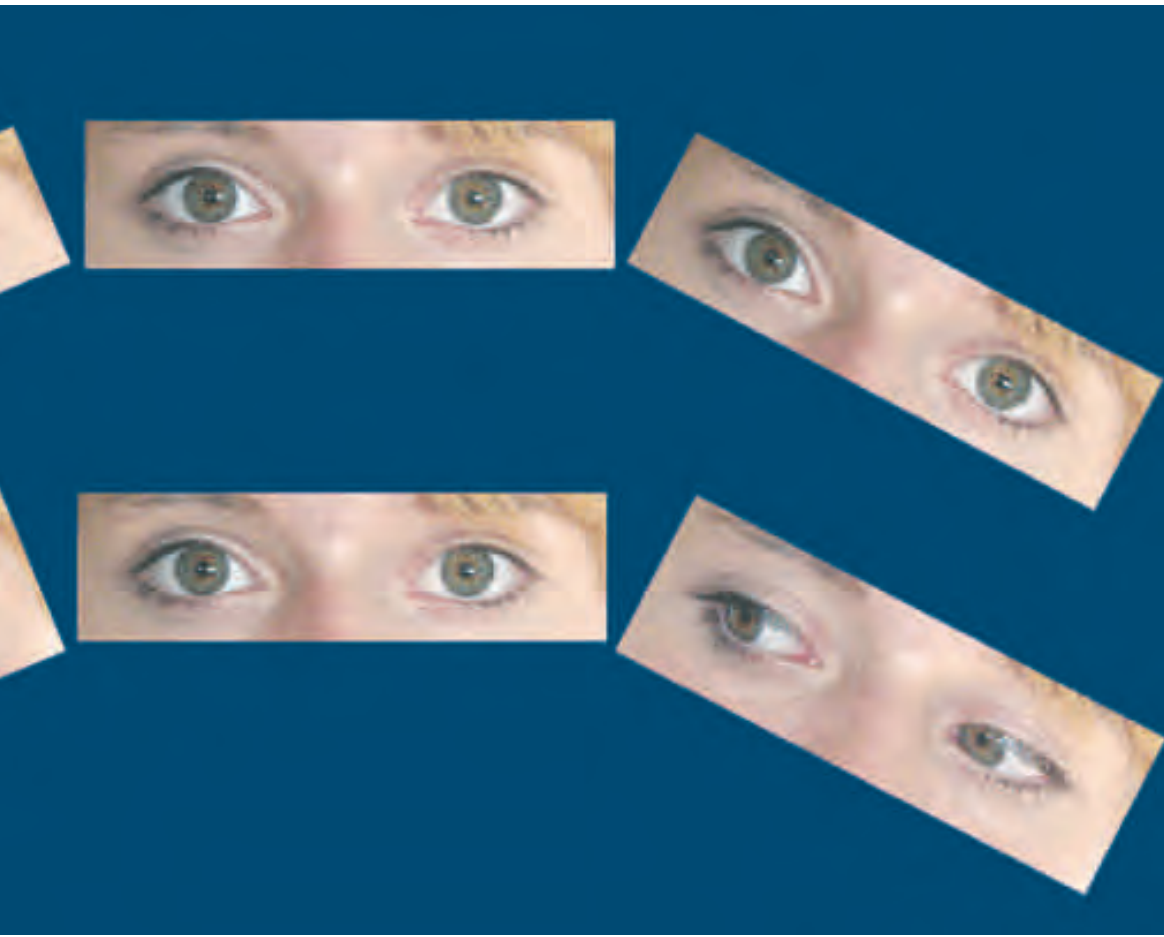


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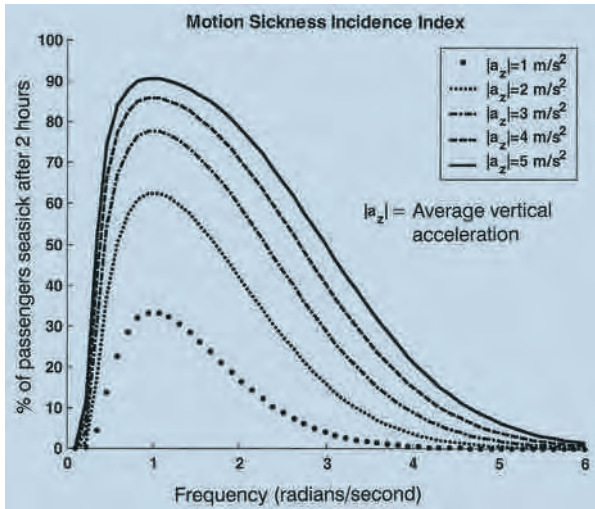
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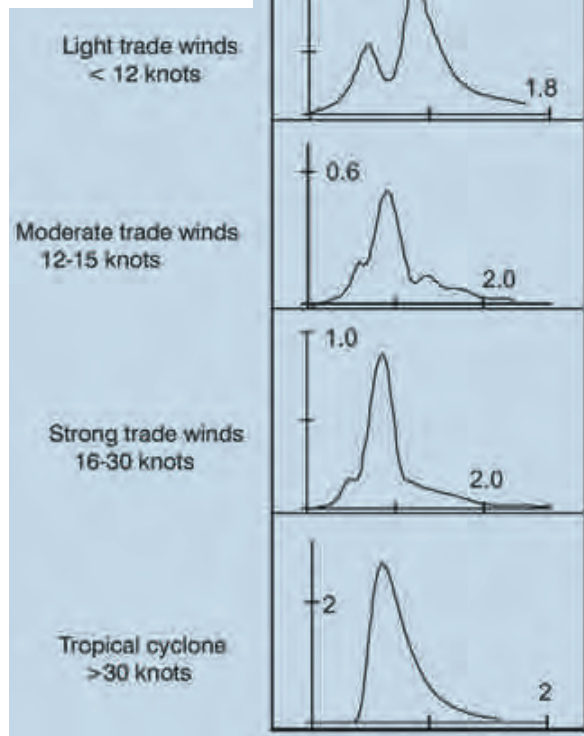
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MAX EBB

"Noway!" 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 just a little. "It has a very easy motion in waves." I was not ready to give up on someone I knew to be superb race crew inside the Bay. "And we'll let you drive if you need to keep your mind off your inner ears."

"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 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."

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."

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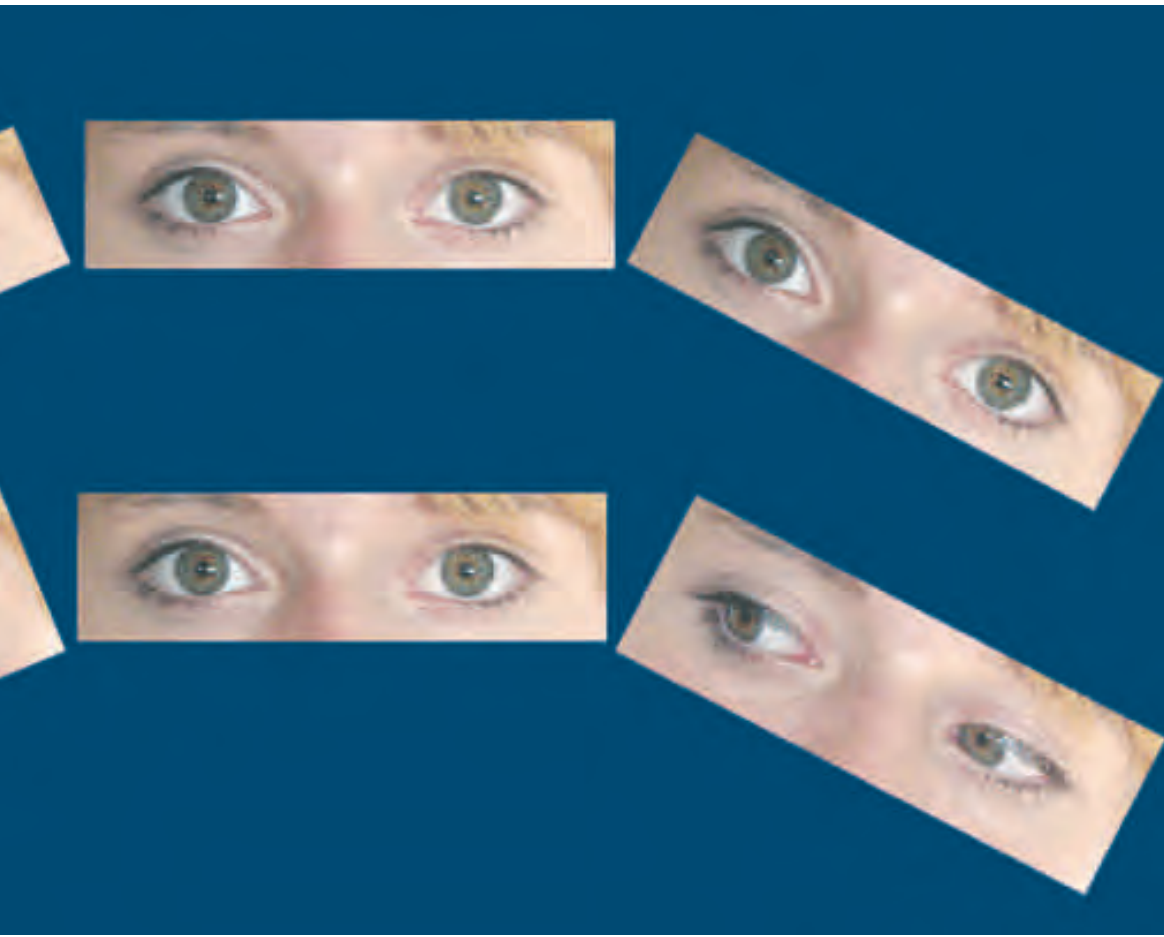


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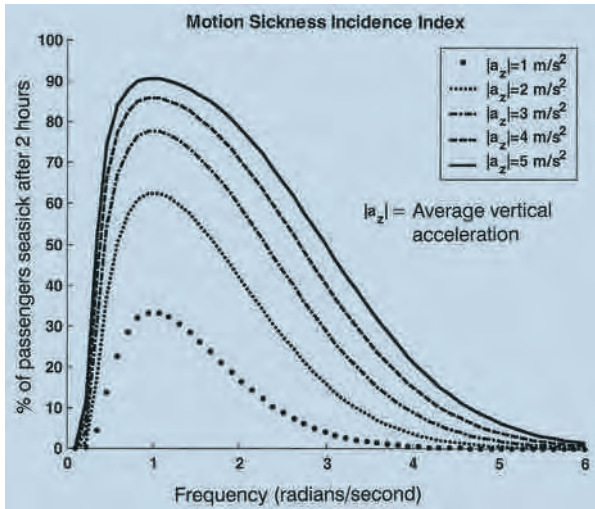
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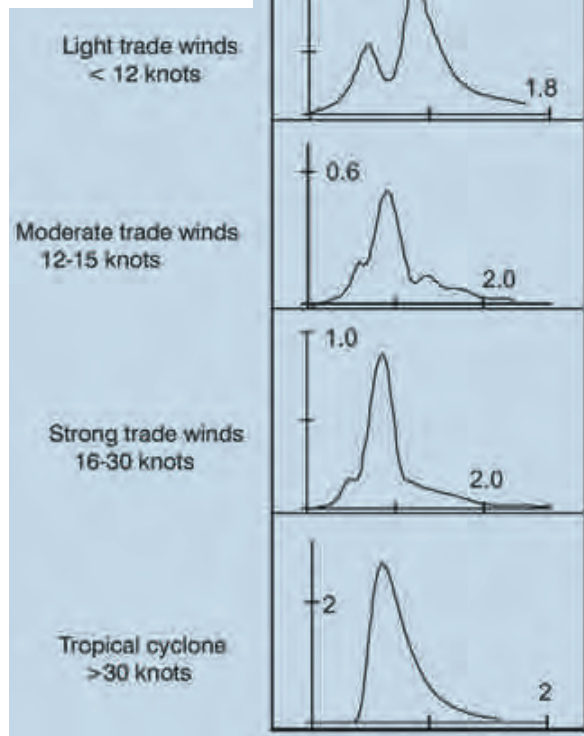
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THE RACING

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'

'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



INSET LATITUDE/UR



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.)

DJ's win came down to the final race. They led Chris Perkins' *Good Ti-*



PHOTOS LATITUDE/ROB



J/Fest winners — left, Scott Sellers of 'Donkey Jack'. Right, Barry Lewis of 'Chance'.

was joined by four other Js, including Bob Bloom's J/35 *Jarlen*, all alone in the PHRF Division, and the three-boat



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.

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) **Des-**

demon, 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 Whitfield, 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.

SPREAD, DOUG BERMAN. INSET CENTER, TONY SHAFFER

THE RACING

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.

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!

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.

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, Wavelength 24; 3) Darrell French, Capri 22. (3 boats)

SANTANA 22 — 1) Lance Purdy; 2) Jerald

Skeen; 3) Aaron Lee; 4) Mark Erdrich. (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 Slooman. (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) **Ara-bella**, 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



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 Grygier; 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)

Complete results: www.oaklandyachtclub.com.

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 sepa-

rate 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 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 *Tinseltown Rebellion* slid through to take first.

— bobbi tosse

WHEELER FLEET

DIVISION 1 — 1) **Jeanette**, Frers 40, Henry King, 2 points; 2) **Bodacious**, Farr 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) **Tinseltown 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) **Tinseltown Rebellion**; 2) **Jeanette**, 3) **Sweet Sensation**, 1D35, Gary Fanger; 4) **Expeditious**, Express 37, Bartz Schneider; 5) **Zsa Zsa**, 1D35, Mario Toukov; 6) **Bodacious**; 7) **Stewball**;

CHRISTINE WEAVER

KEVIN MURRAY

THE RACING

8) **Clean Sweep**; 9) **Merlin**, Melges 32, Richard Courcier; 10) **Great Sensation**. (30 starters, 21 finishers)

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.



Above, Mike Bruzzone. Spread, 'Desperado' passes Mile Rock during the OYRA's windy Crewed Lightship Race.



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 *Lightrning* was dismasted on the way out the channel, and there was one crew overboard situation.

The conditions: 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 '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 that one of the boat's two mainsheets had unreeved 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,

ability, because I only have the pocket change to 'dress up' the boat about every 10 years. Anyway, he took some of my advice, and they perform very well.

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 Kuetel; 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**, Beneteau 40.7, Gary Massari. (10 starters, 7 finishers)

PHRO 3 — 1) **Azure**, Cal 40, Rod Pimentel; 2) **Shaman**, Cal 40, Steve Waterloo; 3) **Irish Lady**, Catalina 42, Mike Mahoney. (7 starters, 4 finishers)

SHS — 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 Onshore 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, 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-throw-out series (which included a 24-mile long-distance race) were Dana Riley, Sam Price, Kris Olszewski, 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



SYDNEY INTERNATIONS CUP. INSET: COURTESY PETER KRUEGER

Most of the Sydney 39 InterNations Cup was sailed in lovely summer conditions. Inset, the 'Howl' crew. Owner Peter Krueger is at left.

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**, J/105, (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 Da-

vis 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 Amro 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**

Amro 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.volvoceanrace.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.

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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'

'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



INSET LATITUDE/UR



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.)

DJ's win came down to the final race. They led Chris Perkins' *Good Ti-*



J/Fest winners — left, Scott Sellers of 'Donkey Jack'. Right, Barry Lewis of 'Chance'.

was joined by four other Js, including Bob Bloom's J/35 *Jarlen*, all alone in the PHRF Division, and the three-boat

PHOTOS LATITUDE/ROB



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.

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) **Des-**

demon, 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 Whitfield, 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.

SPREAD, DOUG BERMAN. INSET CENTER, TONY SHAFFER

THE RACING

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.

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!

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.

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, Wavelength 24; 3) Darrell French, Capri 22. (3 boats)

SANTANA 22 — 1) Lance Purdy; 2) Jerald

Skeen; 3) Aaron Lee; 4) Mark Erdrich. (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 Slooman. (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 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



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 Grygier; 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)

Complete results: www.oaklandyachtclub.com.

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 sepa-

rate 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 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 *Tinseltown Rebellion* slid through to take first.

— bobbi tosse

WHEELER FLEET

DIVISION 1 — 1) **Jeanette**, Frers 40, Henry King, 2 points; 2) **Bodacious**, Farr 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) **Tinseltown 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) **Tinseltown Rebellion**; 2) **Jeanette**, 3) **Sweet Sensation**, 1D35, Gary Fanger; 4) **Expeditious**, Express 37, Bartz Schneider; 5) **Zsa Zsa**, 1D35, Mario Toukov; 6) **Bodacious**; 7) **Stewball**;

CHRISTINE WEAVER

KEVIN MURRAY

THE RACING

8) **Clean Sweep**; 9) **Merlin**, Melges 32, Richard Courcier; 10) **Great Sensation**. (30 starters, 21 finishers)

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.



Above, Mike Bruzzone. Spread, 'Desperado' passes Mile Rock during the OYRA's windy Crewed Lightship Race.



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-



ERIK SIMONSON/www.h2shots.com

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 *Lightrning* was dismasted on the way out the channel, and there was one crew overboard situation.

The conditions: 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 '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 that one of the boat's two mainsheets had unreeved 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,

rabability, because I only have the pocket change to 'dress up' the boat about every 10 years. Anyway, he took some of my advice, and they perform very well.

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 Kuetel; 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**, Beneteau 40.7, Gary Massari. (10 starters, 7 finishers)

PHRO 3 — 1) **Azure**, Cal 40, Rod Pimentel; 2) **Shaman**, Cal 40, Steve Waterloo; 3) **Irish Lady**, Catalina 42, Mike Mahoney. (7 starters, 4 finishers)

SHS — 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 Onshore 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, 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-throw-out series (which included a 24-mile long-distance race) were Dana Riley, Sam Price, Kris Olszewski, 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



SYDNEY INTERNATIONS CUP. INSET: COURTESY PETER KRUEGER

Most of the Sydney 39 InterNations Cup was sailed in lovely summer conditions. Inset, the 'Howl' crew. Owner Peter Krueger is at left.

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**, J/105, (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 Da-

vis 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 Amro 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*

Amro 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.volvoceanrace.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.

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WORLD

With reports this month on the industry's **Newest Exotic Charter Destination**, a long-time charter skipper's tale of **A Memorable Encounter at a Caribbean Watering Hole**, a charter professional's thoughtful **Insights on Chartering Success**, a novice sailor's **Lasting Impressions of a 'Surf and Turf' Charter**, and miscellaneous **Charter Notes**.

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, adven-

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turous 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



PETER WHITNEY

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 Pomato Point instead of the popular anchorage at Setting Point.

Once anchored, we set off in the tender as far as we could go before the reefs blocked our passage. I had suggested walking the pristine beach to the Cow Wreck Bar/Restaurant, about a mile away. The name conjures up a mental image of a bunch of cows in a head-on accident, but it is actually named after a shipwrecked cargo of cow bones bound



SUNSAIL

OF CHARTERING



If serenity and solitude are what you're after, the low-lying coral-formed island of Anegada is a place you'll want to visit.

for England, which were to be made into buttons. This is a place we personally like, not only because it seems to be stuck in time, but also because it operates on the honor system. If there's nobody there to pour you a drink or open a beer, you just help yourself, keep a tally, and pay up when you leave.

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.

It goes to show you just never know what's around the corner. You just need to get out and look.

— peter whitney

Readers — Having operated charter vessels for years in the British Virgins, Northern Californians Peter and Darcy Whitney now run a beautiful Moorings 6200 catamaran.

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/.

Built in the late '80s on an uninhabited islet, Branson's Necker Island resort is an idyllic fantasyland that can be rented for exclusive use.



WORLD

Thoughtful Tips

From an Ol' Charter Pro

While catching up on back issues of *Latitude*, I read with interest your column entitled *Tips On Chartering Success* (March, '05).

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.

As you touched on, anchoring is *the* most important piece of knowledge to learn, including all the various techniques such as Bahamian, Mediterranean and stern anchoring. Additional elements of the process are the use of snubbers and chafe gear, knowing how to snorkel on the anchor, as well as knowing which anchor to use on which type of bottom. The charter company might take you out for a short sail to test your sailing prowess, but your life depends more on your anchoring abilities than on your sailing knowledge.



LATITUDE / ANDY

When in doubt about the set of your anchor, the best idea is to grab your mask and fins and check it out — assuming you're in the tropics.

Drinking is by far the biggest cause of injury and death on charters. There should, in theory, be a 'designated driver'

each night on any boat — usually the skipper unless delegated otherwise. Many a dinghy accident would be avoided if the sober one was driving and beaching the dinghy, or starting the BBQ, etc. The slogan "Do not operate heavy machinery while loaded!" applies to boating as much as to shoreside activities.

While doing your homework, don't be shy about calling the charter company and asking to speak to one of their hired captains to discuss itineraries and nuances of the area. Have your cruising guide and chart handy as he/she will point out which anchorages are good, what spots to watch out for, which places have good on-shore activities

and what the predominant winds and weather will be for that time of year. This will save you time and aggravation.

Before leaving the charter base, you should not only start the dinghy motor, but run it around the harbor for 3 to 5 minutes in order to see if it is durable, and won't stop due to air or water infil-

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OF CHARTERING

tration. 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



LATITUDE / ANDY

For many sailors, partying and sailing vacations go hand in hand. But Cap'n Mark wisely advises leaving the dinghy driving to a 'D.D.'

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 su-

permarket will let you store the perishable goods overnight.

The same applies to beverages — get feedback in advance, and shop ahead if possible. These days, we find that beer consumption is down (too filling) and wine consumption is up (more taste), while good quality rum is steady. Ice is the single most important commodity on any charter, and whenever you can get a couple of fresh bags, do so. We always bring a large cooler (packed

with dry goods and wine from Costco or Trader Joe's) to keep in the cockpit so the reefer is not opened too often. When the trip is over, we often leave the empty cooler behind.

— captain mark denebeim

Readers — Captain Mark grew up sailing on the Bay with his late father James Denebeim. He now operates Ocean Breeze Tours out of Boynton Beach Florida, specializing in skippered charters in the Florida Keys, the Bahamas and the Caribbean.

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WORLD

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



COURTESY LETRICE PATTERSON

Letrice's Caribbean adventure, which included this sunset cruise out of the Bitter End, introduced her to a whole new world.

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 Bit-

ter 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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OF CHARTERING

foreboding.

Julie was determined to teach me to snorkel there. I was game and eager to learn, as I knew she would be a gentle teacher. Once I had my fins, mask and snorkel on, she slowly guided me into the water and we floated in toward the boulders. With my face down, I was introduced to a brand new world: hundreds of fish of all shapes and colors — yellow ones, purple ones, some with snout noses, some with long slender bodies, parrot fish, barracuda, plus fan corals, brain corals and some that resembled reindeer antlers. Below the surface, the massive stones formed a maze of fissures and inlets. At one point I started hyperventilating, but Julie held my hand tighter, as if to reassure me until I relaxed, soothed by the awesomeness of this experience.

When I returned to school in the fall, my associates asked, "How was your



For first-time snorkelers, exploring the boulder-formed grottos of The Baths can be a magical experience. Come early and avoid the crowds.

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.

— letrice patterson

Letrice — Welcome to the wonderful world of sailing. Your heartfelt enthusiasm reminds us just how life-altering a sailing vacation can be.

Charter Notes

We're happy to announce that a beautiful lady from the East Coast has moved west. We're talking about a boat, of course, and a very special one at that. **San Diego** will now be the permanent home of a splendid replica of the 140-ft **Schooner America**, which won the very first **America's Cup in 1851**. Launched in 1995 at a cost of \$6 million, she is true to the original from the waterline up, with a modern underbelly for enhanced

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For well over two decades, **Albatross Yacht Charters** has been a respected name for **Mediterranean and Aegean yacht charters**. Recently, however, the U.S.-based firm announced its **expansion into the Caribbean** with the establishment of bases at **Guadeloupe and Martinique**. Currently, monohulls up to 51 feet and catamarans up to 46 feet are available for both **crewed and bareboat charters**. In the next year, owner Tim Monsul also expects to offer

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crewed luxury cats up to 82 feet. For further details, contact (800) 377-8877, (856) 778-5656, or check the website, www.albatrosscharters.com.

According to recent press releases, by the time you read this, **Sunsail** will have substantially upgraded the **electronic gadgetry** on most of its **worldwide fleet**


of bareboats. The new gear will include TackTick wireless and solar-powered **wind instruments**; Navman **chart plotters** with 12-channel GPS and built-in C-MAP charts specific to Sunsail cruising grounds; and Raymarine Wheel Pilot Systems, an **autopilot** system that features a user-selectable AutoTack angle. (The latter not available in the U.S., U.K. or Canada).

"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.

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WORLD

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PETER WHITNEY

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OF CHARTERING



If serenity and solitude are what you're after, the low-lying coral-formed island of Anegada is a place you'll want to visit.

for England, which were to be made into buttons. This is a place we personally like, not only because it seems to be stuck in time, but also because it operates on the honor system. If there's nobody there to pour you a drink or open a beer, you just help yourself, keep a tally, and pay up when you leave.

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.

It goes to show you just never know what's around the corner. You just need to get out and look.

— peter whitney

Readers — Having operated charter vessels for years in the British Virgins, Northern Californians Peter and Darcy Whitney now run a beautiful Moorings 6200 catamaran.

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/.

Built in the late '80s on an uninhabited islet, Branson's Necker Island resort is an idyllic fantasyland that can be rented for exclusive use.



WORLD

Thoughtful Tips

From an Ol' Charter Pro

While catching up on back issues of *Latitude*, I read with interest your column entitled *Tips On Chartering Success* (March, '05).

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.

As you touched on, anchoring is *the* most important piece of knowledge to learn, including all the various techniques such as Bahamian, Mediterranean and stern anchoring. Additional elements of the process are the use of snubbers and chafe gear, knowing how to snorkel on the anchor, as well as knowing which anchor to use on which type of bottom. The charter company might take you out for a short sail to test your sailing prowess, but your life depends more on your anchoring abilities than on your sailing knowledge.



LATITUDE / ANDY

When in doubt about the set of your anchor, the best idea is to grab your mask and fins and check it out — assuming you're in the tropics.

Drinking is by far the biggest cause of injury and death on charters. There should, in theory, be a 'designated driver'

each night on any boat — usually the skipper unless delegated otherwise. Many a dinghy accident would be avoided if the sober one was driving and beaching the dinghy, or starting the BBQ, etc. The slogan "Do not operate heavy machinery while loaded!" applies to boating as much as to shoreside activities.

While doing your homework, don't be shy about calling the charter company and asking to speak to one of their hired captains to discuss itineraries and nuances of the area. Have your cruising guide and chart handy as he/she will point out which anchorages are good, what spots to watch out for, which places have good on-shore activities

and what the predominant winds and weather will be for that time of year. This will save you time and aggravation.

Before leaving the charter base, you should not only start the dinghy motor, but run it around the harbor for 3 to 5 minutes in order to see if it is durable, and won't stop due to air or water infil-

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OF CHARTERING

tration. 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



LATITUDE / ANDY

For many sailors, partying and sailing vacations go hand in hand. But Cap'n Mark wisely advises leaving the dinghy driving to a 'D.D.'

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 su-

permarket will let you store the perishable goods overnight.

The same applies to beverages — get feedback in advance, and shop ahead if possible. These days, we find that beer consumption is down (too filling) and wine consumption is up (more taste), while good quality rum is steady. Ice is the single most important commodity on any charter, and whenever you can get a couple of fresh bags, do so. We always bring a large cooler (packed

with dry goods and wine from Costco or Trader Joe's) to keep in the cockpit so the reefer is not opened too often. When the trip is over, we often leave the empty cooler behind.

— captain mark denebeim

Readers — Captain Mark grew up sailing on the Bay with his late father James Denebeim. He now operates Ocean Breeze Tours out of Boynton Beach Florida, specializing in skippered charters in the Florida Keys, the Bahamas and the Caribbean.

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WORLD

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



COURTESY LETRICE PATTERSON

Letrice's Caribbean adventure, which included this sunset cruise out of the Bitter End, introduced her to a whole new world.

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 Bit-

ter 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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OF CHARTERING

foreboding.

Julie was determined to teach me to snorkel there. I was game and eager to learn, as I knew she would be a gentle teacher. Once I had my fins, mask and snorkel on, she slowly guided me into the water and we floated in toward the boulders. With my face down, I was introduced to a brand new world: hundreds of fish of all shapes and colors — yellow ones, purple ones, some with snout noses, some with long slender bodies, parrot fish, barracuda, plus fan corals, brain corals and some that resembled reindeer antlers. Below the surface, the massive stones formed a maze of fissures and inlets. At one point I started hyperventilating, but Julie held my hand tighter, as if to reassure me until I relaxed, soothed by the awesomeness of this experience.

When I returned to school in the fall, my associates asked, "How was your



LATITUDE / ANDY

For first-time snorkelers, exploring the boulder-formed grottos of The Baths can be a magical experience. Come early and avoid the crowds.

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.

— letrice patterson

Letrice — Welcome to the wonderful world of sailing. Your heartfelt enthusiasm reminds us just how life-altering a sailing vacation can be.

Charter Notes

We're happy to announce that a beautiful lady from the East Coast has moved west. We're talking about a boat, of course, and a very special one at that. **San Diego** will now be the permanent home of a splendid replica of the 140-ft **Schooner America**, which won the very first **America's Cup in 1851**. Launched in 1995 at a cost of \$6 million, she is true to the original from the waterline up, with a modern underbelly for enhanced

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For well over two decades, **Albatross Yacht Charters** has been a respected name for **Mediterranean and Aegean yacht charters**. Recently, however, the U.S.-based firm announced its **expansion into the Caribbean** with the establishment of bases at **Guadeloupe and Martinique**. Currently, monohulls up to 51 feet and catamarans up to 46 feet are available for both **crewed and bareboat charters**. In the next year, owner Tim Monsul also expects to offer

COURTESY NEXT LEVEL SAILING



Memorializing one of the most treasured eras of American sailing history, the replica schooner 'America' now plies San Diego waters.

crewed luxury cats up to 82 feet. For further details, contact (800) 377-8877, (856) 778-5656, or check the website, www.albatrosscharters.com.

According to recent press releases, by the time you read this, **Sunsail** will have substantially upgraded the **electronic gadgetry** on most of its **worldwide fleet**


of bareboats. The new gear will include TackTick wireless and solar-powered **wind instruments**; Navman **chart plotters** with 12-channel GPS and built-in C-MAP charts specific to Sunsail cruising grounds; and Raymarine Wheel Pilot Systems, an **autopilot** system that features a user-selectable AutoTack angle. (The latter not available in the U.S., U.K. or Canada).

"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.

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CHANGES

With reports this month from **Teal** on singlehanded 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 **Cruise Notes** than normal.

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

After sailing offshore in larger boats, Benson concluded that the best boat for his purposes was his modified Coronado 25 'starter boat'.

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

COURTESY TEAL



IN LATITUDES



Spread; Liz, feeling the power at the bottom of a warm wave in Mexico. Inset' Mack Arch, one of the landmarks 'Teal' passed going north.

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 Navidad, 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 wallowed 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

SHANNON SWITZER

CHANGES

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, *pan-gas* 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'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 rock-fish 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 from head to toe, and a painful ringing in my left ear from forgetting to clear while pursuing my prey. But I had an unusually large grin on my face. We ate pasta that night, but I knew it wouldn't be long until we'd be enjoying some fresh fish fillets. I am now an underwater huntress.

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



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."

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

IN LATITUDES



BOTH PHOTOS LATITUDE/RICHARD

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 for Shannon to smell it. She 'mmmmed' 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 both, raised 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.

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

There is no more discouraging feeling than to find the outboard gone from your dinghy. But in the end, the Winslows were smiling.



LATITUDE/RICHARD

come up. As we pulled into the next bay on our Tour de Mex, I spotted a right peeling across the northwest corner. I quickly forgot about hunting fish and was back to hunting waves. Despite the uncomfortable roll from the incoming south swell mixed with a strong backwash, we dropped the hook in the cove. Had we been on a 747, the 'fasten seatbelts' light would surely have been on. What we sacrificed in comfort, was made up for in the water. Fast, although a bit soft, the wave was fully functional and broke over a flat reef right onto the sand.

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

CHANGES



OUR TERN

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

Sixteen-year-old Danielle took notes on the great outboard adventure to keep the story straight.



LATITUDE/RICHARD

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-

DOLCE VITA

The woman holding the beautiful dorado in the photo at right is Mai Dolce of the Belvedere and Puerto Vallarta-based Marquesas 56 catamaran 'Dolce Vita'. You may remember that she was the author of the 'Picking Up The Pieces' article in the March 'Latitude', which was about carrying on after her beloved husband Volker passed away. "My advice to all widows," she wrote, "is that even though life is very difficult without our spouses, we can pick up pieces and slowly put our lives back together again, continue our dreams, and even make new ones of our own." To that end, Mai sailed 'Dolce Vita' down to Puerto Vallarta last winter, then spent several months cruising down to Zihua and back up to P.V. Next year? Perhaps Costa Rica — or wherever her dreams take her.

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 east-

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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,

When sailing south from Seattle in February, dressing for success involves putting on a lot of layers of clothing.

ALL PHOTOS LATITUDE/RICHARD



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

Dressed in their best cruising formal wear, about 200 folks showed up for the founding of the Punta Mita Yacht & Surf Club.

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 & surfie joked, "Now all we need are a couple of good sailors."

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

COURTESY SILENT SUN



IN LATITUDES



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



'Surf in the morning, sail in the afternoon', is the motto of the Yacht & Surf Club members. From left, Bruce 'Had To Abandon Ship Mid-Atlantic Two Months Ago' Ladd, Eugenie 'The Walking Chandlery' Russell, Alan 'The Harbormaster' Weaver, Greg 'Won the Tour de France But Now Like Surfing Better' LeMond, and Cherie 'Where In The World Is She Now' Sogsti.



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-

The new pier at Two Harbors is just about complete, and the fuel dock should be open before the crowds arrive on Memorial Day.

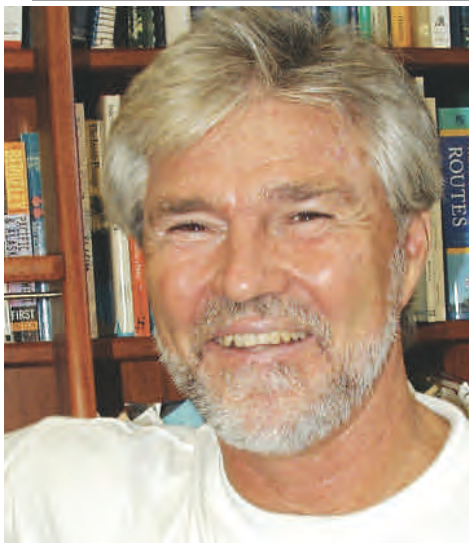


BECKY MUCHA

CHANGES

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



LATITUDE/RICHARD

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

'Wanderlust', Harker's second Hunter, enjoying the blue water and warm breezes off Antigua's English Harbor.

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.

COURTESY WANDERLUST



IN LATITUDES



LATITUDE/RICHARD

Far from bragging "We're number one!" Sue Trzynka, a nursing instructor from the Midwest, holds up her right index finger as a reminder of how careful one has to be on boats. Thanks to a chance meeting with Bill Vaccaro of the Northern California-based Moody 44 'Miela' at Puerto Vallarta Wal-Mart, Sue's first sail was during the Pirates for Pupils charity event on Banderas Bay. Sue was innocently enjoying herself aft of the action, but unwittingly sitting on a sheet, when the jib trimmer lost control. When the sheet jerked free, Sue suffered rope burns to her legs, but worse, had her fingertip nearly squashed as a result of being caught in the flailing sheet. Fortunately, she received quick and expert treatment at Cornerstone Hospital in Puerto Vallarta, and retains feeling to her fingertip. The "stoic Northern European" planned to go sailing on 'Miela' again a few days later.

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, Stone and Irvine all but duct-taped the boat together. Now, with Mike Nestor, his son Nicky, and artist Karla Matkze as crew, they are making their way to the boatyards of Rangiroa. While everyone

else will be leaving, Stone will stay on to try to replace her rig.

"My 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 **Azuressence**. "We'd been anchored to the east of Stearns 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 Sofia ***Inexplicably, the shallow waters and sands to the east of Santa Barbara's Stearn's Wharf act like a magnet for anchored boats.***



LATITUDE/RICHARD

CHANGES

fia, we think our readers will have three understandable questions! 1) What kind of "debris" can cut two anchor rode? 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



CONNIE SUNLOVER

Singular doesn't have a dedicated fuel dock at Puerto Escondido yet, but they have started to pump diesel — and in time for Loreto Fest.

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

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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 **Meto-lius** 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



Even though the J Class yacht Ranger is reputed to have cost \$30 million, she couldn't buy a good breeze at this year's Bucket.

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



LATITUDE/RICHARD

Are gigantic locks such as this the most intelligent method for getting small boats from one side of Panama to the other? No, they're not.

use about a million of the \$7.5 billion to buy some hydraulic trailers to pick up all yachts 55 or less in length, then trailer them around the locks at each end of the Canal. The current system

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 Columbia-based 50-year-old Garden-designed **Seascope**. "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

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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.



Not long after the Chili Cook-Off at Mazatlan Marina, sailors complained about an abnormal number of localized squalls.

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



As colorful as the walls of the Club de Yates at Yelapa, Yani will be missed by all her sailing friends in the Banderas Bay area.

Jim and Sue Goodman aboard the vessel **Adelante** were curious about where to clear into Mexico when coming north, and if they would be stuck on their boat all weekend to avoid overtime fees. We

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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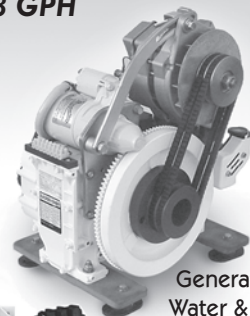


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whole package, including a lot of spare parts, I can be reached at sailgemini@aol.com. If it doesn't sell, I'll be parting the engine out."

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?"

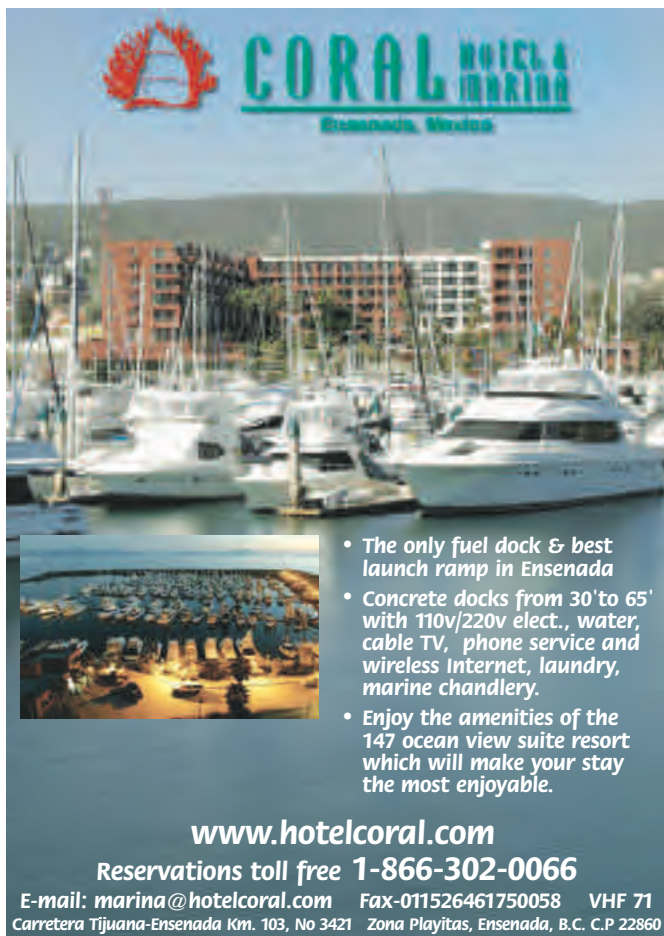
"Thanks for the April issue article on the Pacific Puddle Jump," writes Dave Kusmik of San Jose, "as it's very inspirational for all of us potential cruisers to see ordinary folks like us out there doing extraordinary things. Speaking of extraordinary things, I'd like to alert your readers to **Cruising 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?"

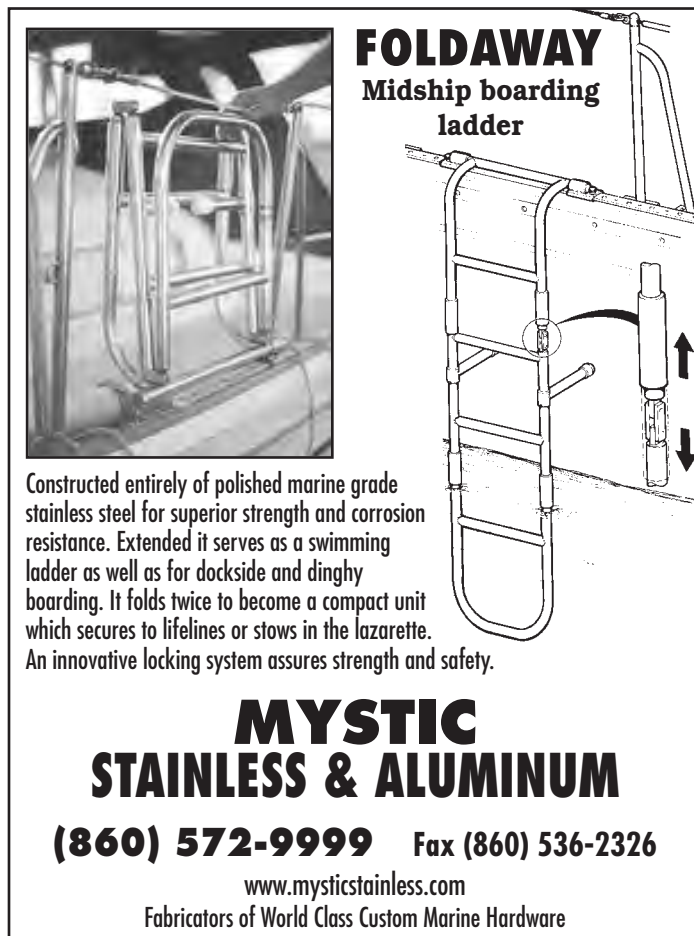
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With reports this month from **Teal** on singlehanded the West Coast of the United States; from **Swell** on the continued sailing-surfing safari of Liz Clark; from **Our Tern** on the honesty of the Mexican people; from **Silent Sun** on a February trip from Seattle to San Francisco; and much more **Cruise Notes** than normal.

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

After sailing offshore in larger boats, Benson concluded that the best boat for his purposes was his modified Coronado 25 'starter boat'.

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

COURTESY TEAL



IN LATITUDES



Spread; Liz, feeling the power at the bottom of a warm wave in Mexico. Inset' Mack Arch, one of the landmarks 'Teal' passed going north.

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 Navidad, 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 wallowed 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

SHANNON SWITZER

CHANGES

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, *pan-gas* 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'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 rock-fish 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 from head to toe, and a painful ringing in my left ear from forgetting to clear while pursuing my prey. But I had an unusually large grin on my face. We ate pasta that night, but I knew it wouldn't be long until we'd be enjoying some fresh fish filets. I am now an underwater huntress.

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



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."

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

IN LATITUDES



BOTH PHOTOS LATITUDE/RICHARD

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 for Shannon to smell it. She 'mmmm-ed' 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 both, raised 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.

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

There is no more discouraging feeling than to find the outboard gone from your dinghy. But in the end, the Winslows were smiling.



LATITUDE/RICHARD

come up. As we pulled into the next bay on our Tour de Mex, I spotted a right peeling across the northwest corner. I quickly forgot about hunting fish and was back to hunting waves. Despite the uncomfortable roll from the incoming south swell mixed with a strong backwash, we dropped the hook in the cove. Had we been on a 747, the 'fasten seatbelts' light would surely have been on. What we sacrificed in comfort, was made up for in the water. Fast, although a bit soft, the wave was fully functional and broke over a flat reef right onto the sand.

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

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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

Sixteen-year-old Danielle took notes on the great outboard adventure to keep the story straight.



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-

DOLCE VITA

The woman holding the beautiful dorado in the photo at right is Mai Dolce of the Belvedere and Puerto Vallarta-based Marquesas 56 catamaran 'Dolce Vita'. You may remember that she was the author of the 'Picking Up The Pieces' article in the March 'Latitude', which was about carrying on after her beloved husband Volker passed away. "My advice to all widows," she wrote, "is that even though life is very difficult without our spouses, we can pick up pieces and slowly put our lives back together again, continue our dreams, and even make new ones of our own." To that end, Mai sailed 'Dolce Vita' down to Puerto Vallarta last winter, then spent several months cruising down to Zihua and back up to P.V. Next year? Perhaps Costa Rica — or wherever her dreams take her.

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 east-

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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,

When sailing south from Seattle in February, dressing for success involves putting on a lot of layers of clothing.

ALL PHOTOS LATITUDE/RICHARD



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

Dressed in their best cruising formal wear, about 200 folks showed up for the founding of the Punta Mita Yacht & Surf Club.

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 & surfie joked, "Now all we need are a couple of good sailors."

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

COURTESY SILENT SUN



IN LATITUDES



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



'Surf in the morning, sail in the afternoon', is the motto of the Yacht & Surf Club members. From left, Bruce 'Had To Abandon Ship Mid-Atlantic Two Months Ago' Ladd, Eugenie 'The Walking Chandlery' Russell, Alan 'The Harbormaster' Weaver, Greg 'Won the Tour de France But Now Like Surfing Better' LeMond, and Cherie 'Where In The World Is She Now' Sogsti.



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-

The new pier at Two Harbors is just about complete, and the fuel dock should be open before the crowds arrive on Memorial Day.

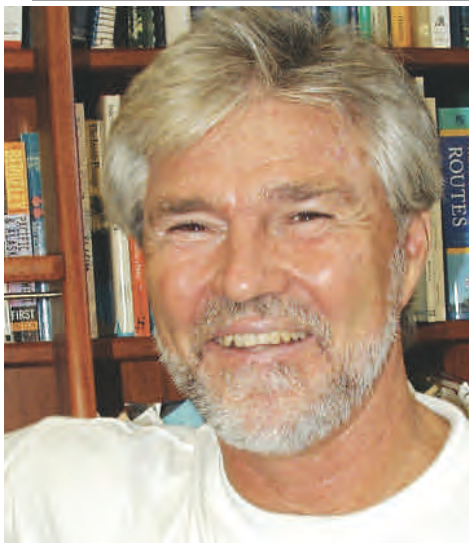


BECKY MUCHA

CHANGES

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



LATITUDE/RICHARD

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

'Wanderlust', Harker's second Hunter, enjoying the blue water and warm breezes off Antigua's English Harbor.

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.

COURTESY WANDERLUST



IN LATITUDES



LATITUDE/RICHARD

Far from bragging "We're number one!" Sue Trzynka, a nursing instructor from the Midwest, holds up her right index finger as a reminder of how careful one has to be on boats. Thanks to a chance meeting with Bill Vaccaro of the Northern California-based Moody 44 'Miela' at Puerto Vallarta Wal-Mart, Sue's first sail was during the Pirates for Pupils charity event on Banderas Bay. Sue was innocently enjoying herself aft of the action, but unwittingly sitting on a sheet, when the jib trimmer lost control. When the sheet jerked free, Sue suffered rope burns to her legs, but worse, had her fingertip nearly squashed as a result of being caught in the flailing sheet. Fortunately, she received quick and expert treatment at Cornerstone Hospital in Puerto Vallarta, and retains feeling to her fingertip. The "stoic Northern European" planned to go sailing on 'Miela' again a few days later.

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, Stone and Irvine all but duct-taped the boat together. Now, with Mike Nestor, his son Nicky, and artist Karla Matkze as crew, they are making their way to the boatyards of Rangiroa. While everyone

else will be leaving, Stone will stay on to try to replace her rig.

"My 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 *Azuressence*. "We'd been anchored to the east of Stearns 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 Sofia *Inexplicably, the shallow waters and sands to the east of Santa Barbara's Stearn's Wharf act like a magnet for anchored boats.*



LATITUDE/RICHARD

CHANGES

fia, we think our readers will have three understandable questions! 1) What kind of "debris" can cut two anchor rode? 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



CONNIE SUNLOVER

Singular doesn't have a dedicated fuel dock at Puerto Escondido yet, but they have started to pump diesel — and in time for Loreto Fest.

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

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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 **Meto-lius** to the 178-ft Perini Navi **Parsi-fal**, 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



Even though the J Class yacht Ranger is reputed to have cost \$30 million, she couldn't buy a good breeze at this year's Bucket.

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



LATITUDE/RICHARD

Are gigantic locks such as this the most intelligent method for getting small boats from one side of Panama to the other? No, they're not.

use about a million of the \$7.5 billion to buy some hydraulic trailers to pick up all yachts 55 or less in length, then trailer them around the locks at each end of the Canal. The current system

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 Columbia-based 50-year-old Garden-designed **Seascope**. "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

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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.



Not long after the Chili Cook-Off at Mazatlan Marina, sailors complained about an abnormal number of localized squalls.

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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CHANGES

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



As colorful as the walls of the Club de Yates at Yelapa, Yani will be missed by all her sailing friends in the Banderas Bay area.

Jim and Sue Goodman aboard the vessel **Adelante** were curious about where to clear into Mexico when coming north, and if they would be stuck on their boat all weekend to avoid overtime fees. We

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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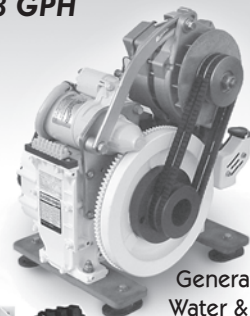


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whole package, including a lot of spare parts, I can be reached at sailgemini@aol.com. If it doesn't sell, I'll be parting the engine out."

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?"


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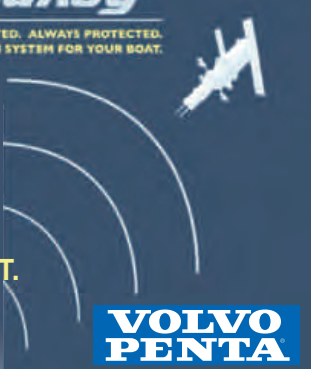
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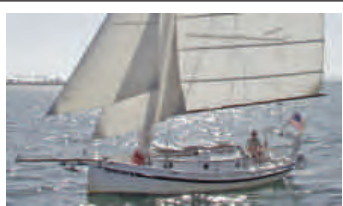
24 FEET & UNDER

DEL REY 24, 1968. Islander Bahama knock-off. Club jib, 110, 2 mainsails, 1-cylinder Petter diesel. Lifesling, new VHF, Porta-Potti. Work done in 2004 by Mariner Boat Yard: Two coats on bottom, rewired with new panel and bank of batteries, new prop, new standing rigging, engine serviced and runs well. Boat at Gas House, slip not available. Spouse on warpath ... free. Call Rob (415) 725-6404.

CAL 2-24, 1967. Recently upgraded with new standing rigging, ss keel bolts, 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) 662-0602 or (530) 908-1788.

O'DAY 20, 1976. Very clean, lots of extras. Swing keel, trailer plus custom mast support included. Freshwater history. Lines run aft, 6 hp outboard. Stable cruiser with modern lines. Redwood City, \$2,400/obo. (650) 363-0867 or email for pics: alan_geller2001@yahoo.com.

SANTANA 22 with dual-axle trailer, roller furler, dodger, extra sail. 5 hp Honda, VHF, many extras, very good condition throughout. \$4,800. Call (510) 276-8780.



KAMAKAI 20, 1999. Topsail gaff cutter pocket cruiser. See: <www.members.cox.net/dwellens/kamakai/kamakai.htm> for pictures and details. Call (619) 980-8704 or email: dwellens@cox.net.

WILDERNESS 21, 1982. Chuck Burnes design, Harken equipment, Coastal Cup-ready. Lots of extras, upgrades. \$3,200/obo. Call Dave (510) 581-5336.

WHITEHALL 14 WITH 50" BEAM. Fitted with standing lug rig. Like-new condition. Must see this gem to appreciate its simple beauty. One owner. <www.whitehall.com> for details and pictures. Asking \$11,000. Call (415) 454-1600.

WEST WIGHT POTTER 14. Glass, original 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, spacious liveaboard, dual trailer. \$4,800/obo. (530) 673-0394 or (916) 248-6413 or hallevi@aol.com.



NEPTUNE 24 WITH TRAILER and Yanmar 1GM diesel. Sails beautifully, looks good and gets there at 55 mph. Hand-laid hull with daggerboard, slotted toerail, compass, DS, KM, Autohelm, pop-top, awning. Main, 130, 110, storm jib, cruising spinnaker. Great accommodations with propane, pressure water, pump-out head, BBQ. 13 gal diesel, 23 gal pressure water. New bottomsiders and ground tackle. All excellent condition. \$11,000/obo. Dave (360) 606-9043.

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FALMOUTH 22 CUTTER, 1984. Classic fiberglass pocket cruiser. Good, sound boat, needs some TLC: Paint, varnish, etc. All ordinary equipment including inboard diesel, full boat cover. This boat is in excellent condition for cruising upgrade. \$40,000. Mark (650) 245-5100.



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-roller furling headsails, rebuilt interior. 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: woninaustin@yahoo.com.



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FLICKA 20, 1979. This boat is hull #100, black fiberglass, teak deck. Many new items including port 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 bungies. Boat is in great shape and ready to sail. Comes with EZ Loader trailer. \$4,000/obo. Call Ross (831) 915-2629.

25 TO 28 FEET

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 Hood jib, Hood main, spin/gen, 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.

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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.

STOLTZ 25 SLOOP, 1982. Bottom painted 2004. New: 6 hp Mercury 4-stroke outboard with easy lift, cockpit and interior cushions and stereo. Sails: Main, jib, genoa. 2 single, 1 double berths. Moss Landing. \$3,900. Call (831) 680-6331.

CLEAN ERICSON 28 SLOOP, 1986. \$27,500. Coyote Point. Freshwater boat 16 years. Wheel, autopilot, diesel. New: Dodger, ss rigging, furler, 2 jibs, water heater, bronze thru-hulls, chartplotter, backstay adjuster, lifelines, much more. Retired and moving. (408) 377-7620.

CAL 25, 1975. Pop-top model. Great singlehander, great condition. 1998 8 hp 4-stroke Evinrude, electric start, remote gear/throttle control. Furling jib, Walker Bay 8' dinghy with sail kit. Recent upgrades: New battery, bilge pump, motor mount. \$5,700. Call (415) 508-0827 or email: sue_ring@yahoo.com.

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.

1976 CATALINA. \$6,500. Hauled and bottom painted 2005. Inboard runs well. New marine batteries. Moss Landing, end of B-Pier, 57. On maintenance program, receive \$600 plus a year to clean vessel. Been a good sailer. (559) 877-7006.

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.

PEARSON TRITON, HULL #329. 28.5-ft heavy-built West Coast model, pure fiberglass. Regularly maintained and upgraded: Atomic 4 rebuilt, 2006, new pulpit, pushpit, rubrail; new paint and cushions in forward cabin. 2 mainsails (reconditioned 2005), 2 genoas (120 and 130), 2 jibs (100 and storm), spinnaker. Pictures and info at <http://tinyurl.com/rjkz8> \$9,500. (650) 961-1213 or triton329@yahoo.com.

CAL 2-27, 1975. Good condition. 6+ foot headroom. 2 jibs, 2 mains and gennaker, all good condition. Atomic 4 professionally maintained, new prop. Recent bottom job. Dry, clean comfortable liveaboard. \$5,500. Trish (707) 344-1178.

SANTANA 525, 1977. *Blowfish*. Sausalito berth. Pristine, 100% turnkey. Just refurbished topsides/below, awesome stereo. All new running gear, new hi-tech, fast sails, full-batten main, roller furling jib/spinnaker, new boom. New 6 hp Nissan 4-stroke motor. New sail cover, new teak floorboards, custom vang and mainsheet barney post. Gorgeous royal blue Awlgrip hull, red and white trim. White rig, bottom perfect. Many extras. Perfect for PHRF racing, Bay cruising, teaching kids to sail, all while looking good. Steal it for \$9,500/obo. (415) 601-9457.

WESTSAIL 28, 1978. Factory finished. Traditional full keel, heavy displacement, cutter rig. Beautiful original tanbark sails. Universal M-25 diesel. Exceptional storage and tankage. 2nd owner has carefully maintained for offshore cruising. \$35,000. Call Mike (415) 332-3978 or email: FLY@cpuc.ca.gov.



27-FT SS DESIGN, 1968. Built by Bandholm in Holland. New rigging, chainplates, turnbuckles, motor mounts, 40 gal ss fuel tank, plumbing, electrical. New paint on hull, deck and bottom. Full keel, Yanmar 2Qm15. Boat needs finish work, must sell. \$3,500. (831) 325-8183.

SANTA CRUZ 27, HULL #2, 1974. Hull, mast, boom, trailer, 4 hp Johnson ob, all solid condition. Original sails. Needs: Standing/running riggings, electronics. On trailer. Brookings, OR. \$4,500. Sam (541) 469-4281 or (541) 412-0612 (lv msg).

HUNTER 25 SLOOP, 1974. Hull type was quarter-ton SORC winner. Fast and friendly, roller jib, 6 hp ob. She is white with blue trim. 3-boat owner, a steal at \$1,000. Lying Alameda. (510) 467-8372 (cell).

NEWPORT 28, 1982. Great Bay boat. Wheel, 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 Rio Vista. A bargain at \$4,000. (916) 393-2221 or (916) 715-0563 or email: Liberty-Maritime@msn.com.

MacGREGOR 26X, 1996. Motor sailer. 50 hp Tohatsu, low hours. Dual-axle trailer. Clean, new bottom paint. All lines aft. Enclosed dodger with windows, screens. Upgraded galley, interior. Sleeps four. Berkeley Marina. Great weekend getaway. \$20,350. (408) 218-7606.



CAPE DORY 28. Offshore ready. Volvo diesel, Monitor windvane, autopilot. New profurl, Pineapple jib, cushions. Mainsail, cruising spinnaker. Companionway dodger, all bronze opening ports, CQR. Long list of quality equipment. Documented, immaculate throughout, in Alameda. Must sell. Reduced to \$26,500/obo. Call Peter (510) 523-3337.

CAPRI 25. Lake Tahoe boat, no salt. Dry sailed, Honda 7.5 outboard, Trail-Right dual-axle trailer, safety equipment, swim ladder, etc. Located Richmond YC small boat yard. Photos at: <http://www.ecassels.com/capri25> Email: ecassels@excite.com or Elton at (775) 265-4235.

RANGER 26, 1972. Good condition. 10 hp Honda, fix keel, full batten main, 4 bags of sails, full winter cover. Trailer. Freshwater boat, Tahoe. Double forestay, CB radio. \$6,500. John (530) 541-2442.

CAPE DORY 27, 1979. Alberg pocket cruiser. Yanmar diesel, tiller pilot, GPS/sounder, shore power, dodger. Good sail inventory, new main. Very pretty with recent upgrades. Fresh varnish, paint, epoxy bottom. Emeryville. \$24,000. Rick work: (530) 741-4543 or home: (530) 755-2166.

ISLANDER 28, 1977. Robert Perry design. Volvo diesel in great shape, wheel steering, depthsounder, knotmeter, many extras. Great family boat with headroom in cabin and enclosed head. New holding tank by Bay Marine. Beautiful teak wood interior throughout. Recently surveyed with all required items completed, ready to insure. Docked at Berkeley and ready to sail. \$11,000. Call (510) 332-4971.



HUNTER 28.5, 1986. Dodger, hot water, Yanmar diesel, autopilot, VHF, shower, stove, Harken furling, inverter, wheel steering, 3 battery banks. Sleeps 6. \$15,000. Call (707) 631-9464 or email: johnny@wunderbar.com.

SANTA CRUZ 27. 1st Impression. Four 3DL headsails, two spins, main. 3.5 hp Yamaha, autopilot, gel cell battery, new standing/running rigging. Trailer has new tires. Brickyard Cove Marina. \$12,000. (415) 606-4548.

BRISTOL 27. Refurbished, full keel pocket cruiser, set up for singlehanded. Located in Berkeley Marina. Diesel, 2 new jibs, recent built main, spinnaker, VHF, depth and knot meters. Price \$12,000. Call Rob (916) 813-3398 (cell) or (916) 442-5169 (hm).

PACIFIC SEACRAFT ORION 27, 1979. Cutter, SSB, radar, solar, refrigeration, stove, new sails, spinnaker, furling jib, new standing rigging, CQR, 150' chain, dodger, Yanmar, tiller or wheel. Solid bluewater pocket cruiser, Baja vet. \$32,000/obo. In Alameda. (510) 377-6728.

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.

ALERION EXPRESS 28, 2004. A beautiful boat that sails as well as it looks. Ideally suited for shorthanded sailing. Pineapple main, two jibs, Yanmar diesel, Hoyt jib-boom. Excellent condition. \$80,000. John (510) 366-1476.

DUFOR 27, 1974. Sound, fiberglass hull. Great condition, clean, fully equipped, 2 mainsails, 4 headsails, VHF, inboard 10 hp freshwater-cooled Volvo diesel. Full galley, standing headroom. Berthed Coyote Point Marina. \$15,000. Call Dick (408) 358-0384.



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CATALINA 27, 1973. De-masted, all rigging lost. No deck damage. Hauled 11/04. Current bottom maintenance schedule. Atomic operational. Clean. As-is, where-is, \$1,000. (510) 305-3415 (cell).



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.

CAL 2-27, 1977. Farymann diesel, furling Quantum jib, Quantum main, dodger frame, portable head, stove, AC power, safety gear. \$7,000/obo. Berth 03-40, Oyster Pt. (650) 557-1259.

CHOATE CF 27. Race/cruise. New faired, epoxied racing bottom. PHRF champion. Full sail inventory, adjustable everything, VHF, outboard. 5'9" headroom. Fits in 24' slip. Great in light air/heavy air/chop, strong & fast. Emergency forces reduced price. \$9,000/best offer. (310) 398-1430.

CATALINA 27, 1976. Great condition. Dinette, standard rig, new main, new radio, recent rigging, 8-ft inflatable dinghy with outboard. Sausalito slip. Just finished detailing. \$8,450. Great Bay boat, lots of extras. Call Jim (415) 461-9532 or jwills@webdaki.com.

DOLPHIN 24 + BOWSPRIT. F/G S&S-designed ocean pocket cruiser. Classic lines, Baja vet. Major refit: Rigging, interior, hardware, new woodwork, mainsail, dodger. Centerboard shoal draft, tabernacle mast. 2-axle trailer, trailer launch. New paint. \$5,200/obo. (415) 261-4030.

29 TO 31 FEET

ISLANDER BAHAMA 30, 1982 SLOOP with diesel inboard. Original owner. Asking: \$17,750. Location: Owl Harbor, Delta near Isleton. Sail inventory: 90, 110, 135 headsails plus mainsail. For appt. to inspect call Walt (510) 793-8794 or email: Tapsail@aol.com. Make offer.

HUNTER 29.5, 1996. Good condition. Roller furling, Yanmar diesel, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Berthed in Alameda. Email: wkcho@ix.netcom.com or leave message at (510) 226-8873. Working out of country. Must sell. Will accept reasonable offer.

HALLBERG-RASSY 31, 1978. Finances force me to sell this boat that I really love. If you're looking for one of these boats you'll want this one. There's probably none nicer. Looks new and original. \$45,000. (805) 471-6863.

30-FT CENTER COCKPIT S2-9.2C, 1978. Excellent liveaboard or family weekender. Ready to sail. Yanmar diesel, wheel steering, North mainsail, lazyjacks, gennaker, furler, dodger, Autohelm, 6' interior headroom, teak interior, holding tank, alcohol stove. Coast Guard documented. <www.bucketdrop.com> \$26,000. David (415) 572-6506 or day_500@hotmail.com.

SANTANA 30/30: Great racer-cruiser in very good condition. 5 headsails, 2 spinners, mainsail. Autopilot, knot/log and depth. Recently hauled and surveyed. Much gear new in the past 3 years, including rod rigging. \$15,500. Website: <http://www.california.com/~ahebert/gabrieli/wisdom/wisdom.html> Email: ahebert@california.com or call (650) 299-1850.



RAWSON 30, 1960. Universal 25 hp engine with 70 hours, new boom, wheel steering, extra sails, GPS, radar, CD, maps, watermaker, dinghy, new plexiglass. Recent survey. Rigged solo. \$9,000/offer. Oakland Central Basin, slip# c411. hageos@yahoo.com (510) 290-0375 or carlonyoder@gmail.com (510) 333-5321.

NEWPORT 30, 1976. Zarpa. Must sell, bought other boat. New standing rigging. Anderson self-tailing winches, Garhauer vang, pressure water. Good running Atomic 4. Extra sails. Race ready Bay and Delta cruiser. Well maintained. \$12,995. Call Donn (510) 538-7333.

BODEGA 30. Go-anywhere boat for purist sailor. OB power, no thru-hull holes. Small cockpit, large scuppers. Tiller, roller furling, Aries vane, solar panel, radio, GPS, depth, compasses, propane stove, twin sinks, water storage, teak interior. \$12,500. (530) 343-9391.

CATALINA 30, 1978. Wheel, A4, fresh bottom, on-demand hot water, pressure water, shower, autopilot, furler, spinnaker, spin poles, battery charger, safety gear and more. \$16,500. (530) 541-3525.

NEWPORT 30, 1971. Roller furling, VHF radio, stereo, new valve job on Atomic 4, many extras. \$9,850/obo. Located in Alameda at Fortman Marina, slip C-26. (510) 521-8506.

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CATALINA 30, 1984. Tabernacle, diesel, wheel, autopilot, wind instruments, VHF, AM/FM stereo, Xantrex battery charger, lifelines and rig replaced 2000, propane stove and oven, pressure water, shower, macerator, small Achilles dinghy, headsails and main. \$25,000/obo. (831) 359-5826.

MUMM 30, HULL #57. New condition. New deck and epoxy bottom by James Betts. B&G wind and speed instruments. Quantum carbon fusion sails. Trailer with new wheels and tires. Fast and fun. \$79,500. Email or (530) 583-9133.



HUNTER 30, 1979. Excellent condition, Yanmar diesel. Wheel. Standing rigging, barrier coat, LPU mast, new ports, thru hulls replaced in 2003. Mainsail cover 2004. Recent bottom. New batteries. 6-disk stereo. Marina Bay slip. Pictures at: <www.peterstarrcraig.com/album.htm> \$14,000. Call (707) 227-7862.

LEIGH 30, 1984. Chuck Paine design, Morris Yachts. Hasse/Port Townsend sails, Artful dodger, Brion Toss rigging, Spectra watermaker, Monitor, Furuno, etc. Turnkey, 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: gizmogim@earthlink.com.



ISLANDER 30 Mk II, 1971. New Yanmar diesel. 5 sails, all in good condition. Recent bottom paint. Dinette, depthsounder, new batteries, recent survey 2005. \$8,500/obo. Motivated. George (707) 882-2942 (wk) or (707) 882-2321 (hm).

PACIFIC SEACRAFT 31, 1986. Cutter, loaded with factory options and extras. Great condition. Windvane, autopilot. Radar, EPIRB, 3 VHF's, 2 GPS's. CQR and Fortress. Solar, refrigeration. Low diesel hours. Avon and 3.3 Merc. Ventura. \$89,500. <http://www.members.cox.net/ps31capella> (805) 895-4189 or ps31capella@bigfoot.com.

KIRBY 30, 1980. Yanmar diesel, new interior cushions, autopilot, knotmeter, depthsounder, self-tailing winches and self-tending jib. Good sails, almost new main, two self-tending jibs, #3, #1, 155 jibs, two spinnakers, one old and one new. \$10,500. Call Ernie (209) 931-5457 or busterboat@comcast.net.

BODEGA 30 FULL-KEEL fiberglass world cruiser. Custom interior, hard dodger, windlass, CQR and Danforth, propane and wood heater. Lee cloth, club-footed jib, Honda 4-cycle ob, extra-long shaft. By owner. \$12,000. (415) 331-0885 or gitaiv@hotmail.com.

OLSON 30, HULL #198. Warpath. Very nice boat, ready to race or daysail, double-axle trailer, 5 hp outboard motor. Dry sailed. Good sail inventory. Double spreader. New standing rigging 2003. Lying Santa Cruz. \$14,900/obo. Call Ryan (831) 234-3229 or Geoff (831) 595-4180.

ERICSON 30 SLOOP, 1969. Repowered with Yanmar 20GFWC diesel. White hull, varnished wood interior, newer cushions. Moving on, sell cheap. \$6,000. Lying Alameda. (510) 467-8372 (cell).



CATALINA 30, 1984. Tall-masted rig with bowsprit, Harken furler, 100/135 jib, 150 genoa, Furuno, Autohelm VHF. 2-cyl Universal diesel, dodger, bimini, cockpit cushions, built-in fridge and LNG stove/oven. Hauled, bottom painted, surveyed 9/05. \$26,500. So. SF. Pics/details: deddreme@yahoo.com or (650) 302-4626 (msg).

CATALINA 30, 1980. All new rigging, large sail inventory, new 3-cyl diesel, under 60 hours. Force 10, all new interior, SSB, radar, much more. \$27,500/obo. (925) 372-0475.

YANKEE 30. Great reputation. Main, 135% foam luff jib, Harken furler, spinnaker. Oversized self-tailing winches. New ss lifelines. Super reliable gas engine. Freshwater day-sailed past 10 years. Meticulous owner. Motivated seller. \$16,500/obo. (916) 961-2545 or (916) 202-1720.

PEARSON TRIDENT 31, 1978. Hull #6. Richmond Marina Bay, F dock, 186. 24 hp Volvo Penta diesel, very good condition, very clean. Main and jib only, Garmin GPS, tiller steering, stereo, head, galley. 6-ft headroom. \$9,500. (510) 527-2312.



CAL 29, 1974. Clean and well maintained, recent full batten main and jib on roller furler, spinnakers, spare sails, strong Atomic 4. 2 owners from new, recent bottom, fully equipped, ready to race or cruise. In Alameda. \$10,000. (925) 984-3142.



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CATALINA 30, 1980. Atomic 4 plus 15 hp Johnson longshaft, stern mounted, hard dodger, 3 sails, safety netting, cockpit canvas, super clean and very good condition. Redwood City Marina. Call Anton (650) 670-2404.

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32 TO 35 FEET

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CATALINA 320, 1995. Perkins diesel. New Hurth trans. Autopilot, AM/FM/CD/cassette. \$65,900. Buyer has first refusal of slip at Marina Cortez, Harbor Island, San Diego. (619) 421-7735 or LMLERMA@outdrs.net.

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CONTESSA 35, 1976 for sale by owner. Very solid boat, has all basic equipment in good shape. She is great for creation of your dream performance long-range cruising boat. I am open for any reasonable offers. Call (408) 202-2433 or shinskym@mail.com.

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BENETEAU OCEANIS 350, 1990. \$74,500. Great coastal cruiser/island boat with light, bright interior. Refit 2003 for offshore cruising. Mexico vet with new salon cabinets and electronics. Specs: <www.svdreamchaser.net> Email: wda7363@sailmail.com.

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CATALINA 34, 1987. Clean, well-maintained. New dodger 8/05. Roller furling, Heart inverter/charger, autopilot, new cutlass bearing, large battery bank/separate start battery. Spinnaker and whisker poles. Reliable diesel, 900 hours. \$51,000. Hank Martin (916) 715-9161 or email: svislanddreams@yahoo.com.

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CATALINA 320, 1993. Pristine condition. Very little wear on new engine and rig. Motivated seller. \$65,000/obo. Call or email for pics and details: (510) 548-9986 or 320@ideasoup.net.

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BENETEAU OCEANIS 321, 1996. Estate sale, \$55,000. Great family cruising boat, swim deck and ladder, H/C pressure water with shower, refrigeration, microwave, clean, autopilot, roller furling main and jib, Yanmar diesel. Must sell. Norman (707) 877-3551 or ndevall@mcn.org.

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RANGER 33, 1978. Prefer selling 1/2 share, but will sell all. Upwind Berkeley berth, well rigged, well kept, good condition, full sail selection, Atomic 4. Great Bay boat, full galley. \$22,000/obo. Call DJ (415) 515-1353 for full specs, photos and test sail.

CATALINA 320, 1995. Great condition, terrific Bay boat and one of the nicer 320s around. Dodger, full instruments, Yanmar diesel, cruising spinnaker. Refrigeration, microwave. (510) 410-3003.

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36 TO 39 FEET

CATALINA 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 refrigerator, roller furling jib, much more. In LA Harbor. \$54,500. (310) 541-9421 or grbreck@aol.com.

CAPE DORY 36 CUTTER, 1979. Sea-worthy cruiser, autopilot, full-batten main, roller furling yankee, asymmetric spinnaker, storm trysail, hard dodger, Perkins 4-108 diesel, 3-blade Max-Prop, GPS, Loran-C, radar, depthsounders, CNG stove, many extras. Excellent condition. \$62,000. (650) 349-8011.

HUNTER 37, 1984. Excellent condition, furling jib, new Quantum sails, Autohelm, dodger, Yanmar diesel. Always in Lake Tahoe, no corrosion. Hot water, canvas tent. \$44,000. (530) 541-1973 or email: glennigbb@aol.com.



FOLKES 39, 1986 CRUISING STEEL cutter. This one is as good as it gets, built solid, well cared for. Made to cruise around the world. A 39-foot sailing yacht with 5 sails, Yanmar 27 hp. Solar power with 6 deep-cell batteries. Beautiful cedar and teak wood. Many extras, too much to list. \$62,500. Call Jon (715) 792-5503 (hm).

DOWNEAST 38. A 41-ft pilothouse cruiser with large bowsprit, 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 reduction on doubled main, power winch, all lines back, totally new electrical with 8 new batteries and two chargers, electric windlass, etc. Perfect ladder, great Bay and Delta canvas, long list, everything with attention to quality, durability and detail. A steal for \$79,000/obo. For pictures see <http://www.ilpp.org/personal/boat/> Call (510) 486-8340 or email: kal@ilpp.com.



BRUCE ROBERTS OFFSHORE 38, 1982. Commissioned in 1996. Fiberglass hull, Volvo Penta, 3 cyl with turbo, 100 hours. New sails, 6 heavy duty batteries, aluminum mast, all lines to cockpit. Hauled 10/15/05. New propeller. \$23,000. (650) 948-3800 or (408) 242-1845.

BENETEAU 38, 1990. Rod rigging, lead fin keel, sleeps 7 with 2 heads, complete galley, custom upholstery, cockpit table, newer Hood sails including spinnaker, dodger, interfaced Corinthian instruments, AM/FM/CD, radar, DGPS, electric windlass, 6-man liferaft, masthead strobe, tri-color and VHF antenna, gel batteries, EPIRB, EZ Jax, folding prop, epoxy barrier coat, Trinidad SR bottom, more. \$89,000. (925) 381-1402.

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/equipment: Freeportmexico@netscape.net.

ISLANDER 36, 1985. \$61,500. Good condition, Strong, fast. Only 2nd owner. Yanmar 30 hp, 1,300 hours. Recent survey and bottom paint. See website: <http://www.ParksWebDesign.com/Islander> (619) 977-9584. No brokers please.

OHLSON 38, 1984. Classic sloop, perfect for daysailing and passagemaking. Complete refit since 2000 with new engine, sails, rigging and paint. Cruised extensively from Puget Sound to Southeast Alaska. Description and photos: <http://www.users.qwest.net/~potterjohn/> Email: johnrpotter@qwest.net or call (206) 320-0947.



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TAYANA 37 CUTTER, 1977. \$65,000. Currently lying in Fiji. For sale fully equipped for extended cruising. Only 1,400 hours on new Yanmar 4JHE engine. See: <www.zeeotter.bravehost.com> for specifications and photos. You can cruise cheaply in Fiji for three years before seeing half of it and enjoy the world's most friendly people. Email: zeeotter@zambezieet.org.

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ISLANDER 36, 1975 for \$28,250 or Westsail 32, 1976 for \$32,150. Interested in either or both, call John (209) 479-1193 or email: jc.sprinkle@comcast.net for equipment list/details.

CASCADE 36, 1978. \$45,000. Cutter rig. Affordable world cruiser. Hard dodger, SSB, liferaft, RIB dinghy with 9.9 hp outboard, GPS, VHF, Autohelm, roller furling, solar panels. (206) 992-0107.



STRANGE MAGIC BY HUTTON is for sale. A 36.8-ft steel sailboat, interior needs to be done by new owner. As seen in pic with mast and boom, sails, refrigerator, diesel engine, etc. Asking \$20,000. Tamee (408) 956-1849 or (408) 646-7621.

ERICSON 39 GLASS FLUSH-DECK sloop, 1971. New: Yanmar, shaft, prop, Profurl, 120% main, fridge and Dickinson diesel stove. More than \$20,000 invested. Located in Marin. Needs woodwork and paint. \$20,000/firm. (707) 287-4032.

HUNTER 36, 2004. \$125,000. This one is better than new. Owner spent more time perfecting than using. Call for details and specifications. New 3-blade prop and bottom. Stackpack main provides more sail area and full battens. (925) 284-9080.



BENETEAU 361, 2001. Like new condition, roller furling main and jib, Westerbeke diesel, 247 hours. Custom dodger with covers, electric windlass, Garmin GPS, Raytheon ST60 wind, 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 \$117,900. New replacement value \$180k. Private sale, no commissions. Beautiful liveaboard slip available. (925) 989-6847 (cell) or email: GeoTurner1@aol.com.

ERICSON 38, 1981. New bottom 12/05. Newer interior, dodger, roller furling, st winches, Autohelm, 32 hp diesel, hydraulic backstay, refrigeration. Great liveaboard, very comfortable. \$58,000, all offers considered. Seller motivated. (650) 438-5377 or (406) 870-0207.

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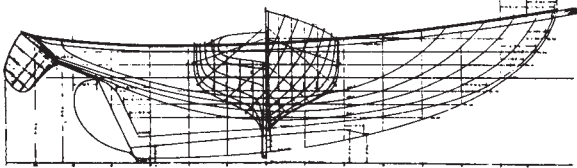
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ISLANDER 36, 1977. 3 cyl Yanmar. Recent major refit. New stuff too much to list. Clean, fast, cozy. Great Sausalito slip available. \$54,000. Please call (415) 823-8799.



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 (8-9), all in excellent to good condition, roller furling, windlass, radar, depth, speed, hydraulic backstay, pressure h/c water, 100 gal fresh water, 60 gal diesel. Quickvang, 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. probbins69@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@sunbreaka.org.



ISLANDER 36, 1979. \$45,000. Very good condition. New mainsail, new dodger, Harken furler. 1992 Yanmar 24 hp diesel, 500 hours. Recent survey, many more extras. (650) 592-1895 or email: regande@nuevaschool.org.

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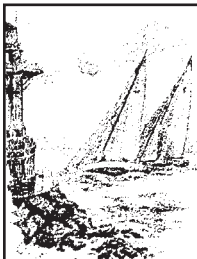
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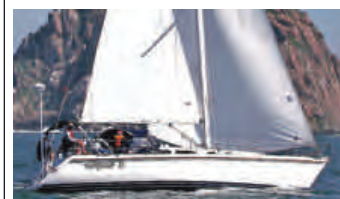


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32-FT CLASSIC MONTEREY. Totally restored Monterey fishing boat, converted to day boat, sportfisher or Bay cruiser. All woodwork had been done. New fuel tanks, hydraulic steering, tinted glass, etc. GMC 2-71 diesel engine. Needs to be finished, such as controls, wiring, exhaust and finishing touches. Must be seen to be appreciated. \$45,000, will consider any reasonable offer. More pics and details: ancona@mcn.org or pls call (707) 964-5423.

40-FT ENCLOSED BOAT HULL. No engine, great storage or project boat, berthed at King Island Resort, Stockton. \$950/obo. Jim (209) 786-6003.



CONTEMPORARY 40-FT FIBERGLASS houseboat. Bright, open, custom, 1995. Nice galley, head, separate shower, open topside with hot tub, wet bar. Liveaboard or office. Needs work: Outdrive, engine, floor and paint. Priced for quick sale. \$13,950. Email owner: forproport@hotmail.com.



65-FT WOOD CLASSIC, 1939. Heavy built ex-trawler. GMC 12V-71, 21 kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. More pics/details: ancona@mcn.org. Asking \$112,000 or any reasonable offer. Call (707) 964-5423.



52-FT GOLD COAST YACHTHOME. Great Bay and Delta boat. Fiberglass construction, twin diesels. \$110,000. For more details: <www.craigslis.com> or email: richard@bidleman.net or (808) 930-4566.



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65-FT INDUSTRIAL MACHINE. Great liveaboard, 20' beam. Helping with Hurricane Katrina relief work, need to sell, unfinished interior reconst. Two 8v71 Detroit, full bath, kitchen, cypress hull, Monel fasteners, documented. \$90,000/obo. Partial trades considered? Turbo diesel, 1-ton crew and gooseneck. (510) 543-6253.



21-FT RIB CATAMARAN HYDROFOIL assisted, 2001. Hysucat with twin 50 hp Hondas, radar, GPS, extra fuel capacity. Offers superior stability on Bay, ocean and river compared to monohull ribs. Fun and highly responsive. Max. speed: 34 knots. \$20,000. Call (415) 928-6311.



40-FT HOUSEBOAT, ZEITGEIST. Built in 1990, 1930's style. Spacious luxurious liveaboard. Located on Puget Sound, Olympia WA. Asking price is \$120,000. (360) 943-9759 or steins@dop.wa.gov.



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1964 R. FUNG YARD DRAGONFLY. 32 feet. All teak over Eucalyptus frames. Perkins 6-354 diesel/overhauled. Electric water heater, refrigerator, canvas, GPS, sounder VHF, fishfinder, full head with shower. Great liveaboard. \$27,500. Call Jim (510) 220-6480.



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CLIPPER MARINE 30 non-equity share. Sausalito berth near amenities. New sails, fully equipped with CD/stereo, nav gear, good condition. \$225/month. Call Sommer (415) 971-9772 or Milo (415) 722-7300. Email: sommerjohnson@yahoo.com or milo.sprague@sbcglobal.net for photos.

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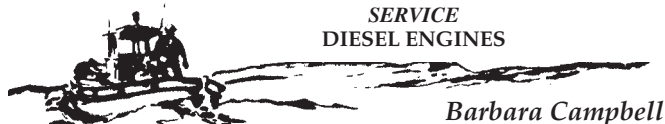
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EQUIPMENT WANTED: Correct mast for C-Lark 14' sailing dinghy made by Clark Boat Co. Could use a spinnaker and pole also. Call Paul (530) 626-3337 (lv msg).

USED GEAR to help restore *Faith*, a classic wood fishing boat, Sausalito, 1937. Need small diesel engine, trans, anchor, rigging, compass, radio, etc. For modest cash price or donations or will trade good, complete old Perkins 4-154. (707) 616-3252.

LOCH NESS MONSTER HUNTER now in Bay Area, seeks older boat under \$5,000, 35 to 50-ft, sloop or schooner, able to sail, in reasonable condition. Prefer docked boat. See your beloved boat sail again. Erik (510) 633-2526.

BOAT PIER IN PUERTO VALLARTA, Mexico wanted. I'm interested in a pier space in the Puerto Vallarta Marina for my 25-ft boat. They are currently full. If you own a villa, condo or townhome in this marina or know someone who does and may be interestrd in renting a space, please contact me. I'm using it to dock my boat for my scuba diving business. Daniel Sosa: xtrm_scuba@hotmail.com. Call from US: 011-52 (322) 224-8767. Call from Puerto Vallarta: (322) 224-8767. Cell, inside Puerto Vallarta only: 044 (322) 205-0085.

USED GEAR

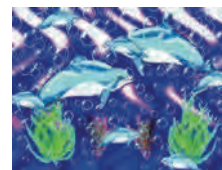
YANMAR 1GM10 IN SOCAL. Low hours, runs well. \$1,500 or trade for parts, paint job (20'), rigging? (323) 447-2747 or chrisabideth@yahoo.com.

UCSC BOATYARD SALE. Saturday, May 13, 8 am to 2 pm. Great deals on boats: 505s, Coronado 15s, CFJs, laser, Montego 20, Megabyte, Santana 22, Moore 24, Cal 29, Catalina 30. Loads of sails including Transpac 52, Moore 24, Farr 40, Coronado, and more. Used kayaks, sailboards with sails. Miscellaneous halyards and sheets, used and unused hardware, masts, booms, tillers, pfd's, etc. 20 years of gear must go. Cash/checks only. (831) 425-1164.

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WESTERBEKE 82B FOUR. Fuel injection system complete, pump, injectors, pipes, filter housing. Valued at \$4,700. Cruiser's dream at half the price, fully tested and inspected at \$2,500. Call (510) 435-8870.

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42 AND 50-FT ALUMINUM MASTS. 200-ft ss rigging wire, 3/8" and 1/4". Boom spreaders. 30 Staloc fittings, 20 chrome-plated bronze turnbuckles, cleats. A \$30,000 value for \$10,000. Call (707) 444-3944. You transport.

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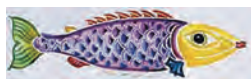
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NON-PROFIT

MARIN POWER & SAIL SQUADRON promotes high standards of navigation and seamanship, offers members free classes ranging from Seamanship to Celestial Navigation plus cruises and social events. Next classes in Novato May 9, 10, 16, 17, 7-9 pm. For details and registration call (415) 883-6777.

SANTA CLARA POWER SQUADRON promotes sail and power boating with high standards in navigation and seamanship, offering members free classes ranging from Seamanship to Celestial Navigation plus cruises and social events. For details call (408) 255-6097 or see: <http://www.usps.org/localusps/santaclara/>



BOAT SAFE TODAY. USCG Auxiliary, Flotilla 14, 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) 453-5891 or Herb Golenpaul (707) 996-5964 for class details.

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HARBORMASTER / CUSTODIAN. Bay Area yacht club needs part-time person to supervise and maintain 50 slips, grounds and clubhouse. Call (559) 287-2010 (cell) or fax resumé to: (559) 453-2464 or email: hillycorpmarine@worldnet.att.net.

BOATYARD ON CENTRAL COAST needs service manager. Must be highly motivated, and have extensive boat repair knowledge. Responsible for boatyard operations, with crew of 5-7. Personable with strong customer service skills, ability to follow through, delegate, maintain outstanding work performance, and operate 70-ton travelift. Full benefits. Fax resumé to (831) 373-2294.

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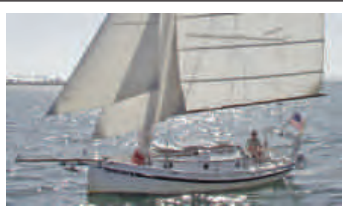
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DEL REY 24, 1968. Islander Bahama knock-off. Club jib, 110, 2 mainsails, 1-cylinder Petter diesel. Lifesling, new VHF, Porta-Potti. Work done in 2004 by Mariner Boat Yard: Two coats on bottom, rewired with new panel and bank of batteries, new prop, new standing rigging, engine serviced and runs well. Boat at Gas House, slip not available. Spouse on warpath ... free. Call Rob (415) 725-6404.

CAL 2-24, 1967. Recently upgraded with new standing rigging, ss keel bolts, 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) 662-0602 or (530) 908-1788.

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SANTANA 22 with dual-axle trailer, roller furler, dodger, extra sail. 5 hp Honda, VHF, many extras, very good condition throughout. \$4,800. Call (510) 276-8780.



KAMAKAI 20, 1999. Topsail gaff cutter pocket cruiser. See: <www.members.cox.net/dwellens/kamakai/kamakai.htm> for pictures and details. Call (619) 980-8704 or email: dwellens@cox.net.

WILDERNESS 21, 1982. Chuck Burnes design, Harken equipment, Coastal Cup-ready. Lots of extras, upgrades. \$3,200/obo. Call Dave (510) 581-5336.

WHITEHALL 14 WITH 50" BEAM. Fitted with standing lug rig. Like-new condition. Must see this gem to appreciate its simple beauty. One owner. <www.whitehall.com> for details and pictures. Asking \$11,000. Call (415) 454-1600.

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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-roller furling headsails, rebuilt interior. 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: woninaustin@yahoo.com.



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FLICKA 20, 1979. This boat is hull #100, black fiberglass, teak deck. Many new items including port 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 bungs. Boat is in great shape and ready to sail. Comes with EZ Loader trailer. \$4,000/obo. Call Ross (831) 915-2629.

25 TO 28 FEET

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 Hood jib, Hood main, spin/gen, 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.

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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.

STOLTZ 25 SLOOP, 1982. Bottom painted 2004. New: 6 hp Mercury 4-stroke outboard with easy lift, cockpit and interior cushions and stereo. Sails: Main, jib, genoa. 2 single, 1 double berths. Moss Landing. \$3,900. Call (831) 680-6331.

CLEAN ERICSON 28 SLOOP, 1986. \$27,500. Coyote Point. Freshwater boat 16 years. Wheel, autopilot, diesel. New: Dodger, ss rigging, furler, 2 jibs, water heater, bronze thru-hulls, chartplotter, backstay adjuster, lifelines, much more. Retired and moving. (408) 377-7620.

CAL 25, 1975. Pop-top model. Great singlehander, great condition. 1998 8 hp 4-stroke Evinrude, electric start, remote gear/throttle control. Furling jib, Walker Bay 8' dinghy with sail kit. Recent upgrades: New battery, bilge pump, motor mount. \$5,700. Call (415) 508-0827 or email: sue_ring@yahoo.com.

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.

1976 CATALINA. \$6,500. Hauled and bottom painted 2005. Inboard runs well. New marine batteries. Moss Landing, end of B-Pier, 57. On maintenance program, receive \$600 plus a year to clean vessel. Been a good sailer. (559) 877-7006.

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.

PEARSON TRITON, HULL #329. 28.5-ft heavy-built West Coast model, pure fiberglass. Regularly maintained and upgraded: Atomic 4 rebuilt, 2006, new pulpit, pushpit, rubrail; new paint and cushions in forward cabin. 2 mainsails (reconditioned 2005), 2 genoas (120 and 130), 2 jibs (100 and storm), spinnaker. Pictures and info at <<http://tinyurl.com/rjkz8>> \$9,500. (650) 961-1213 or triton329@yahoo.com.

CAL 2-27, 1975. Good condition. 6+ foot headroom. 2 jibs, 2 mains and gennaker, all good condition. Atomic 4 professionally maintained, new prop. Recent bottom job. Dry, clean comfortable liveaboard. \$5,500. Trish (707) 344-1178.

SANTANA 525, 1977. *Blowfish*. Sausalito berth. Pristine, 100% turnkey. Just refurbished topsides/below, awesome stereo. All new running gear, new hi-tech, fast sails, full-batten main, roller furling jib/spinnaker, new boom. New 6 hp Nissan 4-stroke motor. New sail cover, new teak floorboards, custom vang and mainsheet barney post. Gorgeous royal blue Awlgrip hull, red and white trim. White rig, bottom perfect. Many extras. Perfect for PHRF racing, Bay cruising, teaching kids to sail, all while looking good. Steal it for \$9,500/obo. (415) 601-9457.

WESTSAIL 28, 1978. Factory finished. Traditional full keel, heavy displacement, cutter rig. Beautiful original tanbark sails. Universal M-25 diesel. Exceptional storage and tankage. 2nd owner has carefully maintained for offshore cruising. \$35,000. Call Mike (415) 332-3978 or email: FLY@cpuc.ca.gov.



27-FT SS DESIGN, 1968. Built by Bandholm in Holland. New rigging, chainplates, turnbuckles, motor mounts, 40 gal ss fuel tank, plumbing, electrical. New paint on hull, deck and bottom. Full keel, Yanmar 2Qm15. Boat needs finish work, must sell. \$3,500. (831) 325-8183.

SANTA CRUZ 27, HULL #2, 1974. Hull, mast, boom, trailer, 4 hp Johnson ob, all solid condition. Original sails. Needs: Standing/running riggings, electronics. On trailer. Brookings, OR. \$4,500. Sam (541) 469-4281 or (541) 412-0612 (lv msg).

HUNTER 25 SLOOP, 1974. Hull type was quarter-ton SORC winner. Fast and friendly, roller jib, 6 hp ob. She is white with blue trim. 3-boat owner, a steal at \$1,000. Lying Alameda. (510) 467-8372 (cell).

NEWPORT 28, 1982. Great Bay boat. Wheel, 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 Rio Vista. A bargain at \$4,000. (916) 393-2221 or (916) 715-0563 or email: Liberty-Maritime@msn.com.

MacGREGOR 26X, 1996. Motor sailer. 50 hp Tohatsu, low hours. Dual-axle trailer. Clean, new bottom paint. All lines aft. Enclosed dodger with windows, screens. Upgraded galley, interior. Sleeps four. Berkeley Marina. Great weekend getaway. \$20,350. (408) 218-7606.



CAPE DORY 28. Offshore ready. Volvo diesel, Monitor windvane, autopilot. New profurl, Pineapple jib, cushions. Mainsail, cruising spinnaker. Companionway dodger, all bronze opening ports, CQR. Long list of quality equipment. Documented, immaculate throughout, in Alameda. Must sell. Reduced to \$26,500/obo. Call Peter (510) 523-3337.

CAPRI 25. Lake Tahoe boat, no salt. Dry sailed, Honda 7.5 outboard, Trail-Right dual-axle trailer, safety equipment, swim ladder, etc. Located Richmond YC small boat yard. Photos at: <<http://www.ecassels.com/capri25>> Email: ecassels@excite.com or Elton at (775) 265-4235.

RANGER 26, 1972. Good condition. 10 hp Honda, fix keel, full batten main, 4 bags of sails, full winter cover. Trailer. Freshwater boat, Tahoe. Double forestay, CB radio. \$6,500. John (530) 541-2442.

CAPE DORY 27, 1979. Alberg pocket cruiser. Yanmar diesel, tiller pilot, GPS/sounder, shore power, dodger. Good sail inventory, new main. Very pretty with recent upgrades. Fresh varnish, paint, epoxy bottom. Emeryville. \$24,000. Rick work: (530) 741-4543 or home: (530) 755-2166.

ISLANDER 28, 1977. Robert Perry design. Volvo diesel in great shape, wheel steering, depthsounder, knotmeter, many extras. Great family boat with headroom in cabin and enclosed head. New holding tank by Bay Marine. Beautiful teak wood interior throughout. Recently surveyed with all required items completed, ready to insure. Docked at Berkeley and ready to sail. \$11,000. Call (510) 332-4971.



HUNTER 28.5, 1986. Dodger, hot water, Yanmar diesel, autopilot, VHF, shower, stove, Harken furling, inverter, wheel steering, 3 battery banks. Sleeps 6. \$15,000. Call (707) 631-9464 or email: johnny@wunderbar.com.

SANTA CRUZ 27. 1st Impression. Four 3DL headsails, two spins, main. 3.5 hp Yamaha, autopilot, gel cell battery, new standing/running rigging. Trailer has new tires. Brickyard Cove Marina. \$12,000. (415) 606-4548.

BRISTOL 27. Refurbished, full keel pocket cruiser, set up for singlehanded. Located in Berkeley Marina. Diesel, 2 new jibs, recent built main, spinnaker, VHF, depth and knot meters. Price \$12,000. Call Rob (916) 813-3398 (cell) or (916) 442-5169 (hm).

PACIFIC SEACRAFT ORION 27, 1979. Cutter, SSB, radar, solar, refrigeration, stove, new sails, spinnaker, furling jib, new standing rigging, CQR, 150' chain, dodger, Yanmar, tiller or wheel. Solid bluewater pocket cruiser, Baja vet. \$32,000/obo. In Alameda. (510) 377-6728.

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.

ALERION EXPRESS 28, 2004. A beautiful boat that sails as well as it looks. Ideally suited for shorthanded sailing. Pineapple main, two jibs, Yanmar diesel, Hoyt jib-boom. Excellent condition. \$80,000. John (510) 366-1476.

DUFOR 27, 1974. Sound, fiberglass hull. Great condition, clean, fully equipped, 2 mainsails, 4 headsails, VHF, inboard 10 hp freshwater-cooled Volvo diesel. Full galley, standing headroom. Berthed Coyote Point Marina. \$15,000. Call Dick (408) 358-0384.



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CATALINA 27, 1973. De-masted, all rigging lost. No deck damage. Hauled 11/04. Current bottom maintenance schedule. Atomic operational. Clean. As-is, where-is, \$1,000. (510) 305-3415 (cell).



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.

CAL 2-27, 1977. Farymann diesel, furling Quantum jib, Quantum main, dodger frame, portable head, stove, AC power, safety gear. \$7,000/obo. Berth 03-40, Oyster Pt. (650) 557-1259.

CHOATE CF 27. Race/cruise. New faired, epoxied racing bottom. PHRF champion. Full sail inventory, adjustable everything, VHF, outboard. 5'9" headroom. Fits in 24' slip. Great in light air/heavy air/chop, strong & fast. Emergency forces reduced price. \$9,000/best offer. (310) 398-1430.

CATALINA 27, 1976. Great condition. Dinette, standard rig, new main, new radio, recent rigging, 8-ft inflatable dinghy with outboard. Sausalito slip. Just finished detailing. \$8,450. Great Bay boat, lots of extras. Call Jim (415) 461-9532 or jwills@webdaki.com.

DOLPHIN 24 + BOWSPRIT. F/G S&S-designed ocean pocket cruiser. Classic lines, Baja vet. Major refit: Rigging, interior, hardware, new woodwork, mainsail, dodger. Centerboard shoal draft, tabernacle mast. 2-axle trailer, trailer launch. New paint. \$5,200/obo. (415) 261-4030.

29 TO 31 FEET

ISLANDER BAHAMA 30, 1982 SLOOP with diesel inboard. Original owner. Asking: \$17,750. Location: Owl Harbor, Delta near Isleton. Sail inventory: 90, 110, 135 headsails plus mainsail. For appt. to inspect call Walt (510) 793-8794 or email: Tapsail@aol.com. Make offer.

HUNTER 29.5, 1996. Good condition. Roller furling, Yanmar diesel, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Berthed in Alameda. Email: wkcho@ix.netcom.com or leave message at (510) 226-8873. Working out of country. Must sell. Will accept reasonable offer.

HALLBERG-RASSY 31, 1978. Finances force me to sell this boat that I really love. If you're looking for one of these boats you'll want this one. There's probably none nicer. Looks new and original. \$45,000. (805) 471-6863.

30-FT CENTER COCKPIT S2-9.2C, 1978. Excellent liveaboard or family weekender. Ready to sail. Yanmar diesel, wheel steering, North mainsail, lazyjacks, gennaker, furler, dodger, Autohelm, 6' interior headroom, teak interior, holding tank, alcohol stove. Coast Guard documented. <www.bucketdrop.com> \$26,000. David (415) 572-6506 or day_500@hotmail.com.

SANTANA 30/30: Great racer-cruiser in very good condition. 5 headsails, 2 spinners, mainsail. Autopilot, knot/log and depth. Recently hauled and surveyed. Much gear new in the past 3 years, including rod rigging. \$15,500. Website: <<http://www.california.com/~ahebert/gabrieli/wisdom/wisdom.html>> Email: ahebert@california.com or call (650) 299-1850.



RAWSON 30, 1960. Universal 25 hp engine with 70 hours, new boom, wheel steering, extra sails, GPS, radar, CD, maps, watermaker, dinghy, new plexiglass. Recent survey. Rigged solo. \$9,000/offer. Oakland Central Basin, slip# c411. hageos@yahoo.com (510) 290-0375 or carlonyoder@gmail.com (510) 333-5321.

NEWPORT 30, 1976. Zarpa. Must sell, bought other boat. New standing rigging. Anderson self-tailing winches, Garhauer vang, pressure water. Good running Atomic 4. Extra sails. Race ready Bay and Delta cruiser. Well maintained. \$12,995. Call Donn (510) 538-7333.

BODEGA 30. Go-anywhere boat for purist sailor. OB power, no thru-hull holes. Small cockpit, large scuppers. Tiller, roller furling, Aries vane, solar panel, radio, GPS, depth, compasses, propane stove, twin sinks, water storage, teak interior. \$12,500. (530) 343-9391.

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NEWPORT 30, 1971. Roller furling, VHF radio, stereo, new valve job on Atomic 4, many extras. \$9,850/obo. Located in Alameda at Fortman Marina, slip C-26. (510) 521-8506.

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CATALINA 30, 1984. Tabernacle, diesel, wheel, autopilot, wind instruments, VHF, AM/FM stereo, Xantrex battery charger, lifelines and rig replaced 2000, propane stove and oven, pressure water, shower, macerator, small Achilles dinghy, headsails and main. \$25,000/obo. (831) 359-5826.

MUMM 30, HULL #57. New condition. New deck and epoxy bottom by James Betts. B&G wind and speed instruments. Quantum carbon fusion sails. Trailer with new wheels and tires. Fast and fun. \$79,500. Email or (530) 583-9133.



HUNTER 30, 1979. Excellent condition, Yanmar diesel. Wheel. Standing rigging, barrier coat, LPU mast, new ports, thru hulls replaced in 2003. Mainsail cover 2004. Recent bottom. New batteries. 6-disk stereo. Marina Bay slip. Pictures at: <www.peterstarrcraig.com/album.htm> \$14,000. Call (707) 227-7862.

LEIGH 30, 1984. Chuck Paine design, Morris Yachts. Hasse/Port Townsend sails, Artful dodger, Brion Toss rigging, Spectra watermaker, Monitor, Furuno, etc. Turnkey, 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: gizmogim@earthlink.com.



ISLANDER 30 Mk II, 1971. New Yanmar diesel. 5 sails, all in good condition. Recent bottom paint. Dinette, depthsounder, new batteries, recent survey 2005. \$8,500/obo. Motivated. George (707) 882-2942 (wk) or (707) 882-2321 (hm).

PACIFIC SEACRAFT 31, 1986. Cutter, loaded with factory options and extras. Great condition. Windvane, autopilot. Radar, EPIRB, 3 VHF's, 2 GPS's. CQR and Fortress. Solar, refrigeration. Low diesel hours. Avon and 3.3 Merc. Ventura. \$89,500. <http://www.members.cox.net/ps31capella> (805) 895-4189 or ps31capella@bigfoot.com.

KIRBY 30, 1980. Yanmar diesel, new interior cushions, autopilot, knotmeter, depthsounder, self-tailing winches and self-tending jib. Good sails, almost new main, two self-tending jibs, #3, #1, 155 jibs, two spinnakers, one old and one new. \$10,500. Call Ernie (209) 931-5457 or busterboat@comcast.net.

BODEGA 30 FULL-KEEL fiberglass world cruiser. Custom interior, hard dodger, windlass, CQR and Danforth, propane and wood heater. Lee cloth, club-footed jib, Honda 4-cycle ob, extra-long shaft. By owner. \$12,000. (415) 331-0885 or gitaiv@hotmail.com.

OLSON 30, HULL #198. Warpath. Very nice boat, ready to race or daysail, double-axle trailer, 5 hp outboard motor. Dry sailed. Good sail inventory. Double spreader. New standing rigging 2003. Lying Santa Cruz. \$14,900/obo. Call Ryan (831) 234-3229 or Geoff (831) 595-4180.

ERICSON 30 SLOOP, 1969. Repowered with Yanmar 20GFWC diesel. White hull, varnished wood interior, newer cushions. Moving on, sell cheap. \$6,000. Lying Alameda. (510) 467-8372 (cell).



CATALINA 30, 1984. Tall-masted rig with bowsprit, Harken furler, 100/135 jib, 150 genoa, Furuno, Autohelm VHF. 2-cyl Universal diesel, dodger, bimini, cockpit cushions, built-in fridge and LNG stove/oven. Hauled, bottom painted, surveyed 9/05. \$26,500. So. SF. Pics/details: deddreme@yahoo.com or (650) 302-4626 (msg).

CATALINA 30, 1980. All new rigging, large sail inventory, new 3-cyl diesel, under 60 hours. Force 10, all new interior, SSB, radar, much more. \$27,500/obo. (925) 372-0475.

YANKEE 30. Great reputation. Main, 135% foam luff jib, Harken furler, spinnaker. Oversized self-tailing winches. New ss lifelines. Super reliable gas engine. Freshwater day-sailed past 10 years. Meticulous owner. Motivated seller. \$16,500/obo. (916) 961-2545 or (916) 202-1720.

PEARSON TRIDENT 31, 1978. Hull #6. Richmond Marina Bay, F dock, 186. 24 hp Volvo Penta diesel, very good condition, very clean. Main and jib only, Garmin GPS, tiller steering, stereo, head, galley. 6-ft headroom. \$9,500. (510) 527-2312.



CAL 29, 1974. Clean and well maintained, recent full batten main and jib on roller furler, spinnakers, spare sails, strong Atomic 4. 2 owners from new, recent bottom, fully equipped, ready to race or cruise. In Alameda. \$10,000. (925) 984-3142.



ISLANDER 30 Mk II, 1973. Seawind. Alcohol stove/oven, refrigeration, dinette with widened bed, BBQs, sleeps 6. Extra navigation lights, 3 anchors, 8 Barent winches, autopilot, two batteries, 30 hp gas inboard, lots of extras. Stockton Sailing Club. \$14,000. (209) 951-6411 x11 or (209) 518-7480 (cell).

NEWPORT 30 Mk II, 1982. Gary Mull design in excellent condition inside and out. 2-year-old main, 3-year-old 90% jib, spinnaker. Harken furler, Lewmar self-tailing winches, lines led aft, new bottom paint Oct. '05, new standing rigging Feb. '05, lifelines 5 years old. Depth and knot meters, diesel engine serviced Oct. '05. Great cruiser/racer. Sleeps 6. More details/photos by email: lee1@pge.com or (925) 933-9890 (eves) or (415) 973-2331 (days). Asking \$23,500.

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CATALINA 30, 1980. Atomic 4 plus 15 hp Johnson longshaft, stern mounted, hard dodger, 3 sails, safety netting, cockpit canvas, super clean and very good condition. Redwood City Marina. Call Anton (650) 670-2404.

CAL 29, #350. Roller furling genoa, jiffy reef main, spinnaker. Navico tiller pilot, Garmin GPS and marine radio. Ready to go. \$9,000. (415) 435-9928.

NEWPORT 30, 1970. Great running and maintained Atomic 4. 5'9" headroom. Tiller and fin keel, turns quick. Large 4-burner stove on gimbals, ice box, thermoelectric cooler, 30 gals water, 2 gal fuel. Batt charger, new head with holding tank, 2 batteries with switch. AM/FM stereo with cassette. Transferable slip in San Rafael Yacht Harbor. Hood roller furler, unstalled. \$13,000/obo. Call (415) 847-8022 for more info.

32 TO 35 FEET

COLUMBIA 5.5 METER. *Impatient* is completely restored from keel up, better than new. Classic fiberglass sloop, superb daysailer for family to play on or learn on. Newly painted heavy-duty 4-wheel trailer. Call Captain Bill Jarvis (510) 521-8075 or capt207@aol.com.

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SAN JUAN 34, 1980. Rare excellent American-made sloop racer/cruiser. New Yanmar 27 hp, h/c pressure water, chartplotter, radar, Autohelm 4000, ST60 tridata, wheel, dodger, propane stove. Profurl jib, new main, refinished interior, 7 sails, stereo, lazyjacks, all lines led aft. Fast, comfortable, not tender and no running backstays. PHRF 124. Great slip in Monterey Bay. Owner must sell. \$39,950/obo. (831) 722-4463 or (831) 596-4245 (cell).

CATALINA 320, 1995. Perkins diesel. New Hurth trans. Autopilot, AM/FM/CD/cassette. \$65,900. Buyer has first refusal of slip at Marina Cortez, Harbor Island, San Diego. (619) 421-7735 or LMLERMA@outdrs.net.

CORONADO 32. Radar, autopilot, GPS, watermaker, VHF, wind generator, hot water heater, diesel engine, 120 volt gas generator, depth, speed, wind instruments, dinghy, new electric head, new dodger. \$19,200. Call (707) 812-4003.

32-FT COLUMBIA 5.5. \$4,850. Please contact after April 8 at: (707) 644-3366 or farwest33@msn.com.

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PEARSON VANGUARD 32. Large sail inventory. Extensive engine work including complete rebuild. Many extras. Mexico capable. \$18,500. Jim (408) 979-9743 (hm) or (408) 892-1799 (cell) or wachiwara@aol.com.

345 FAST YACHT, 1983. Rare Camper Nicholson, great sail or liveaboard. New interior with teak and Koa wood. Rebuilt Pathfinder engine, roller furling, Autohelm, fore and aft cabin. Standing rigging good shape, running rigging crap. \$42,000/obo. (775) 354-2795.

CONTESSA 35, 1976 for sale by owner. Very solid boat, has all basic equipment in good shape. She is great for creation of your dream performance long-range cruising boat. I am open for any reasonable offers. Call (408) 202-2433 or shinskym@mail.com.

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, Atomic 4, simple systems, solid (not cored) hull. Best value on this model in US, Canada. \$33,550. Call (415) 516-1299.



BENETEAU OCEANIS 350, 1990. \$74,500. Great coastal cruiser/island boat with light, bright interior. Refit 2003 for offshore cruising. Mexico vet with new salon cabinets and electronics. Specs: <www.svdreamchaser.net> Email: wda7363@sailmail.com.

32-FT COLUMBIA 5.5. Open cockpit racer/daysailer. Excellent sail inventory. \$4,850. Please call (707) 644-3366 or farwest33@msn.com.

CATALINA 34, 1987. Clean, well-maintained. New dodger 8/05. Roller furling, Heart inverter/charger, autopilot, new cutlass bearing, large battery bank/separate start battery. Spinnaker and whisker poles. Reliable diesel, 900 hours. \$51,000. Hank Martin (916) 715-9161 or email: svislanddreams@yahoo.com.

INTERNATIONAL ONE DESIGN. 1975, fiberglass IC #102, re-rigged for racing, great for cruising. New forestay, new forward hatch, custom bench, new traveler system, new jib with hanks (very easy), spinnaker and main included. Motivated seller. Would love to keep it, but must sell asap. Own it before the summer. It is an incredibly fast and easy boat to race or cruise. Call (415) 609-0151.

11:METER. 33-ft fast, fun racer. PHRF champion. Good clean condition. Incredible sportboat bang for your buck. TackTick Race Master. Drysailed. All new North 3DL, trailer, 5 hp obo. \$12,000. Call David (831) 595-2292 or email: david@cyberware.com.



34-FT WILLIAM GARDEN KETCH, 1966. Mahogany on oak, copper riveted. New shaft, prop and transmission. Perkins diesel, radios, depthfinder, Sat Nav. Needs some hatch and transom work. Very clean, great all-weather sailer. New bottom paint. \$9,700/obo. Mike (925) 325-6301.

CATALINA 320, 1993. Pristine condition. Very little wear on new engine and rig. Motivated seller. \$65,000/obo. Call or email for pics and details: (510) 548-9986 or 320@ideasoup.net.

ERICSON 32, 1975. Excellent for the Bay or coastal cruising. Very clean inside and out. Recent upgrades include new Doyle sails and Raymarine autopilot, new AC system and new steering. Everything works. More at: <http://www.stanford.edu/~jseth/wild-type> \$19,000. Call (650) 561-9681 or jseth@stanford.edu.

FANTASIA 35 Mk II, #67. Well equipped, cruise ready. Center cockpit, workshop. Attractive interior, bronze ports, Furuno radar, CARD, Sailomat and CPT autopilots, GPS plotter, ICOM 700Pro, RAM VHF, PUR 35 watermaker, stereo, freezer/fridge, cockpit cushions. Profurl, many sails, spares. Yanmar diesel, solar panels, HD davits, fireplace. Avon 4-person liferaft, Muir windlass, three anchors, new sail cover, dodger, more. Alameda berth. Comfortable cruiser/liveaboard. \$59,000. Email: Seadon@sales.northsails.com.

BENETEAU OCEANIS 321, 1996. Estate sale, \$55,000. Great family cruising boat, swim deck and ladder, H/C pressure water with shower, refrigeration, microwave, clean, autopilot, roller furling main and jib, Yanmar diesel. Must sell. Norman (707) 877-3551 or ndevall@mcn.org.

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RANGER 33, 1978. Prefer selling 1/2 share, but will sell all. Upwind Berkeley berth, well rigged, well kept, good condition, full sail selection, Atomic 4. Great Bay boat, full galley. \$22,000/obo. Call DJ (415) 515-1353 for full specs, photos and test sail.

CATALINA 320, 1995. Great condition, terrific Bay boat and one of the nicer 320s around. Dodger, full instruments, Yanmar diesel, cruising spinnaker. Refrigeration, microwave. (510) 410-3003.

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. \$5,000/obo. (415) 645-5393 or email: gkl@dolby.com.

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MARIEHOLM 32. Legendary Swedish construction. Everything new or rebuilt. If you like Contessa 32s, you will love this. Asking only \$27,500. Call Todd (510) 575-5880.

36 TO 39 FEET

CATALINA 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 refrigerator, roller furling jib, much more. In LA Harbor. \$54,500. (310) 541-9421 or grbreck@aol.com.

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HUNTER 37, 1984. Excellent condition, furling jib, new Quantum sails, Autohelm, dodger, Yanmar diesel. Always in Lake Tahoe, no corrosion. Hot water, canvas tent. \$44,000. (530) 541-1973 or email: glennigbb@aol.com.



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BRUCE ROBERTS OFFSHORE 38, 1982. Commissioned in 1996. Fiberglass hull, Volvo Penta, 3 cyl with turbo, 100 hours. New sails, 6 heavy duty batteries, aluminum mast, all lines to cockpit. Hauled 10/15/05. New propeller. \$23,000. (650) 948-3800 or (408) 242-1845.

BENETEAU 38, 1990. Rod rigging, lead fin keel, sleeps 7 with 2 heads, complete galley, custom upholstery, cockpit table, newer Hood sails including spinnaker, dodger, interfaced Corinthian instruments, AM/FM/CD, radar, DGPS, electric windlass, 6-man liferaft, masthead strobe, tri-color and VHF antenna, gel batteries, EPIRB, EZ Jax, folding prop, epoxy barrier coat, Trinidad SR bottom, more. \$89,000. (925) 381-1402.

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/equipment: Freeportmexico@netscape.net.

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OHLSON 38, 1984. Classic sloop, perfect for daysailing and passagemaking. Complete refit since 2000 with new engine, sails, rigging and paint. Cruised extensively from Puget Sound to Southeast Alaska. Description and photos: <http://www.users.qwest.net/~potterjohn/> Email: johnrpotter@qwest.net or call (206) 320-0947.



BRIGHTSTAR. Sleek, stylish, sophisticated, this Tayana 37' offers the comforts of home and the confidence of a bluewater cruiser. This majestic cutter rigged yacht was designed by Robert Perry and built by Tayana Yacht Building Co., LTD in 1981. Features elegant teak interior and spacious accommodations. She is bluewater ready, including 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 (805) 403-7112. The ocean calls and Brightstar answers.

TAYANA 37 CUTTER, 1977. \$65,000. Currently lying in Fiji. For sale fully equipped for extended cruising. Only 1,400 hours on new Yanmar 4JHE engine. See: <www.zeeotter.bravehost.com> for specifications and photos. You can cruise cheaply in Fiji for three years before seeing half of it and enjoy the world's most friendly people. Email: zeeotter@zambezie.org.

CAL 39, 1971. Great liveaboard racer. Rebuilt Perkins 4-108, 0 hours. Maxi-Prop, radar, good electronics, hard dodger, refer, hot water, new main, 5 bags of sails. Transferable main channel slip, Marina del Rey. \$55,000 or? Call Les (310) 788-3446.

ISLANDER 36, 1975 for \$28,250 or Westsail 32, 1976 for \$32,150. Interested in either or both, call John (209) 479-1193 or email: jc.sprinkle@comcast.net for equipment list/details.

CASCADE 36, 1978. \$45,000. Cutter rig. Affordable world cruiser. Hard dodger, SSB, liferaft, RIB dinghy with 9.9 hp outboard, GPS, VHF, Autohelm, roller furling, solar panels. (206) 992-0107.



STRANGE MAGIC BY HUTTON is for sale. A 36.8-ft steel sailboat, interior needs to be done by new owner. As seen in pic with mast and boom, sails, refrigerator, diesel engine, etc. Asking \$20,000. Tamee (408) 956-1849 or (408) 646-7621.

ERICSON 39 GLASS FLUSH-DECK sloop, 1971. New: Yanmar, shaft, prop, Profurl, 120% main, fridge and Dickinson diesel stove. More than \$20,000 invested. Located in Marin. Needs woodwork and paint. \$20,000/firm. (707) 287-4032.

HUNTER 36, 2004. \$125,000. This one is better than new. Owner spent more time perfecting than using. Call for details and specifications. New 3-blade prop and bottom. Stackpack main provides more sail area and full battens. (925) 284-9080.



BENETEAU 361, 2001. Like new condition, roller furling main and jib, Westerbeke diesel, 247 hours. Custom dodger with covers, electric windlass, Garmin GPS, Raytheon ST60 wind, 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 \$117,900. New replacement value \$180k. Private sale, no commissions. Beautiful liveaboard slip available. (925) 989-6847 (cell) or email: GeoTurner1@aol.com.

ERICSON 38, 1981. New bottom 12/05. Newer interior, dodger, roller furling, st winches, Autohelm, 32 hp diesel, hydraulic backstay, refrigeration. Great liveaboard, very comfortable. \$58,000, all offers considered. Seller motivated. (650) 438-5377 or (406) 870-0207.

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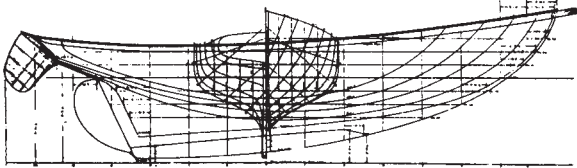
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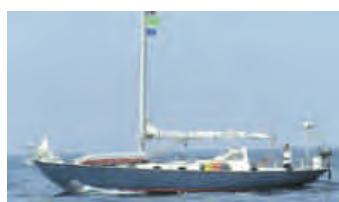


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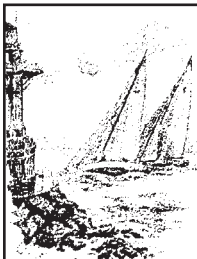
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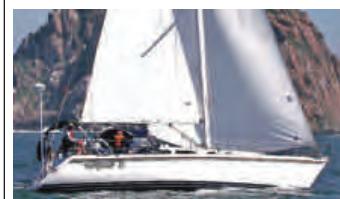
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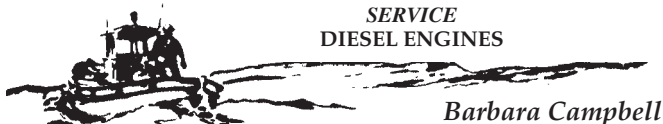
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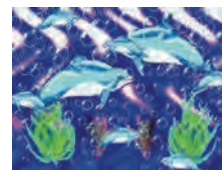
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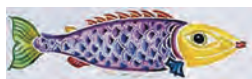
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BOAT SAFE TODAY. USCG Auxiliary, Flotilla 14, begins Basic Skills and Seamanship class, Tuesday, May 16, 7:30-9:30 p.m. at Loch Lomond Yacht Club, 95 Loch Lomond Drive, San Rafael. Call Lex Byers (415) 453-5891 or Herb Golenpaul (707) 996-5964 for class details.

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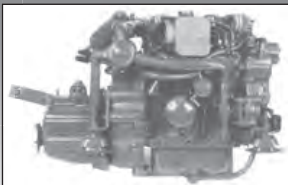
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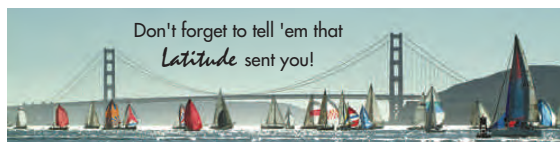
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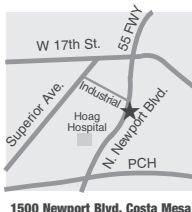
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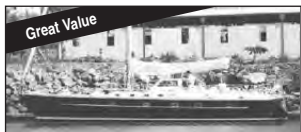
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40' SPARKMAN & STEPHENS YAWL, 1953 Designed by the legendary Olin Stephens and built of the finest materials by one of Europe's premier yards, *Irolita*'s long-term owner has lavished time and money on this dark blue-hulled beauty. Flawlessly varnished cabin trunk, completely redone interior. Transferable Sausalito YH slip. **\$110,000**



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40' ENDEAVOUR, 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" hdrm), and offers all amenities necessary for comfortably cruising or living aboard. Transferable Sausalito YH slip. **\$99,000**



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38' WAUQUIEZ HOOD, 1982 Exceptional performance cruiser, the French equivalent of a Swan. This one is bristol—the interior shows as new. Beautiful teak decks in fine shape. The retractable centerboard allows access to areas inaccessible to most sailboats this size. Transferable Sausalito Yacht Harbor slip. **\$89,500**



NEW LISTING

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31' CATALINA 310, 2000 This modern classic is well equipped, VERY lightly used (only 89 hours on the engine) and very clean (just detailed, she looks practically new). She's also the deep keel version and is turn key for Bay sailing or coastal cruising. **\$79,500**



NEW LISTING

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32' HUNTER 320, 2000 Very clean inside & out w/low time on Yanmar dsl (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**



REDUCED

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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' ERICSON, 1986 Classic Bruce King design, originally launched in '67, sporting an integral lead keel, spade rudder, deck-mounted mast and a double-spreader rig was years ahead of her time. Even by today's standards, the boat holds her own in terms of aesthetics, build quality and performance. **\$49,000**



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OTHER

2 LIVEABOARD HOUSEBOATS in San Rafael...Starting at 23,500 obo
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56' LCN-6 w/diver support, steel, W/H, twin 671s, full elect...24,950



32' COLUMBIA 9.6 sloop. Diesel, very clean, many upgrades, vane steering, traveler, pulpits and lifelines, hydraulic backstay, lines led aft for shorthanded sailing and more. **Asking \$21,900**



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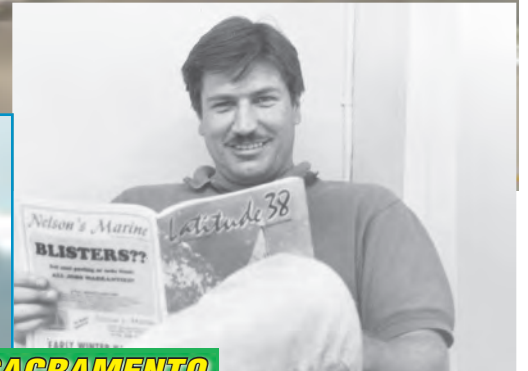


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